

Intro Architecture Pty Ltd

Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.

278 South Terrace, Adelaide

020/A015/19

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OVERVIEW

Application No	020/A015/19
Unique ID/KNET ID	2019/02538/01
Applicant	Intro Architecture Pty Ltd
Proposal	Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.
Subject Land	278 South Terrace, Adelaide
Zone/Policy Area	City Living Zone / South Terrace Policy Area 30
Relevant Authority	State Commission Assessment Panel
Lodgement Date	19 February 2019
Council	City of Adelaide
Development Plan	Adelaide (City), consolidated 7 June 2018
Type of Development	Merit
Public Notification	Category 2
Referral Agencies	<ul style="list-style-type: none"> • Government Architect • City of Adelaide (Council; non-mandatory)
Report Author	Will Gormly, Senior Planning Officer
RECOMMENDATION	Development Plan Consent, subject to conditions

EXECUTIVE SUMMARY

This application was lodged on 19 February 2019. The application proposes the demolition of the existing structure on the site, and the construction of a nine level residential flat building at 278 South Terrace, Adelaide.

The application was subject to the pre-lodgement process. Through the process, there was evolution between the inception meeting, and the lodged application. The Government Architect commends the proponent team in their willingness to engage with the process, and made a number of comments which are described under the 'Government Architect' section of this report.

The application is subject to a mandatory referral to the Government Architect, and a non-mandatory referral to the City of Adelaide for their technical comments. The Government Architect and the City of Adelaide are generally supportive of the proposal, with the land use, building height, design, and public realm interface concerns being mostly consistent with the policies set out in the Adelaide (City) Development Plan. Council do not oppose to the development, however make a number of technical comments on the proposal. Council further note the encroachments of the proposal will be assessed on the Encroachment Policy that was in place at the time of lodgement of this application.

The proposed development is considered, as a whole, to address the key planning, design, and technical issues, and has sufficient merit to warrant Development Plan Consent, subject to planning conditions recommended at the end of this report.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Pre-Lodgement Process

The proponent engaged with the case managed pre-lodgement service offered by the Department of Planning, Transport and Infrastructure. The process saw three pre-lodgement panel meetings, and one design review panel session. The concept and design iteration has evolved since the project inception to the lodged application.

In the referral response, the Government Architect makes comments in capacity as referral body and commends the proponent for engaging in the pre-lodgement/case management process, which is considered to have led to improvements of the proposed built form. These are described later in Part 5 of this report.

2. DESCRIPTION OF PROPOSAL

Application details are contained in **Attachment 1**. The nature of development includes the demolition of all structures on the site and the construction of a nine level residential flat building ancillary car parking and landscaping.

A summary of the proposal is as follows:

Land Use Description	Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.	
Building Height	9 levels (30.6 metres to top of roof stair; 28.8 metres to top of parapet)	
	<i>Ground</i>	Lobby, DDA apartment, ground level car park, bicycle storage, services
	<i>Mezzanine</i>	Car park, storage, void
	<i>Level 1</i>	Car park, services
	<i>Level 2-6</i>	Four two-bedroom apartments per floor
	<i>Level 7</i>	Two three-bedroom penthouses
Apartment floor area (excluding balconies)	Two bedroom – north	81sqm
	Two bedroom – south	83sqm
	Penthouse – north	130sqm
	Penthouse – south	124sqm
Site Access	Vehicle access to/from Charlotte Street via new 3.6 metre wide crossover. Pedestrian access to/from Charlotte Street (glass panel door; informal access) and South Terrace (via lobby; primary access).	
Car and Bicycle Parking	26 car parking spaces – at ground, mezzanine and level 1, with car lift access from ground. 24 bicycle parks – at ground level.	
Encroachments	Portion of balconies and architectural form of western apartments on levels 2 through penthouse over Charlotte Street road reserve (Council land). Portion of balconies and architectural form of southern apartments on levels 2 through penthouse over South Terrace road reserve (Council land).	
Staging	Staging not proposed.	

3. SITE AND LOCALITY

3.1 Site Description

The site consists of one allotment, legally described as follows:

Lot No	Plan	Street	Suburb	Hundred	Title
305	F181957	South Terrace	Adelaide	Adelaide	CT 5661/707
306	F181958	South Terrace	Adelaide	Adelaide	CT 5945/733

The subject site is located at the eastern side of the intersection of South Terrace and Charlotte Street. It has a frontage to South Terrace, its southern boundary, of approximately 18.5 metres, and approximately 28.4 metres to its western boundary to Charlotte Street. It has a resultant site area of approximately 524 square metres.

The site is currently occupied entirely by built form in the form of a two-storey (with its northern portion single-storey) building used historically for showroom/office purposes.

The subject site, and its surroundings, are generally flat.

3.2 Locality

The locality is characterised by varying land uses, however is predominantly residential. These residences are in the form of residential flat buildings, semi-detached dwellings, and detached dwellings.

There is a limited number of small-scale commercial/office uses in the locality. Built form varies greatly, with building heights ranging from one storey through to fourteen storeys.

Directly opposite the main frontage of the site is the expansive Adelaide Park Lands, which characterise the area – particularly given the strong edge of built form only on the northern side of South Terrace.

South Terrace, the east-west road directly to the subject site's southern boundary, carries one lane of traffic in each direction; each with a dedicated on-street bicycle path. Each side of this road has on-street parking; parallel timed bays on the northern side, and 90-degree angled timed bays on the southern side.

Perpendicular to this and to the site's west boundary, is the north-south running Charlotte Street. Comparatively, Gawler Place sees far fewer traffic movements, owing to its one-way movement carrying vehicles only in a northerly direction (with bicycles allowed to travel contra-flow in a southerly direction).

Immediately to the north of the subject site is a narrow public road reserve. This is a no-through access, and affords rear loading to dwellings that front South Terrace. This is an unnamed road.

To the west, and over Charlotte Street, is a four-storey residential flat building, which addresses both South Terrace and Charlotte Street.

To the east is a two-storey building, disposed as a residential flat building.



Figure 1 – Location Map

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 City of Adelaide

The referral response from the City of Adelaide is contained in **Attachment 5**.

Council made comment on a number of topics. Notable comments are extracted here for ease of reference and are summarised as follows:

Traffic/Transport Deficiencies noted in the layout (and sight lines), which should meet the requirements of Australian Standard 2890.1:2004. Car parking rate is provided less than that required by the Development Plan. The waiting bay for the car lift shall be clearly delineated that it is not for the purpose of residential parking.

Waste Waste management plan meets design requirements to achieve desired function and servicing and is supported.

Stormwater The development is in a known flood risk area from Brownhill Keswick Creek flowing through the southern Park Lands. The developer shall seek further advice to prevent flooding of the development, which may require a consultant to confirm the impact of 100-year ARI flood impacts.

Encroachments It is noted that there are encroachments incorporated into the design. These do not meet the current Encroachment Policy, endorsed in March 2019. It is understood that this application was lodged with SCAP prior to the endorsement of the new

policy. On this basis, the encroachments are considered acceptable.

Amended application details were re-referred to Council following design changes, and Council made additional commentary only relating to traffic. These have been included in the traffic comment section above.

The comments from the original and subsequent referrals are included within **Attachment 5**. The Council did not explicitly request any conditions be imposed to any consent granted.

5. STATUTORY REFERRAL BODY COMMENTS

The Government Architect is the only mandatory referral body for this application, pursuant to Schedule 8 of the Development Regulations 2008. The SCAP must have regard to the advice of the Government Architect.

The Government Architect's referral response is contained in **Attachment 4**.

5.1 Government Architect

The Government Architect (GA) supports the project team's aspirations to deliver a high quality residential development in this part of the city. She notes that a development of the proposed scale on this site has a responsibility to deliver a high quality design outcome particularly in terms of the scale, form, materiality, residential amenity and expression of the proposed building relative to its current and future context. In order to fulfil this responsibility, there are several aspects of the proposal that the Government Architect considers requires further refinement, which include:

- Significant contribution to the public realm and demonstration of sufficient mitigation of the impact of the over-height development.
- Overlooking impacts from the balconies at the northern elevation.
- Review of the western core materiality mix.
- Review of the ground floor configuration, including the external storage area and the accessible car park relating to the DDA apartment at this ground level.
- Diversity of mix of apartment offering.
- Critically integral design of curved glass balustrades.
- Review of penthouse apartments to ensure adequate shading from the west and east, rather than the reliance on performance glazing.

Following the original referral, the applicant provided additional and revised documentation, in an attempt to address the issues raised by the GA. This documentation was distributed to the GA to provide additional comments based on this updated documentation.

In the latter response, the GA acknowledges and supports:

- The inclusion of slab projections across the lift and stair cores.
- Increase in setback to the northern elevation.
- Relocation of ground level DDA apartment storage area.
- Consistent materiality to the base element and screening of the car park.
- Confirming solar shading to the west elevation of the penthouses.

The GA remains concerned regarding the setback of the northern balconies in respect to their potential for overlooking, and seeks confirmation of the materiality and detailing of the curved glass balustrade to ensure delivery of the design intent.

6. PUBLIC NOTIFICATION

The application is a Category 2 development pursuant to Principle of Development Control 17 (b) of the Adelaide (City) Council Development Plan's City Living Zone, which sets out that all development is Category 2 unless it falls within part (a) of the provision. It does not satisfy those listed in part (a), and accordingly has been assigned to Category 2 for public notification purposes.

Public notification was undertaken (by directly notifying, by letter, the adjoining owners/occupiers of the subject site) and 4 representations were received. A map, a summary of the representor's concerns, and the applicant's response to the issues raised are provided in the table below.

Representor ID	Issue	Applicant's Response
R1	<ul style="list-style-type: none"> Blocking views from apartment. Amount of dust. Overshadowing. 	<ul style="list-style-type: none"> Minimum building height of four storeys would block views in any case. Construction Environment Management Plan will be prepared, and will mitigate noise and dust impacts. Landscaping at 274 South Terrace cast shadows. Solar Analysis details actual overshadowing impact of proposed development.
R2	<ul style="list-style-type: none"> 'Non-complying' height, scale, and mass. Streetscape impact. Park Lands and Frome Street bikeway. Access to light, privacy and outlook of adjacent residences. 	<ul style="list-style-type: none"> Acknowledges over-height, however massing, scale, design quality, material quality, and articulation considered to offset this. Expected trip generation rates would be less than existing office use on site. Landscaping at 274 South Terrace cast shadows. Solar Analysis details actual overshadowing impact of proposed development. Proposed development will create a pedestrian scale at Charlotte Street with materials and designs appropriate.
R3	<ul style="list-style-type: none"> Exceeds maximum building height. Quality of materials. 	<ul style="list-style-type: none"> Acknowledges over-height, however massing, scale, design quality, material quality, and articulation considered to offset this. Robust materials and finishes including recycled red brick.

Representor ID	Issue	Applicant's Response
	<ul style="list-style-type: none"> Solar shading. Noise attenuation. Car parking shortfall. Waste storage room ventilation. 	<ul style="list-style-type: none"> Solar Analysis details actual overshadowing impact of proposed development. Proposed development will create a pedestrian scale at Charlotte Street with materials and designs appropriate. An acoustic report will be provided during detailed design phase. <i>Point not responded to by applicant.</i> Waste room mechanically ventilated via ducting to the roof.
R4	<ul style="list-style-type: none"> Construction vehicle access, waste, noise, dust and timeframe. No affordable housing. Vehicle access from Charlotte Street. Noise of roller door. Waste collection timing. Visual privacy/overlooking. Parking restrictions on Charlotte Street. Overshadowing. 	<ul style="list-style-type: none"> Construction Environment Management Plan will be prepared, and will mitigate noise and dust impacts. Applicant will investigate dwelling pricing at later date, however anticipate that stock would be provided within 'affordable' price range. Phil Weaver and associates report details traffic management. An acoustic report will be provided during detailed design phase. Waste collection to occur outside of noise sensitive hours. Level 4-7 the balcony edge has a separation of over 15 metres to any adjacent POS. Obscure glazing to balconies not necessary. Phil Weaver and associates report details traffic management. Landscaping at 274 South Terrace cast shadows. Solar Analysis details actual overshadowing impact of proposed development.

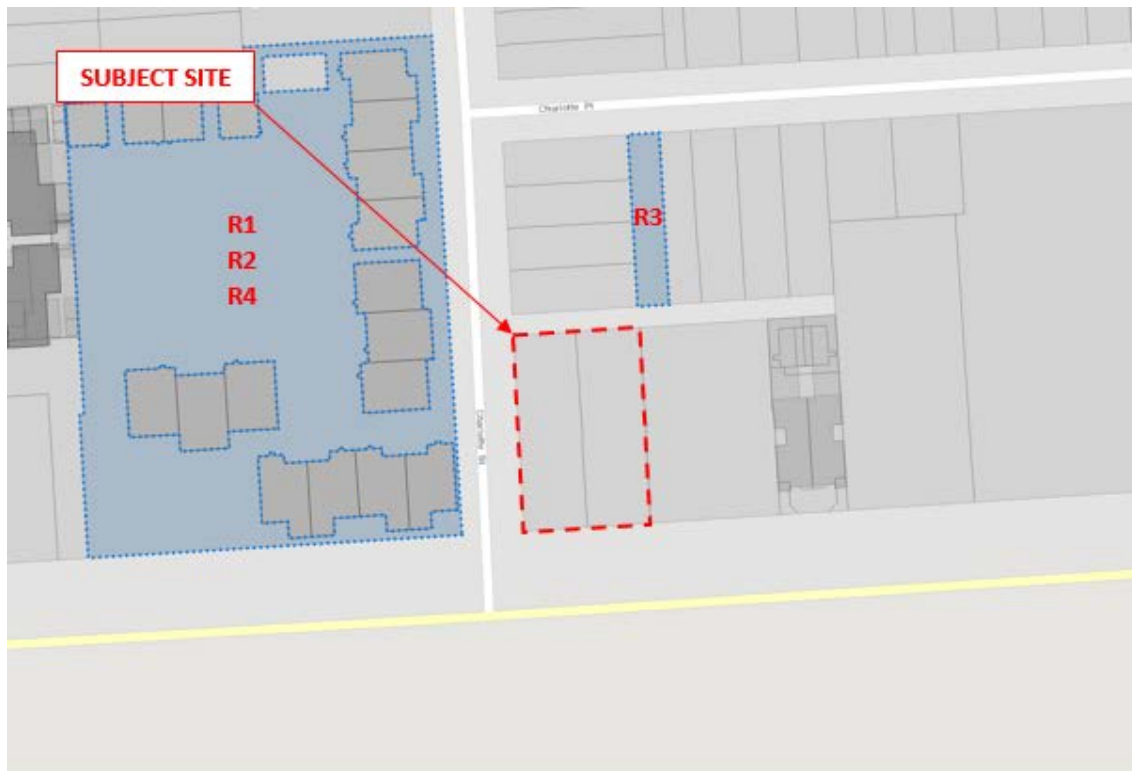


Figure 2 – Representation Map

A copy of each representation and the applicant's response are respectively contained in **Attachment 6** and **Attachment 7**.

7. POLICY OVERVIEW

The subject site is within the Capital City Zone and the Central Business Policy Area 13 as described within the Adelaide (City) Development Plan Consolidated 7 June 2018.

Relevant planning policies are contained in **Attachment 8** and are summarised below.

7.1 South Terrace Policy Area 30

The Policy Area will primarily contain medium scale residential development that takes advantage of the frontage to the Park Lands. The lower levels of buildings may be developed for non-residential uses where they are of a type, nature and size that make a positive contribution to residential amenity and the street level interface with the Park Lands.

The location and scale of buildings will achieve high quality urban design outcomes with the highest built form along South Terrace facing the Park Lands.

Buildings will have minimal or no setback and provide tall walls when viewed from the main road frontage to achieve a consistent built form façade and a sense of address to the Park Lands. Landscaping and small variations in front setback will assist in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other mature vegetation.

Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements. At street level, the use of solid materials will be appropriately balanced with glazed areas to provide visual interest and activity.

Building façades will be well articulated with finer details that contribute positively to the public realm, including modelled façades, canopies, fenestration and balconies that make use of light and shade. An interesting pedestrian environment and human scale at ground level which integrates well with the Park Lands will be created.

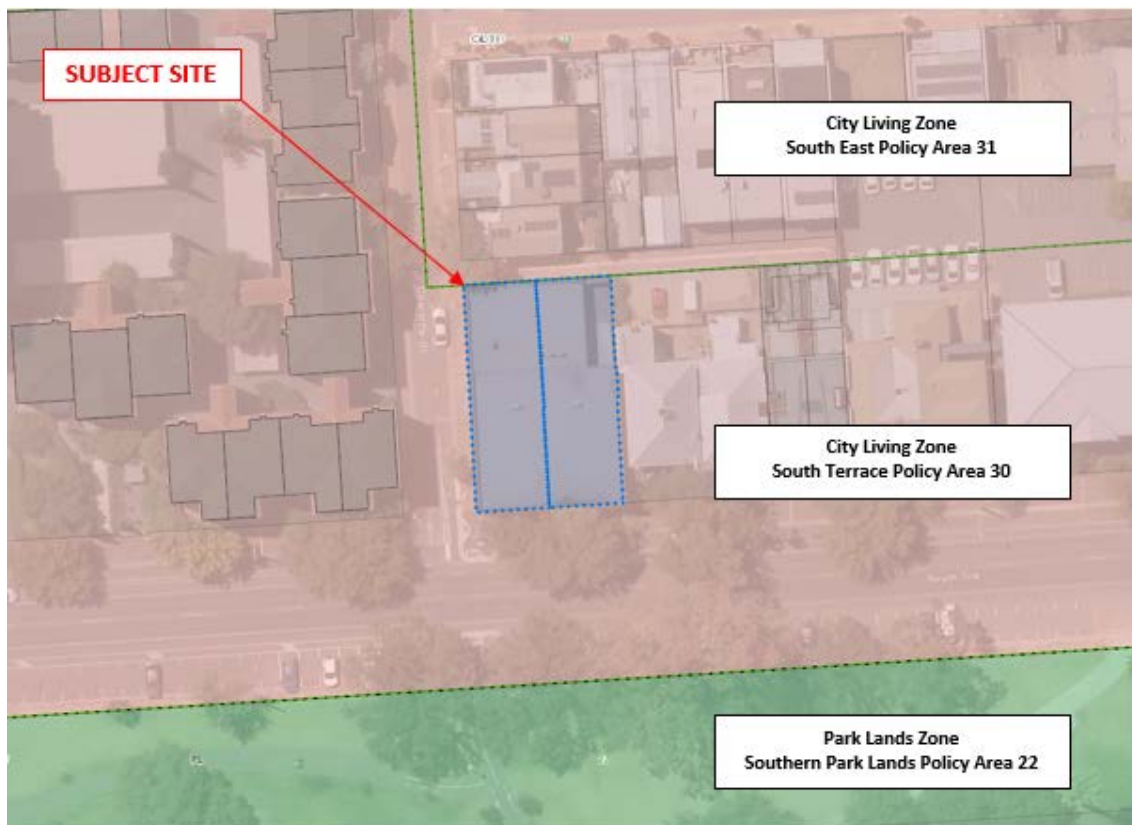


Figure 3 – Zoning Map

7.2 City Living Zone

The Zone is spread across the southern half of Adelaide, flanked to the north by the City's central business area. Mixed use apartment and commercial corridors frame much of the southern and western margins of the Zone which is also bisected by the Hutt Street main street strip, and corridors of core business areas centred on the Squares and the City's main north-south axis roads, Morphett, King William and Pulteney Streets.

The Zone comprises Adelaide's main residential living districts which have developed with a range of stand-alone and paired cottages, terrace or row housing, and low to medium scale contemporary apartment buildings, and with remnant workshops, service trades, offices and mixed uses, particularly west of Hutt Street.

The City Living Zone will provide high amenity residential living environments along with related non-residential uses compatible with residential amenity, as articulated in the Policy Areas. Carefully executed high quality residential infill is envisaged and opportunities are presented for comprehensive redevelopment on larger, particularly non-residential sites, and also on catalyst sites fronting South Terrace and East Terrace. The desired increase in the City's resident population relies, in part, on realising infill housing opportunities with high regard to their context and achieving overall, higher dwelling densities in this Zone.

7.3 Council Wide

Council Wide provisions provide guidance on the desire for increased levels of activity and interest at ground level; a high standard of design; appropriate bulk and scale of buildings and positive contribution to streetscapes.

Council Wide provisions provide further guidance to Medium to High Scale Residential buildings, Crime Prevention Through Urban Design, energy efficiency, built form including height, bulk and scale, composition and proportion, materials, colours and finishes, active street frontages, and access and movement.

7.4 Overlays

7.4.1 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 with a consolidation date of 7 June 2018. These provisions are contained in the appendices attached.

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Land Use	Policy area will primarily comprise residential development or mixed use where non-residential is appropriate at the ground and or first floor.	Residential.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Building Height	22 metres.	28.8 metres to top of parapet. 30.6 metres to top of roof stair (absolute building height).	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	
Car Parking	1 space per dwelling up to 200 square metres. 2 spaces greater than 200 square metres. Multi-unit dwellings should provide 1 visitor space for each 4 dwellings. (23 + 6 required)	25 spaces overall.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	
Bicycle Parking	1 for every dwelling/apartment with a total floor area less than 150 square metres. 2 for every dwelling/apartment with a floor area	24 spaces.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
	greater than 150 square metres. 1 visitor space for every 10 dwellings. (23 + 3 required)			
Private Open Space	1 bedroom: 8 square metres. 2 bedroom: 11 square metres. 3+ bedroom: 15 square metres.	1 bedroom: 14 square metres. 2 bedroom: 12 square metres. 3 bedroom: 55 and 57 square metres.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	

8.2 Land Use and Character

The Policy Area will primarily contain medium scale residential development. The lower levels of buildings may be developed for non-residential uses where they are of a type, nature and size that makes a positive contribution to residential amenity and the street level interface with the Park Lands.

The proposed land use is entirely residential, and would satisfy the Land Use provisions of the Policy Area.

8.3 Building Height

Except where located on a site greater than 1500 square metres (which this subject site is not), building height should not exceed 22 metres. Conversely, policy seeks a minimum building height of 4 storeys.

The proposal is for a nine storey building, with a total height of 30.6 metres (28.8 metres to the top of its parapet). The proposed building would exceed the maximum height by 8.6 metres (to its highest point), and 6.8 metres to its parapet.

The desired character of the Policy Area seeks tall walls when viewed from the main road frontage, with strong horizontal emphasis with clearly defined and segmented vertical elements. The Zone seeks the height of new buildings should take reference from the prevailing building heights within the locality. Where development proposes a building higher than the prevailing building heights that contribute to the desired character of a locality, the taller building elements should be set back from street frontages to avoid a detrimental impact on the prevailing character.

In her referral letter, the GA recognises that the proposed building departs from the maximum envisaged height of 22 metres for the site, however is of the view that an over-height development could be supported; given the location of the project site and the unique opportunity it presents. For this support, however, a high quality design outcome, significant contribution to the public realm, and demonstration of sufficient mitigation of the impact of development on the existing and future development contexts to the north of the site, which the GA considers has yet to be demonstrated.

Being on the southern side of existing development, and having no development to its south, the height of the building is considered to have no – or indeed limited – overshadowing impacts. This is further demonstrated in the applicant's overshadowing diagrams, which note that the development would have similar overshadowing impacts to the building to the west for a building that meets the recommended 22 metre building height.

Development Plan policy calls for buildings with tall walls, with strong horizontal emphasis and clearly defined and segmented vertical elements. The building presents

as a tall-walled building to South Terrace, and incorporates strong horizontal emphasis through its three-storey podium which is built to its boundary, and its projecting curved glazed balcony balustrade at levels 3 to 7. The overall height is somewhat mitigated through the recessive penthouse level, which sites its building line at 3 metres from its South Terrace boundary, and 4.5 metres from its northern boundary. Further, levels 3 and above are set back 3 metres from the eastern boundary.

Whilst the proposed building introduces a clear interruption to the existing scale of the locality, it is considered that the proposed building height will not be incongruous with the future character sought for this Policy Area, with existing building stock envisaged to be developed to a height of 22 metres. The proposed building, with its wall height at 6.8 metres above this, is considered to be an acceptable deviation from the height sought by Development Plan policy. There is no direct adjacency with any Local or State Heritage Places, which may otherwise ordinarily further restrict possible building heights. The human scale and finer grain of the podium, with its recycled brick materiality presenting to both street frontages, further assists the building in fitting in with the immediate context of the locality.

8.4 Design and Appearance

Buildings in the South Terrace Policy Area should have a minimum building height of four storeys to provide optimal height and floor space yields that activate and frame the Park Lands. The proposed building, at 9 storeys, meets the minimum building height sought by policy. At 9 storeys, it is considered that floor space yields are indeed optimal, and that the density will contribute towards activity in the Park Lands.

Buildings should be built to the primary road frontage with landscaping to maintain and enhance the pattern of development in the locality. The proposed building is built to both its South Terrace and Charlotte Street boundaries, and features an approximate 0.5 metre wide landscaping buffer at the ground level generally to the corner address. This landscaping provides some softening to the corner, whilst affording the DDA compliant apartment at this corner additional privacy.

The ground floors of buildings should have a minimum ceiling height of 3.5 metres to allow for adaptation to a range of land uses including shops, cafes, restaurants or offices without the need for significant alterations to the building. The configuration of the building is such that the foyer space is double-height (spans from ground level to the top of the mezzanine floor). The ground floor car park has a ceiling height of 2.9 metres, as does the DDA apartment at ground. Whilst the policy is not strictly met, its intent is achieved through the mix of double-height which meet the policy, and the balance of which is below this.

Buildings on sites with a frontage greater than 10 metres should be articulated through variations in forms, materials, openings and colours. The subject site has a boundary length to its main street frontage (South Terrace) of approximately 18.5 metres. It has a frontage to Charlotte Street of approximately 28.4 metres. Each of these frontages are considered to be well articulated with the building lines and a mix of materials including recycled brick, glass, concrete, and metal offering visual and material interest. Accordingly, policy is considered to be met in this respect.

Development on land directly abutting the South East Policy Area should avoid tall, sheer walls at the interface by ensuring walls greater than 3 metres in height are set back at least 2 metres from the rear allotment boundary with further articulation at the upper levels.

The proposed development adjoins the South East Policy Area to its north, however would be separated by a public roadway. The walls at ground, mezzanine, and level 1 are all built to this northern boundary whereas on the levels above this, the building

has a 2 metre setback to its building line with the balconies extending to the boundary (however not the full width of this elevation).

The penthouse level has its building line set back 4.5 metres to the boundary, with the balcony extending generally 2.5 metres beyond the building line (however set back from the boundary). Whilst the policy is not strictly met, I consider the deviation appropriate. The actual impacts of this are deemed to be minimal with overlooking impacts being mitigated through the use of obscure glazing of these balconies (to 1400mm) below 15 metres above ground level.

Whilst this 1400mm obscurity level does not strictly meet overlooking policy, the areas this obscurity is applied to are the balcony balustrades, and not habitable 'rooms'. The physical separation of the building to the buildings inside the South East Policy Area, separated by a roadway, is further considered to alleviate these built form issues; compared to circumstances if the built form edges met (and were not separated by a roadway). Accordingly, I consider the impacts on the adjoining Policy Area as appropriate.

8.4.1 Occupant Amenity

Medium to high scale residential development should be designed to maximise opportunities to facilitate natural ventilation, capitalise on natural daylight and minimise the need for artificial lighting during daylight hours. The typical floor plan of each level is split into approximately four equal corners, with each bedroom and living area having direct access to light and ventilation. Accordingly, the proposal meets this provision.

Medium to high scale residential development should provide private open space in the order of 8 square metres for 1 bedroom apartments, 11 square metres for 2 bedroom apartments, and 15 square metres for 3 or more bedroom apartments. Each apartment has a balcony which is directly accessible off the living space. On the typical floors, these are 12 square metres each for the two-bedroom apartments, which meets this policy. The two three-bedroom penthouse apartments have balconies of 55 and 57 square metres respectively, which is well in excess of the minimum size sought. The minimum dimensions of the typical floor balconies are 2 metres, which again meets policy.

All medium to high scale residential development should be designed to ensure the living rooms have a satisfactory external outlook. The design of the building is such that each apartment on the typical floors have two frontages. At the upper levels, these apartments – at least to the north – will have long views to the city. Each of the lower levels at the southern elevation will have views over the Adelaide Park Lands. Accordingly, I consider the policy seeking satisfactory external outlook as achieved.

Medium to high scale residential development should provide storage areas to a minimum of 8 cubic metres for 1 bedroom apartments, 10 cubic metres for 2 bedroom apartments, and 12 cubic metres for 3 or more bedroom apartments. 50 percent of the storage space should be provided within the apartment, with the remainder provided in the basement or other communal areas.

The applicant notes that the 1 bedroom apartment provides for 8 cubic metres, with 10 cubic metres for two-bedroom apartments, and 15 cubic metres for three-bedroom penthouses. There are additional opportunities for storage within the car parking area, with storage cages in the store room on the mezzanine level, and above bonnet storage throughout. Accordingly, storage is considered appropriate for the development.

8.4.2 External Materials

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. Materials should be sympathetic to the design and setting of the new building and incorporate recycled or low embodied energy materials. Materials and finishes should be easily maintained and do not readily stain, discolour or deteriorate.

The building features a range of materials including recycled brick, timber, aluminium, fibre cement panel cladding, and glass. The materials are considered to be durable, and are appropriate in the context of the locality. The use of solid materials are balanced with glazed areas to provide visual interest and activity.

Accordingly, it is considered that the mix of materiality meets policy regarding building materiality.

8.5 Interface

Council Wide policies generally seek that residential buildings have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow natural light and ventilation into and between these spaces.

8.5.1 Overlooking

Medium to high scale residential apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.

A habitable room window or balcony should be set back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and not restrict the reasonable development of adjacent sites.

The proposed development sites its balconies on the northern boundary at levels 2 to 6, and the building line at 2 metres from the boundary. Obscure glazing to the balconies is provided at all balconies below 15 metres above ground level on the northern façade, to a height of 1400mm above finished floor level, to assist in mitigating overlooking. An overlooking diagram has been provided by the applicant which demonstrates the sightlines, and the potential for overlooking, would generally be limited.

Whilst the obscurity on the balustrade would not ordinarily prevent direct overlooking – it provides a passive response to the potential for overlooking. Further, at 1400mm, it does not unduly detract from this northern elevation – say, for example, if the balustrade extended to 1700mm; and would appear to enclose this balcony as a glass walled box. I consider the balance of attempting to reduce casual overlooking, and the visual and built form impact of providing obscurity to a height greater than this, as acceptable.

8.5.2 Overshadowing

Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.

The proposed building is situated on a south-west facing corner, which would negate any overshadowing impacts. Notwithstanding, the proposal has the ability to cast shadows to its eastern and western allotments. The applicant has provided overshadowing diagrams which demonstrate the impact of these shadows, which are considered acceptable and will not create undue impacts. The applicant states that a building at 22 metres tall (which would meet building height policy) would have a similar overshadowing impact to the dwellings to the west.

As it has been demonstrated in the shadow diagrams, I consider the overshadowing impacts as acceptable.

8.6 Traffic Impact, Access and Parking

Principle of Development Control 224 and 226 of the Development Plan's Council Wide Transport and Access (Access and Movement) policy module seeks that development should provide safe, convenient and comfortable movement; and means of access to land by increasing the permeability of the pedestrian network. The applicant has engaged Phil Weaver and Associates to undertake a traffic assessment of the proposal. The report details the existing situation, proposed arrangement, traffic assessment, swept path analyses, parking assessment (including bicycles), and the waste and recycling collection.

8.6.1 Access

Vehicle access to the building is proposed via a new single-width crossover along the Charlotte Street frontage. This new access point, secured by a remote controlled roller door, is located approximately 9 metres to the south of the northern boundary of the subject site. The location of this crossover is such that on-street parking controls will need to be altered. This is at the absolute discretion of the City of Adelaide, which raises no associated concern in its referral.

Pedestrian access is afforded primarily from the South Terrace frontage, where pedestrians may enter the lobby directly from South Terrace. A secondary access would be afforded from Charlotte Street, however this is not a primary access and is likely to operate only as a pedestrian access for those exiting the car park, or for bicycle users to access the secure storage at ground level.

8.6.2 Vehicle Parking

A total of 26 car parking spaces are proposed over three levels – 2 at ground, 8 at the mezzanine level, and 16 at level 1. These are accessed by a car lift and a separate passenger lift.

The view of vehicles over the three levels will be mostly obscured by the recycled red brick which encapsulates the 'podium' levels. A 'hit and miss' pattern in these bricks will afford ventilation, as well as the soft dappling of light from behind it – which will further not completely separate the upper levels of the podium from the street. It is anticipated, however, that the façade modelling and height above ground level that the car parking will be sufficient in that headlights will not cause undue impact on the surrounding residential or recreational uses.

The Development Plan calls for 1 space per dwelling up to 200 square metres, and 2 spaces for dwellings greater than 200 square metres. In addition, multi-unit dwellings should provide 1 visitor space for each 4 dwellings. This results in a parking requirement of 29 on-site car parking spaces; comprising one each for

the 23 apartments, and 6 visitor spaces. The proposal is for 25 spaces (plus a service bay). The proposal has a deficiency of four spaces.

Phil Weaver has concluded this shortfall to be appropriate in recognition of adequate resident spaces (with the visitor parking being the shortfall), accessible parking to be provided on site (one space) and good availability of on-street car parking in the surrounding area which would be best suited for use by visitors, and the location being serviced well by cyclist and pedestrian facilities as well as frequent public transport services within 400 metres of the subject site.

I consider the justification of the under-supply as acceptable.

8.6.3 Bicycle Parking

The Development Plan calls for 1 bicycle parking space for every apartment with less than 150 square metres, and 2 spaces for apartments greater than 150 square metres. In addition, 1 space is required for every 10 dwellings for visitors. This results in a bicycle parking requirement of 23 resident spaces plus 3 visitor spaces.

The resident bicycle storage spaces will be met, however there will be a deficiency of two visitor spaces (if all allocated spaces are to be occupied by residents). Phil Weaver considers this shortfall to be appropriate, as the resident bicycle parking requirements will be met, noting there are opportunities to secure bicycles on the verge areas on either South Terrace or Charlotte Street.

It is a long-standing argument that 'high-end' bicycles are not stored within secure communal bicycle storage areas, and that they are stored within the private residence of its owner. If this is indeed the way in which storage may operate at this development, it is safe to expect that there would be a greater vacancy rate of resident bicycles within these storage areas, which would give rise to more storage opportunity for visitors.

I consider the shortfall in bicycle parking spaces as acceptable.

8.6.4 Traffic Impact

The proposed development is expected to have a resultant peak of 6 vehicles per hour; with an estimated 60 daily trips. The accompanying traffic assessment prepared by Phil Weaver and Associates notes this as a lesser rate than what would be experienced with the site's current office use at 740 square metres of total floor area.

The car lift was assessed for its suitability. The lift moves at a rate of 0.2 metres per second, which would take 58 seconds to move a car from the ground level to the first floor and back again. The rate of service could be as high as 46 vehicles per hour (which allows for a 20 second entry/exit movement), which the report considers appropriate for this development. The queueing modelling has been calculated to require a storage space of one vehicle, which is provided adjacent the car lift.

As justified by the assessment prepared by the qualified consultant, the traffic impacts are considered acceptable. Further, the applicant confirms that sight distance lines (as raised as a concern of Council) will be provided at the vehicle entry point and abutting the lane in accordance with Figure 3.3 of Australian Standard 2890.1:2004, and that the waiting bay for the car lift will be clearly delineated and will not be allocated to residential parking.

8.7 Environmental Factors

Development Plan policy seeks development in the council area designed to ensure public safety and security are maintained, essential services are provided without unreasonable disruption or disturbance to the community, micro-climatic impacts are minimised, and that new built form is compatible with the long term sustainability of the environment.

8.7.1 Crime Prevention

Policy seeks that development should promote community safety and security in the public realm (and within development) through the promotion of natural surveillance through a number of design measures. These include the orientation of windows and doors to the street, avoiding high and blank walls, positioning public areas so they are bound by roads on at least two frontages, creating a mix of night time and day time activities, and ensuring service areas are either secured or exposed to surveillance.

The proposal achieves many crime prevention measures. In particular:

- Both the South Terrace and Charlotte Street frontages incorporate glazing at all levels, which affords direct connection with the public realm – through its door openings, and unobscured glazed wall/window elements.
- A good level of night time and day time activity is expected on the site.
- The design does not introduce pedestrian entrapment areas.
- The programming of the ground space, locating its lobby/foyer towards South Terrace allows for passive surveillance and night time and day time activity movements.
- Solid, inactive walls are minimised generally to car parking area; however these feature ‘hit and miss’ pattern which will still allow a degree of visibility and illumination through.

The proposal is considered to sufficiently satisfy those provisions of the Development Plan which directly relate to Crime Prevention Through Urban Design under the Development Plan’s Council Wide – Environmental policy module.

8.7.2 Noise Emissions

The applicant has not provided an acoustic report which would assess the suitability of the development with respect to its noise sensitive receivers. Noises associated with occupants, vehicle movements (including waste), and roof-mounted plant are all expected to be noise emitters.

Whilst the proposal does not introduce any sort of noise emission that would be considered different from other development of the same nature, an assessment of its suitability is necessary.

Accordingly, a condition is recommended that would require the applicant to provide an acoustic report. This would be subject to the satisfaction of the SCAP, and would generally be at the stage of detail design (at a Building Rules Consent stage), once selections of actual mechanical plant have occurred and been assessed.

8.7.3 Waste Management

The application is accompanied by a waste management plan prepared by Colby Phillips Advisory. The report details the recommended services, including

estimated waste and recycling volumes, bin sizes and collection details, waste storage area, and collection requirements. The recommendations of the report align with the *SA Better Practice Guide – Waste Management in Residential or Mixed-Use Developments*.

The proposal is serviced by a dedicated waste area, located within the car parking area at the ground level. Residents will dispose of their waste and recycling in a local transfer path from their dwellings, to the lifts at each level, then to the bin area at ground floor.

Colby Phillips are satisfied that the bin room – and its transfer paths – are sufficient to service the development.

Council's waste collection (or Council's sub-contractor) will utilise the parking space on Charlotte Street to facilitate the waste collection from the site. The frequency of collection is nominated at weekly.

Council administration has reviewed the proposed waste management arrangement, and are satisfied that the waste management plan meets design requirements to achieve desired function and servicing and is supported.

8.7.4 Energy Efficiency

Buildings within the Council area should provide adequate thermal comfort and minimise the need for energy use for heating, cooling and lighting through design measures specified in the Council Wide Environmental - Energy section of the Development Plan.

Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun; allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer; including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings; ensuring light colours are applied to external surfaces that receive a high degree of sun exposure; and the use of landscaping.

The proposed development utilises low-e glazing to glass that receives direct sunlight. The location of openable windows and orientation and shading of glazed elements is such that the building will afford good cross-ventilation, and will not unduly heat in summer (and conversely allow for solar penetration in winter).

The balconies of the apartments will act as sun shades for the glazing below it, whilst the penthouse levels afford their shading to glass by the use of the parapet/roofline of the top of the building.

The applicant notes that the roof area of the building is suitable to accommodate solar photovoltaic panels, and that a battery storage system could also be included. These are, however, not part of this application.

It is considered that the energy efficiency of the building has been a fair consideration in the design, and that the provisions of energy efficiency of the Development Plan are satisfied.

8.7.5 Wind Analysis

Development should be designed and sited to minimise micro-climatic impact on adjacent land or buildings, including detrimental effects of wind patterns. The

applicant has engaged Arup to provide an environmental wind assessment to determine the suitability of the proposed building with respect to its wind impacts.

Development that is over 21 metres in building height and is to be built at or on the street frontage should minimise wind tunnel effect.

The proposed development is considered to mitigate any adverse wind effects by the positioning of the balconies – and varying building lines – which will assist in reducing the downdraught effect. The podium stands at approximately 8.4 metres tall; which effectively results in the building only having an 8.4 metre tall wall at the street frontage, rather than a 21 metre (or more) wall.

It is considered that significant wind impacts are unlikely, and that the wind impacts are considered to be acceptable.

8.7.6 Stormwater Management

Development Plan policy encourages stormwater management systems designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters and protect downstream receiving waters from high level of flow.

The proposed development has a roof catchment area of approximately the same size as the existing built form on the site, and is considered that the development will not increase stormwater discharged from the site.

Whilst the development does not propose to retain (or reuse) any stormwater collected from the site, it is considered to meet other policies relating to stormwater and the quality of the stormwater, and is considered acceptable.

9. CONCLUSION

The proposed nine storey residential flat building is consistent with the Zone's desire for high amenity residential living, which recognises South Terrace as opportune for comprehensive redevelopment, with the desired increase of the City's resident population reliant on realising infill housing opportunities with high regard to their context and achieving higher dwelling densities in this Zone. The Policy Area will contain medium scale residential development that takes advantage of the frontage to Park Lands. It is recognised in the Desired Character statement for the Policy Area that buildings will have minimal setbacks and provide tall walls when viewed from the main road frontage.

The proposed building exceeds the envisaged height by 8.6 metres to its highest point (6.8 metres to its parapet). Whilst the deviance from the maximum height sought is not considered fatal to the proposal, there should be consideration for why a building should be permissible to exceed the maximum height. Impact considerations should be given paramount order in this determination. The proposed building is unlikely to create any more adverse effects than a 22 metre building would. This is demonstrated in the traffic assessment, the overshadowing studies, and any acoustic attenuation measures which will be recommended in a future acoustic assessment. The proposed building will stand as a tall element for some time until the neighbouring South Terrace properties are developed, however at 9 storeys, the building is not considered to be out of context should this locality of South Terrace be developed to 22 metres as sought by policy.

The proposed building frames the street, provides a higher degree of densification on the site (as sought by Development Plan policy) and presents as an attractive and contextually appropriate building, with the use of timber, recycled brick, concrete, and glass.

The proposed development will provide its occupants a good level of amenity, with the design of each apartment considerate of climatic effects and its Park Lands location.

It is considered that the proposed development satisfies the intent of the Desired Character for both the Zone and Policy Area, and meets many of the Council Wide provisions. Both the Council and the Government Architect have registered their overall support and accordingly, the application should be granted Development Plan consent, subject to the conditions set out below.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Development Plan consolidated 7 June 2018.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Intro Architecture Pty Ltd for the demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping at 278 South Terrace, Adelaide, subject to the following conditions of consent.

PLANNING CONDITIONS

1. The development herein granted Development Plan Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

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

2. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009 to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation and use of the development.

Reason for condition: To ensure safe operation of the development.

3. Clear sight lines for users of the car park entry shall be provided to ensure pedestrian safety along the Gawler Place footpath and shall be provided at all times in accordance with Australian Standard AS/NZS 2890.1:2004 Off-street Car Parking.

Reason for condition: To ensure safe operation of the development and environment.

4. All bicycle parking spaces shall be designed and constructed in accordance with Australian Standard AS/NZS 2890.1:2015.

Reason for condition: To ensure the appropriate access arrangements to bicycle parking and storage spaces.

5. The finished floor level of any ground floor entry points including the car park entry and exit points shall match that of the existing footpath unless otherwise agreed to by the State Commission Assessment Panel.

Reason for condition: The City of Adelaide will not alter existing footpath levels to suit the as-built levels of the development.

6. All external lighting on the subject land shall be designed and constructed to conform to Australian Standard AS/NZS 4282-1997.

Reason for condition: To ensure external lighting does not introduce undue potential for hazards to the locality.

7. Air conditioning, air extraction and other plant material including ducting shall be sited and acoustically screened such that no unreasonable nuisance or loss of amenity is caused to users of properties in the locality, to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: To ensure appropriate noise attenuation measures are in place for occupants of the building and those in the locality.

8. The development shall be undertaken in accordance with the materials and finishes provided as part of the schedule of external materials and finishes submitted to the State Commission Assessment Panel on 12 September 2019, unless otherwise agreed to by the SCAP.

Reason for condition: To ensure the development is constructed with high quality materials and finishes.

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

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

10. An acoustic report shall be prepared and fully incorporated into the building rules documentation to the reasonable satisfaction of the State Commission Assessment Panel. Such necessary acoustic measures shall be made operational prior to the occupation or use of the development.

Reason for condition: To ensure that the development does not unduly impact on the amenity of the locality.

ADVISORY NOTES

- a. This Development Plan Consent will expire after twelve months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within one year of the final Development Approval issued by Council and substantially completed within three years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted to the Council for each of these consents. No building work or change of classification is permitted until the Development Approval has been obtained.
- d. An Encroachment Permit will be separately issued by Council for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
 - An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
- e. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity. The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au. When applying for a City Works Permit you will be required to supply the following information with the completed application form:
 - A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);
 - Description of equipment to be used;
 - A copy of your Public Liability Certificate (minimum cover of \$20 million required);
 - Copies of consultation with any affected stakeholders including businesses or residents.
- f. Any work relating to crossing places will be undertaken by council and the cost of the work will be charged to the applicant. A separate application for the crossing places is required and the applicant can obtain a form from Customer Service at 25 Pirie Street, Adelaide or by telephone on 8203 7236. A quotation for the work will be provided by council prior to the work being undertaken.
- g. Signage does not form part of this development application. No advertising display or signage shall be erected or displayed on the subject land without any required Development Approval being obtained first.
- h. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact

the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

- i. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development.
- j. The applicant is reminded of their obligations under the *Local Nuisance and Litter Control Act 2016* and the *Environment Protection Act 1993*, with regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact the City of Adelaide on 8203 7203.

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

Will Gormly

Senior Planning Officer

PLANNING AND LAND USE SERVICES

DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

278 SOUTH TERRACE ADELAIDE

FOR PLANNING CONSENT
21 AUGUST 2019

intro.com.co

SHEET LIST DA SERIES

NUMBER	TITLE	REV	ISSUE DATE
DA00	TITLE	H	21/08/2019
DA01	LOCAL CONTEXT PLAN	E	05/08/2019
DA02	SITE PLAN	H	21/08/2019
DA03	SITE IMAGES	D	05/08/2019
DA10	GROUND FLOOR PLAN	H	21/08/2019
DA11	MEZZANINE LEVEL CARPARK	H	05/08/2019
DA12	LEVEL 1 CARPARK	H	05/08/2019
DA13	TYPICAL LEVEL 2-6	G	05/08/2019
DA14	LEVEL 7 - PENTHOUSE	H	21/08/2019
DA15	ROOF PLAN	F	05/08/2019
DA50	NORTH ELEVATION	G	21/08/2019
DA51	EAST ELEVATION	F	05/08/2019
DA52	SOUTH ELEVATION	D	05/08/2019
DA53	WEST ELEVATION	E	21/08/2019
DA54	STREET SCAPE ELEVATIONS	E	21/08/2019
DA55	STREET SCAPE ELEVATIONS	D	05/08/2019
DA56	SECTIONS	E	05/08/2019
DA57	LOUVRE DETAILS	A	08/07/2019
DA60	SHADOW DIAGRAMS WINTER & SUMMER	C	05/08/2019
DA70	PRIVACY	C	21/08/2019
DA100	PERSPECTIVES 1	F	05/08/2019
DA101	PERSPECTIVES 2	E	05/08/2019
DA120	MATERIAL PALLETTE	F	05/08/2019
Grand total: 23			

FOR PLANNING CONSENT

TITLE
DRAWING NUMBER
DA00

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050
REVISION
H
DATE
21/08/2019
NTS / as indicated

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LOCAL CONTEXT PLAN

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DA01

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278 SOUTH TERRACE

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BRUNO MARVEGGIO

PROJECT NO.
18050

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05/08/2019

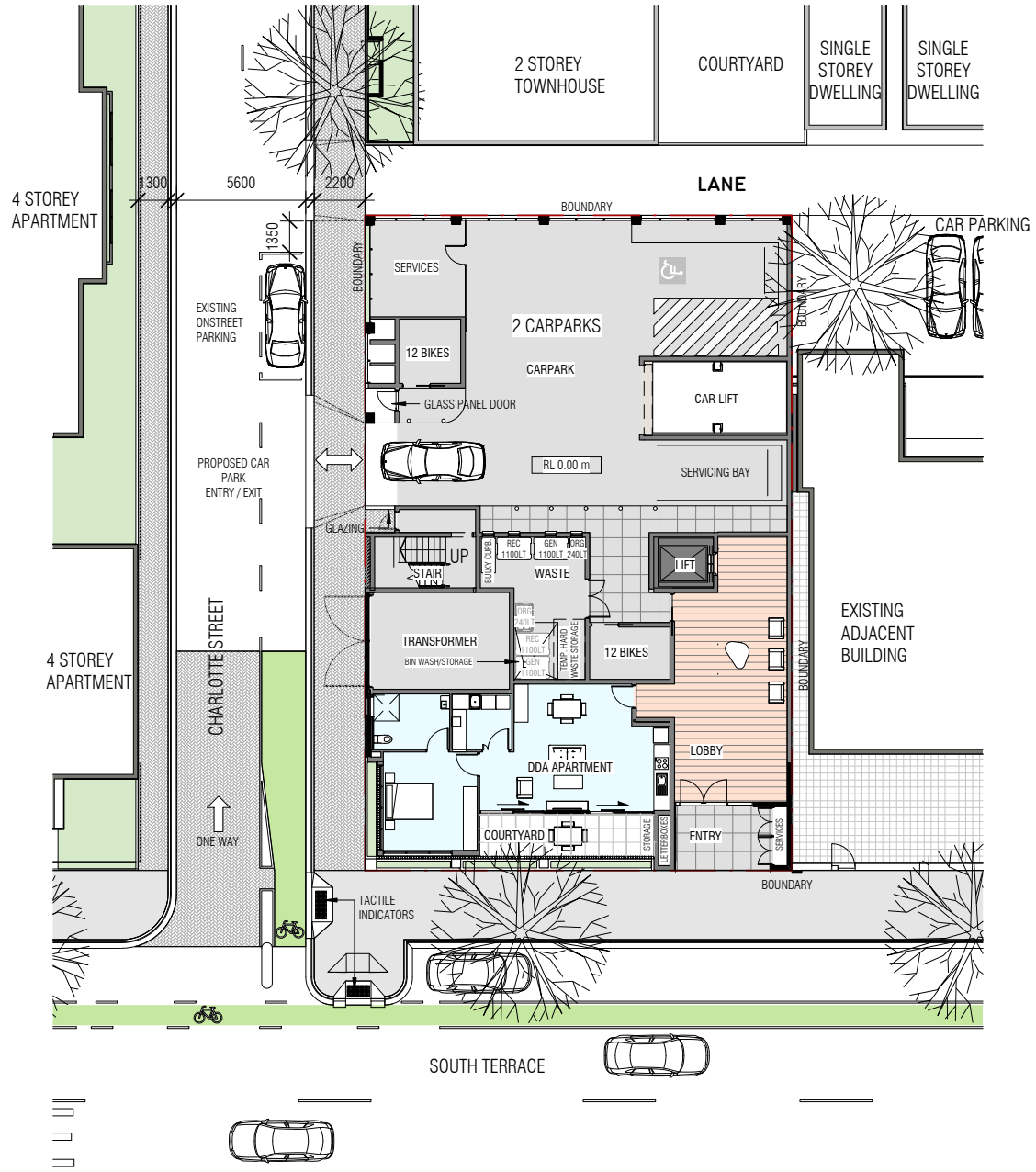
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SITE PLAN

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DA02

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GLENOSMOND ROAD LOOKING EAST



262 SOUTH TERRACE



274 SOUTH TERRACE



SITE CURRENT CONDITION



SITE CURRENT CONDITION



SOUTH TERRACE LOOKING WEST TOWARDS SITE



PARKLANDS LOOKING TOWARDS SITE



PARKLANDS LOOKING ADJACENT BUILDINGS

SITE IMAGES

DRAWING NUMBER
DA03

PROJECT
278 SOUTH TERRACE

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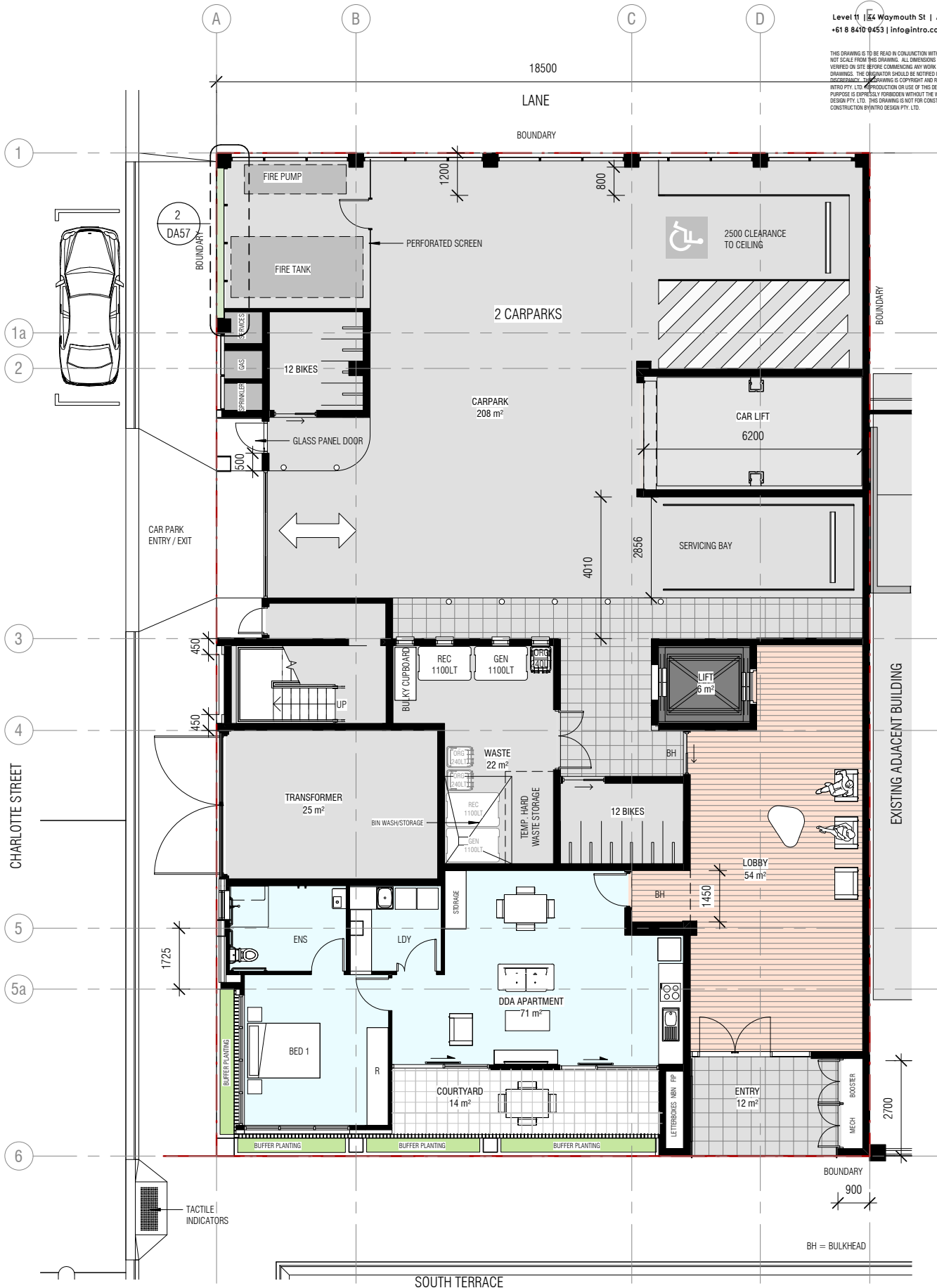
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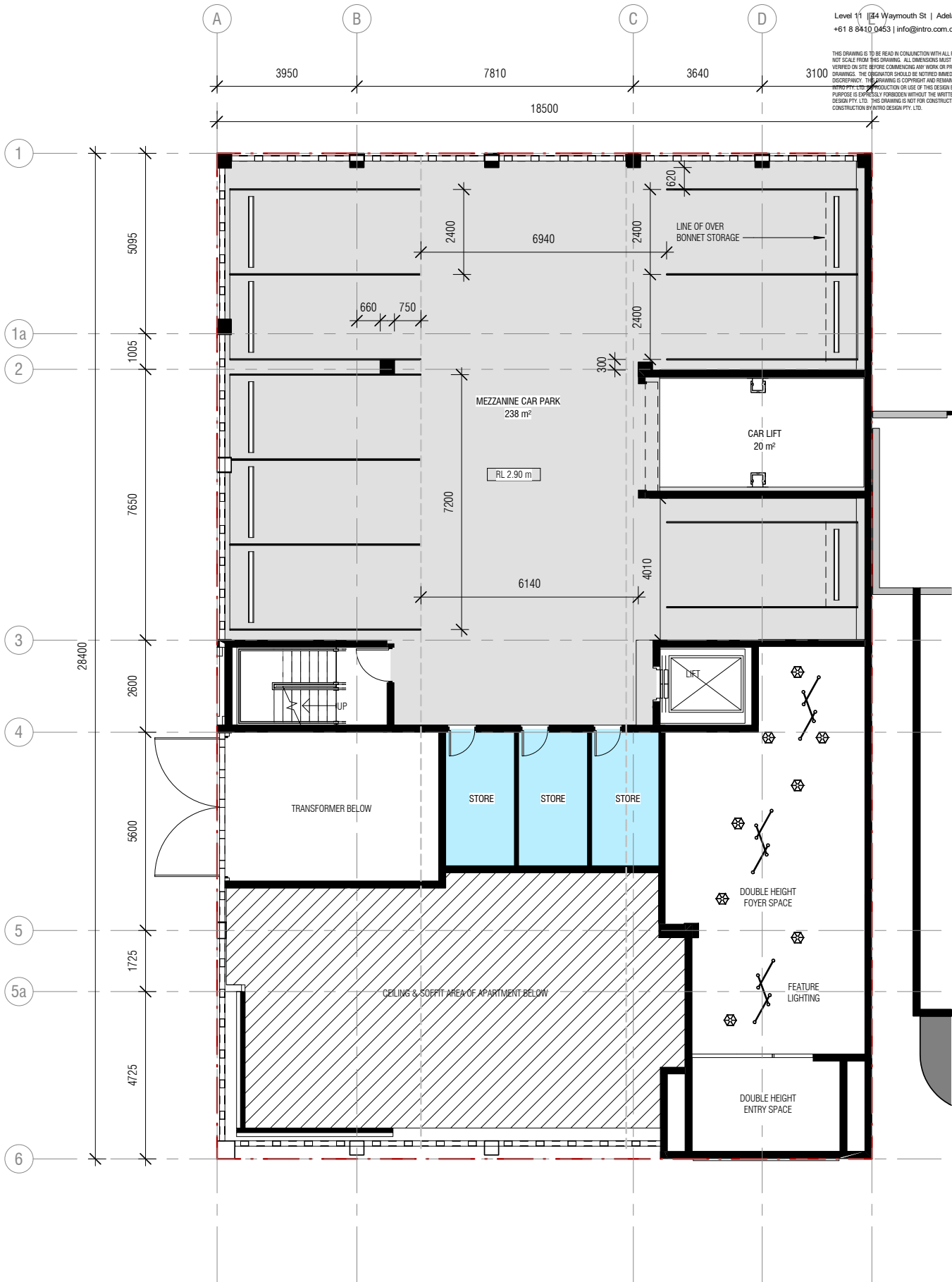
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MEZZANINE LEVEL CARPARK

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DA11

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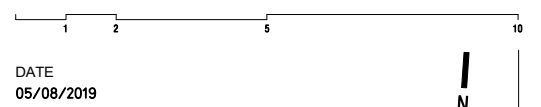
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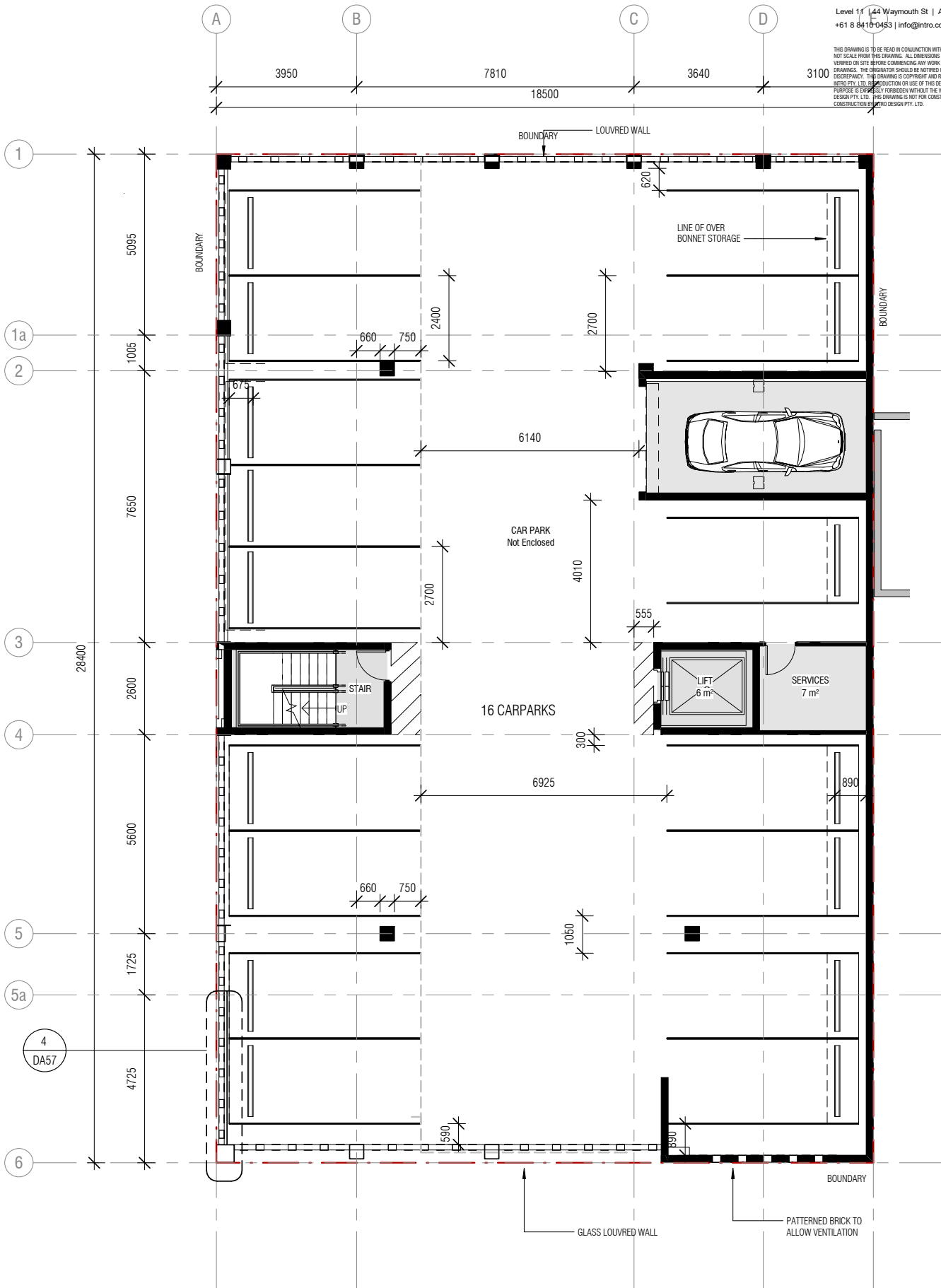
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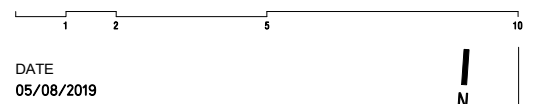
LEVEL 1 CARPARK
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DA12

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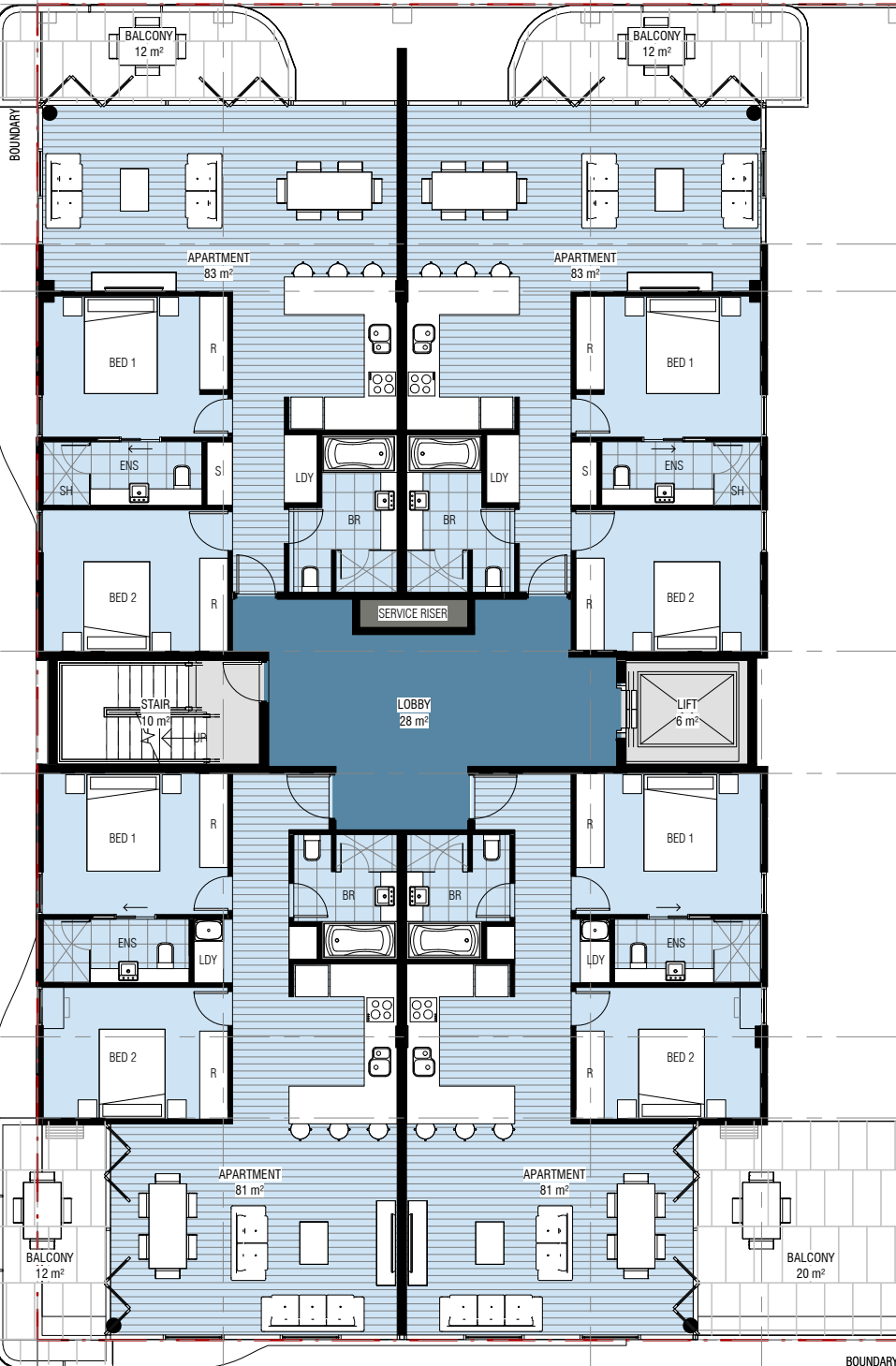
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LEVEL 2 FLOOR PLAN

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278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

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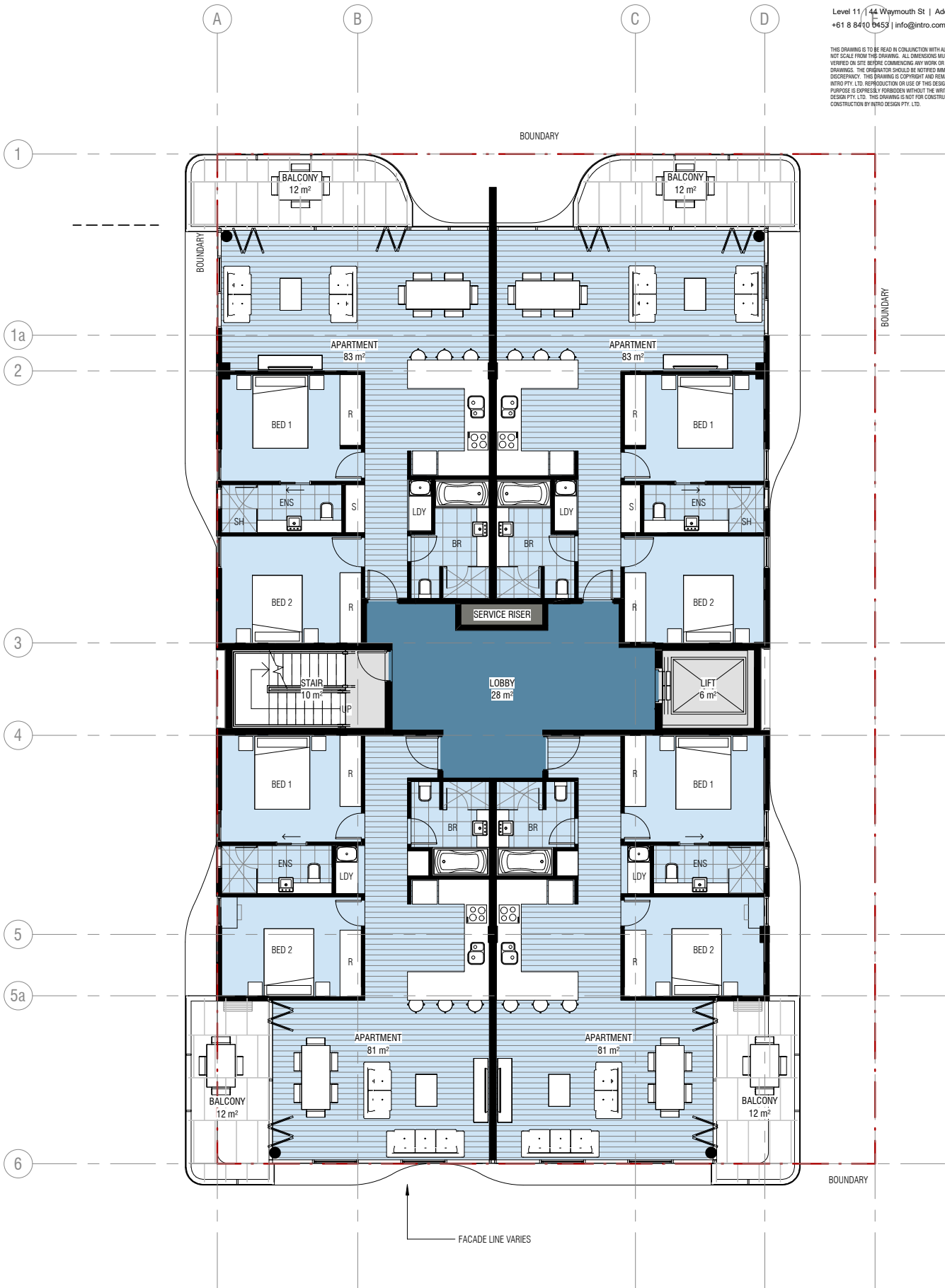
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LEVEL 3 FLOOR PLAN

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P101

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278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

REVISION

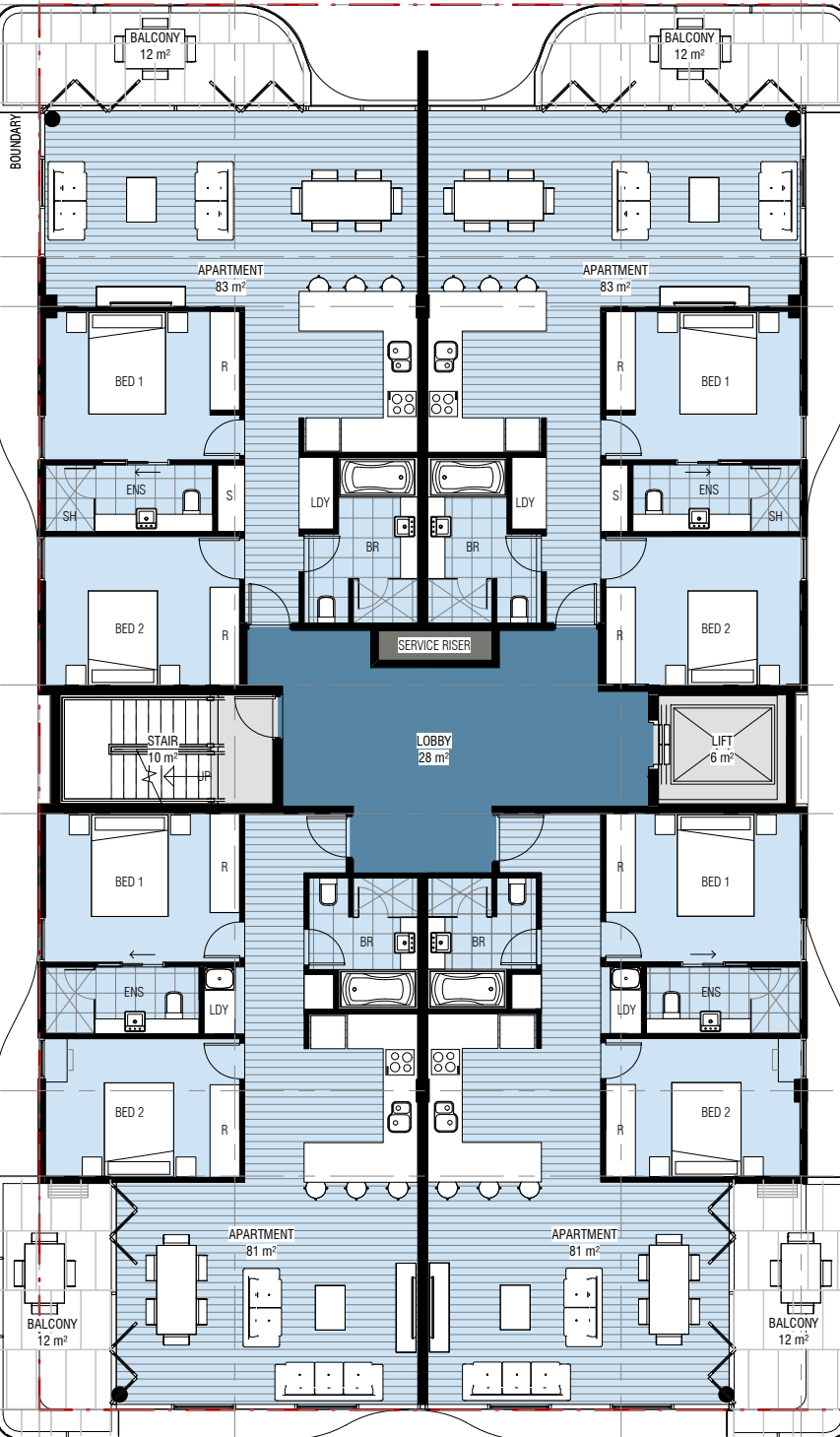
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FOR PLANNING CONSENT

BOUNDARY



BOUNDARY

BOUNDARY

LEVEL 4 FLOOR PLAN

DRAWING NUMBER
P102

1 : 100

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

REVISION

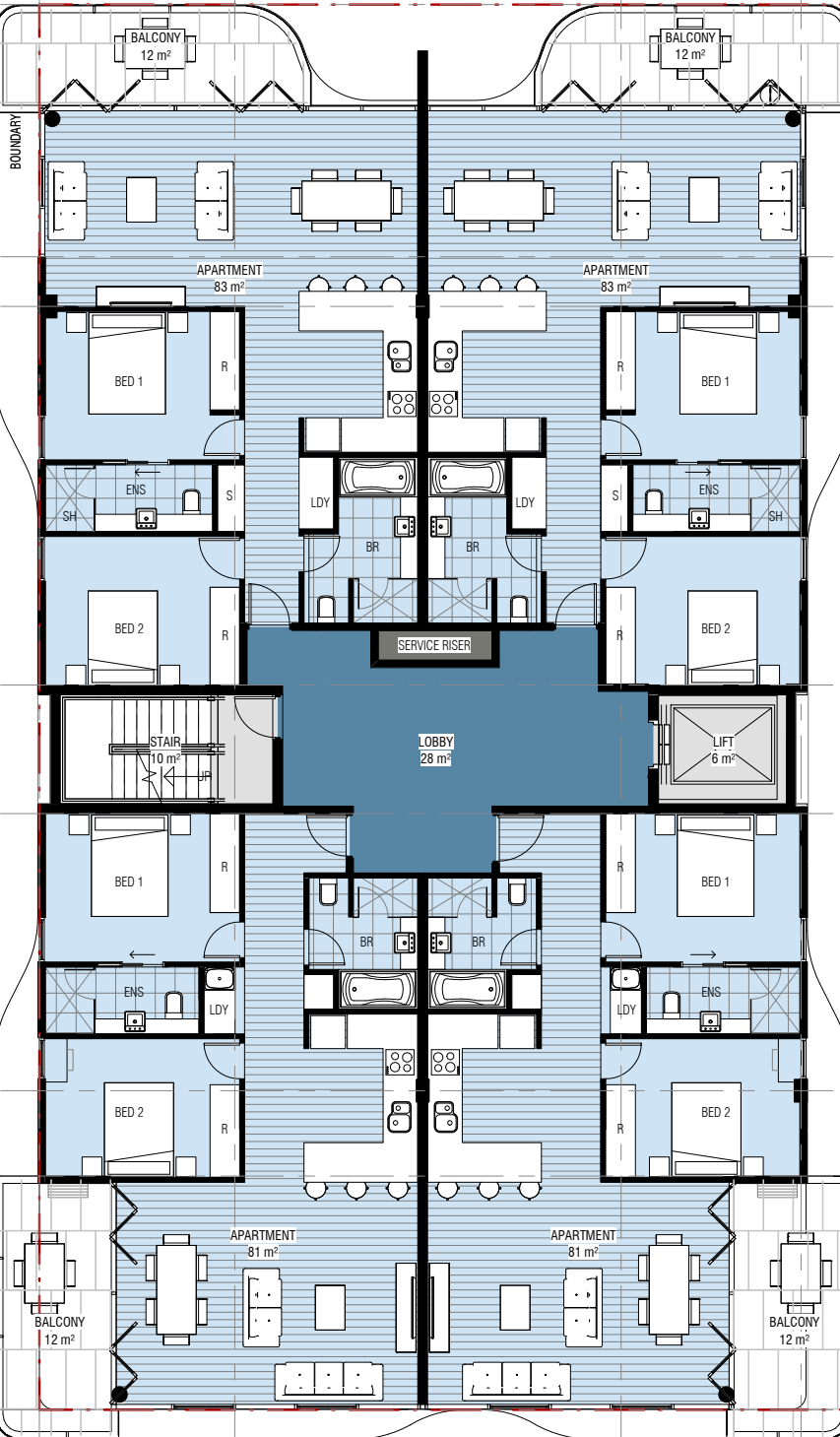
DATE

1 2 5 10

N

FOR PLANNING CONSENT

BOUNDARY



BOUNDARY

BOUNDARY

LEVEL 5 FLOOR PLAN

DRAWING NUMBER
P103

1 : 100

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

REVISION

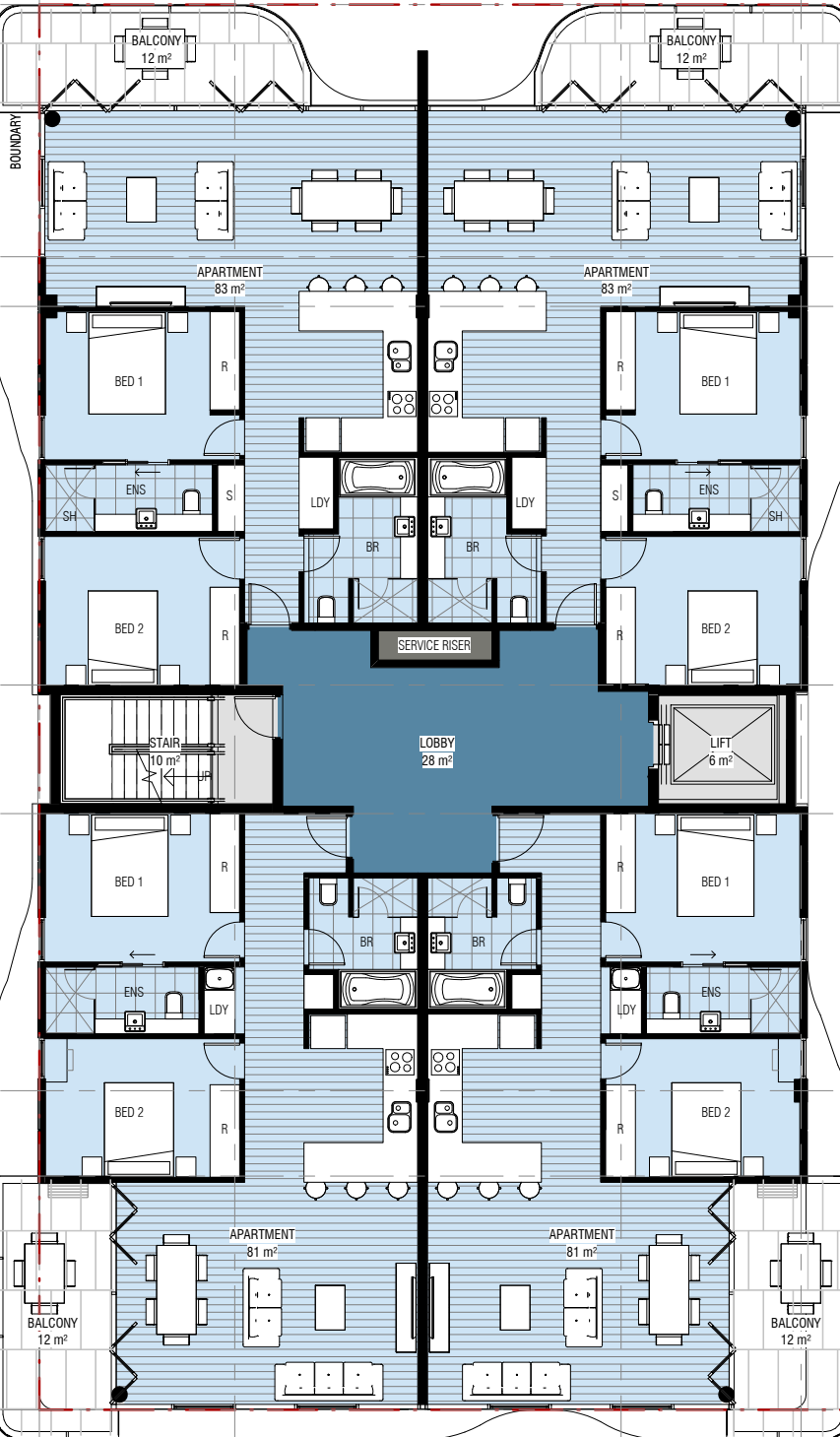
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BOUNDARY

LEVEL 6 FLOOR PLAN

DRAWING NUMBER
P104

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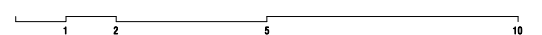
PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

REVISION

DATE



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LEVEL 7 - PENTHOUSE

DRAWING NUMBER
DA14

1 : 100

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278 SOUTH TERRACE

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BRUNO MARVEGGIO

PROJECT NO.
18050

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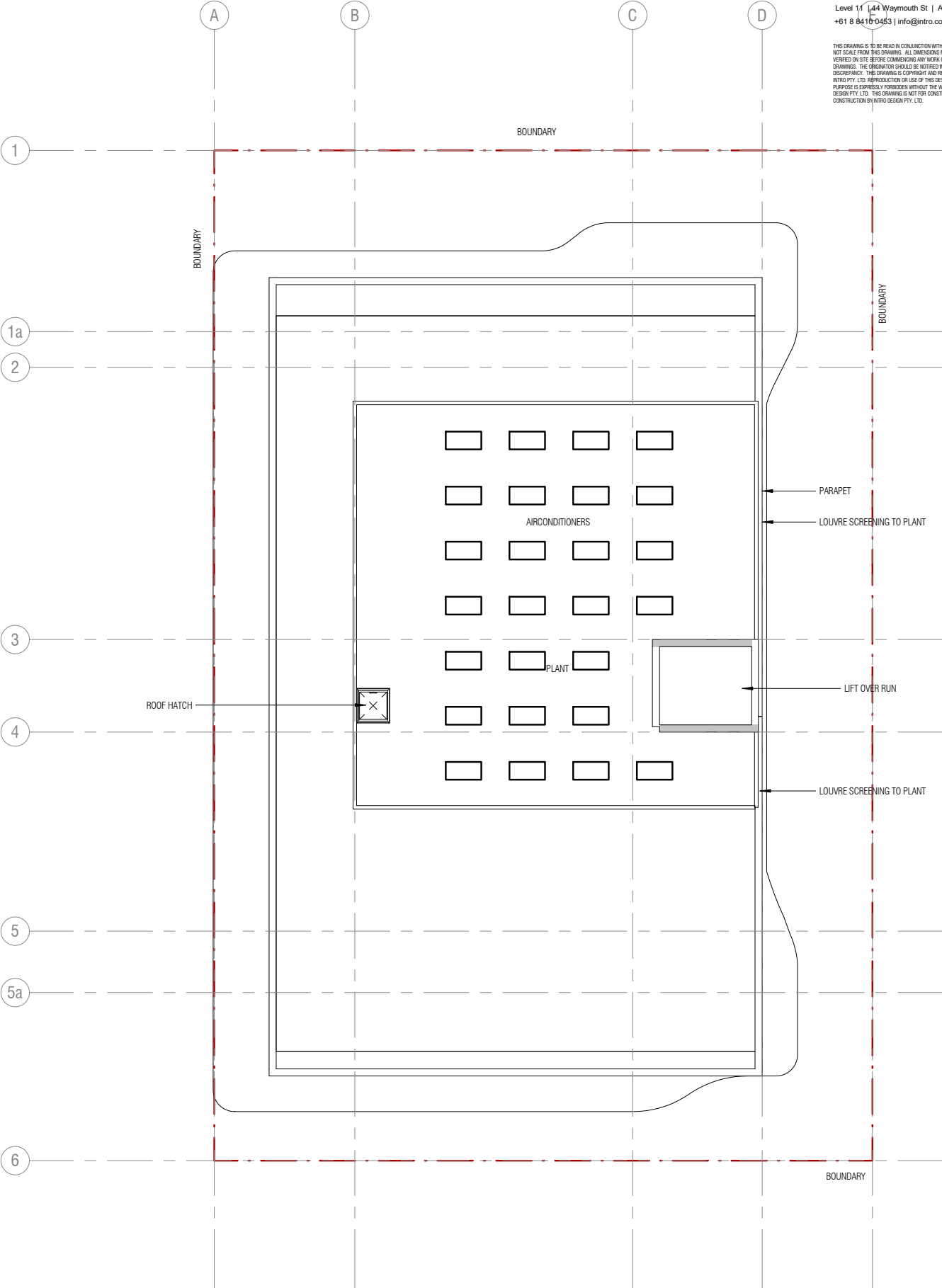
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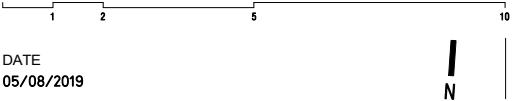
ROOF PLAN
DRAWING NUMBER
DA15

1 : 100

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278 SOUTH TERRACE
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BRUNO MARVEGGIO

PROJECT NO.
18050
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DATE
05/08/2019



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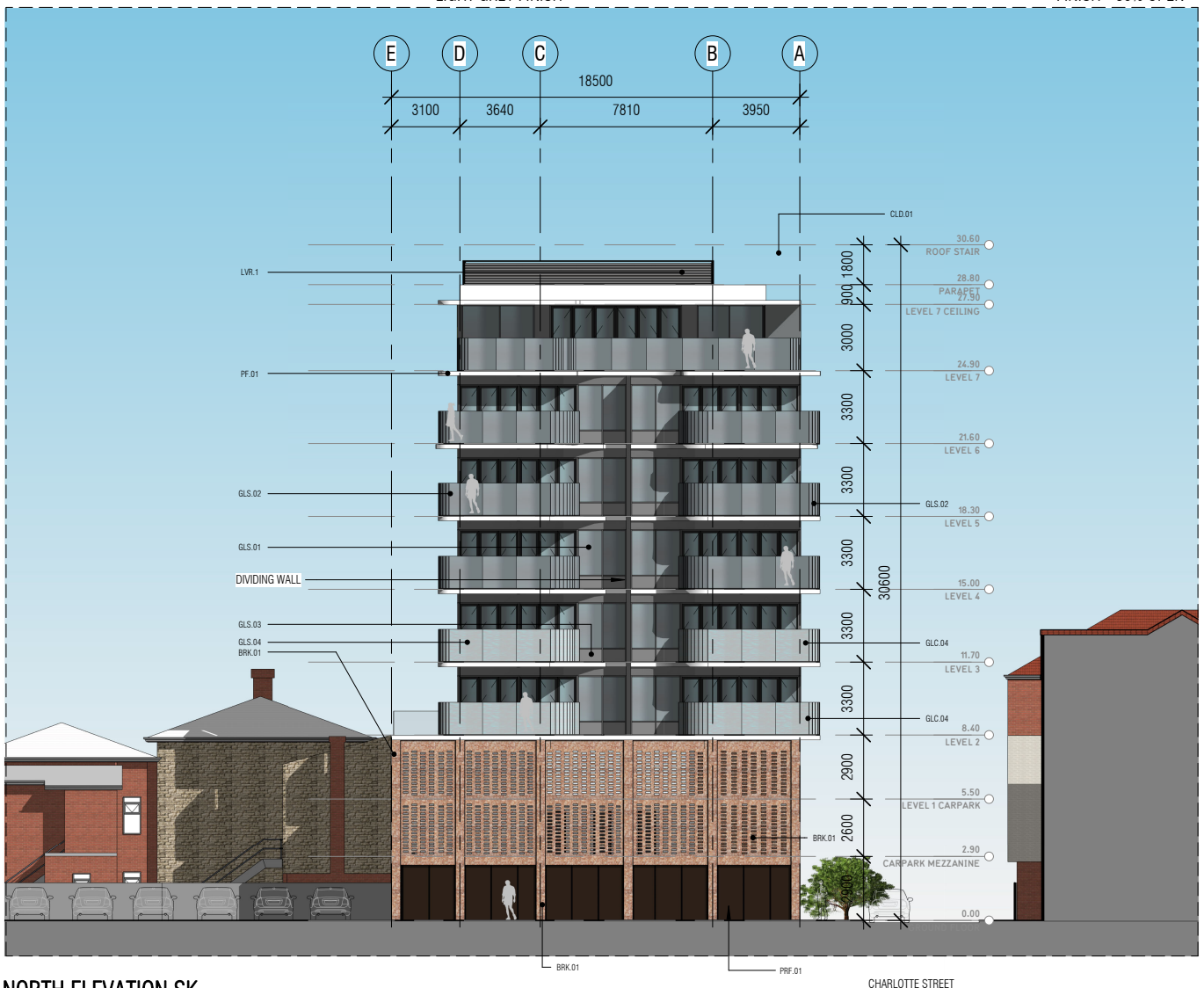
- CLD.01 9mm PREFINISHED FC SHEET VITRAPANEL "CHARRED FOREST"
CLD.02 9mm PREFINISHED FC SHEET VITRAPANEL "ICE WHITE"
CLD.03 COLOURBACK GLASS TO MATCH "CHARRED FOREST"
BRK.01 RECYCLED RED BRICK
PF.01 WHITE PAINT
PF.01 MONUMENT PAINT
TMB.01 SLATTED TIMBER FENCE
GLS.01 ALUMINIUM FRAMED GLAZING, FLUSH PROFILE, POWDERCOAT BLACK, LOW E GREY TINT GLASS
GLS.02 GLAZED BALUSTRADE
LVR.1 ANODISED ALUMINIUM LOUVRES TO SCREEN AC PLANT "DARK GREY"
LVR.2 ANODISED ALUMINIUM LOUVRES TO TRANSFORMER "DARK GREY"
LVR.3 GLASS LOUVRES TO CARPARK
LVR.4 ANODISED ALUMINIUM LOUVRES TO CARPARK "DARK GREY"

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 CLD.01 9mm PREFINISHED FC SHEET - VITRAPANEL "GREY ZINC"	 CLD.02 9mm PREFINISHED FC SHEET - VITRAPANEL "ICE WHITE"	 CLD.03 9mm PREFINISHED FC SHEET - VITRAPANEL "CHARRED FOREST"	 BRK.01 RED BRICK
 PF.01 WHITE PAINT FINISH TO EXPOSED CONCRETE	 PF.02 MONUMENT PAINT FINISH TO EXPOSED CONCRETE	 TMB.01 SLATTED TIMBER FENCE	 GLS.04 OBSCURE BALCONY GLAZING
 GLS.01 PERFORMANCE GLAZING. DARK TINTED	 GLS.02 BALCONY GLAZING	 GLS.03 COLOURBACK GLASS TO MATCH "GREY ZINC"	 LVR.4 VERTICAL ALUMINIUM CARPARK LOUVRES
 LVR.1 ALUMINIUM LOUVRES TO PLANT -LIGHT GREY FINISH	 LVR.2 HORIZONTAL LOUVRES TRANSFORMER -LIGHT GREY FINISH	 LVR.3 VERTICAL GLASS LOUVRE	 PRF.01 PERFORATED SCREENING - POWDERCOAT BRONZE FINISH - 30% OPEN



NORTH ELEVATION SK

1 : 200

NORTH ELEVATION

DRAWING NUMBER
DA50

As
indicated

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

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DATE
21/08/2019

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CLD.01	9mm PREFINISHED FC SHEET VITRAPANEL "CHARRED FOREST"
CLD.02	9mm PREFINISHED FC SHEET VITRAPANEL "ICE WHITE"
CLD.03	COLOURBACK GLASS TO MATCH "CHARRED FOREST"
BRK.01	RECYCLED RED BRICK
PF.01	WHITE PAINT
PF.02	MONUMENT PAINT
TMB.01	SLATTED TIMBER FENCE
GLS.01	ALUMINIUM FRAMED GLAZING, FLUSH PROFILE, POWDERCOAT BLACK. LOW E GREY TINT GLASS
GLS.02	GLAZED BALUSTRADE
LVR.1	ANODISED ALUMINIUM LOUVRES TO SCREEN AC PLANT "DARK GREY"
LVR.2	ANODISED ALUMINIUM LOUVRES TO TRANSFORMER "DARK GREY"
LVR.3	GLASS LOUVRES TO CARPARK
LVR.4	ANODISED ALUMINIUM LOUVRES TO CARPARK "DARK GREY"



CLD.01
9mm PREFINISHED FC SHEET -
VITRAPANEL "GREY ZINC"



CLD.02
9mm PREFINISHED FC SHEET -
VITRAPANEL "ICE WHITE"



CLD.03
9mm PREFINISHED FC SHEET -
VITRAPANEL "CHARRED FOREST"



BRK.01
RED BRICK



PF.01
WHITE PAINT FINISH TO
EXPOSED CONCRETE



PF.02
MONUMENT PAINT FINISH
TO EXPOSED CONCRETE



TMB.01
SLATTED TIMBER FENCE



GLS.04
OBSCURE BALCONY
GLAZING



GLS.01
PERFORMANCE
GLAZING. DARK TINTED



GLS.02
BALCONY GLAZING



GLS.03
COLOURBACK GLASS TO
MATCH "GREY ZINC"



LVR.4
VERTICAL ALUMINIUM
CARPARK LOUVRES



LVR.1
ALUMINIUM LOUVRES TO PLANT
-LIGHT GREY FINISH



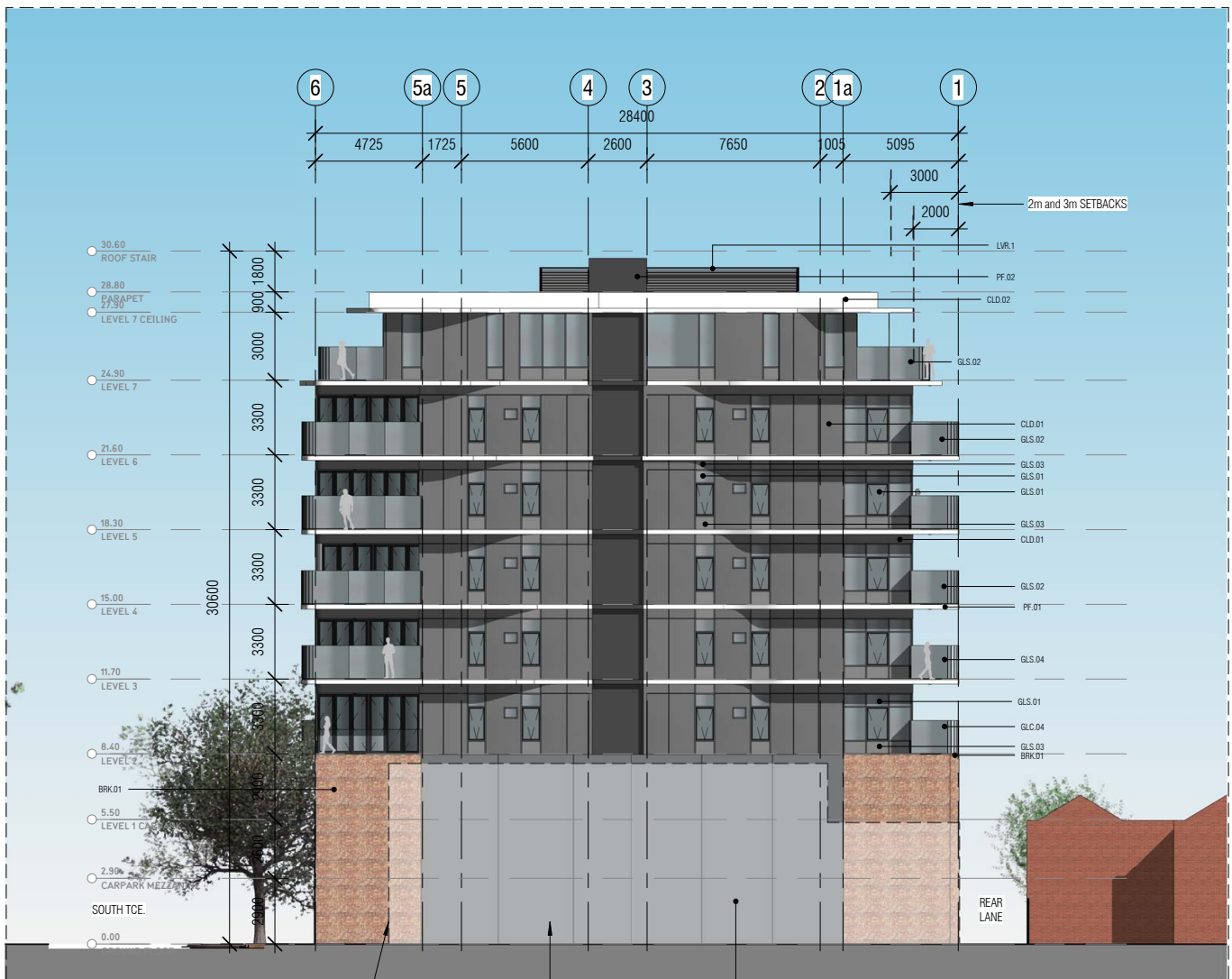
LVR.2
HORIZONTAL LOUVRES
TRANSFORMER
-LIGHT GREY FINISH



LVR.3
VERTICAL GLASS LOUVRE



PRF.01
PERFORATED SCREENING -
POWDERCOAT BRONZE
FINISH - 30% OPEN



EAST ELEVATION SK

1 : 200

EAST ELEVATION

DRAWING NUMBER
DA51

As
indicated

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

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DATE
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CLD.01	9mm PREFINISHED FC SHEET VITRAPANEL "CHARRED FOREST"
CLD.02	9mm PREFINISHED FC SHEET VITRAPANEL "ICE WHITE"
CLD.03	COLOURBACK GLASS TO MATCH "CHARRED FOREST"
BRK.01	RECYCLED RED BRICK
PF.01	WHITE PAINT
PF.02	MONUMENT PAINT
TMB.01	SLATTED TIMBER FENCE
GLS.01	ALUMINIUM FRAMED GLAZING, FLUSH PROFILE, POWDERCOAT BLACK, LOW E GREY TINT GLASS
GLS.02	GLAZED BALUSTRADE
LVR.1	ANODISED ALUMINIUM LOUVRES TO SCREEN AC PLANT "DARK GREY"
LVR.2	ANODISED ALUMINIUM LOUVRES TO TRANSFORMER "DARK GREY"
LVR.3	GLASS LOUVRES TO CARPARK
LVR.4	ANODISED ALUMINIUM LOUVRES TO CARPARK "DARK GREY"



CLD.01
9mm PREFINISHED FC SHEET -
VITRAPANEL "GREY ZINC"



CLD.02
9mm PREFINISHED FC SHEET -
VITRAPANEL "ICE WHITE"



CLD.03
9mm PREFINISHED FC SHEET -
VITRAPANEL "CHARRED FOREST"



BRK.01
RED BRICK



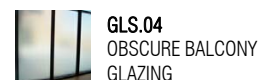
PF.01
WHITE PAINT FINISH TO
EXPOSED CONCRETE



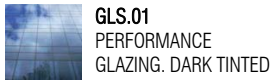
PF.02
MONUMENT PAINT FINISH
TO EXPOSED CONCRETE



TMB.01
SLATTED TIMBER FENCE



GLS.04
OBSCURE BALCONY
GLAZING



GLS.01
PERFORMANCE
GLAZING, DARK TINTED



GLS.02
BALCONY GLAZING



GLS.03
COLOURBACK GLASS TO
MATCH "GREY ZINC"



LVR.4
VERTICAL ALUMINIUM
CARPARK LOUVRES



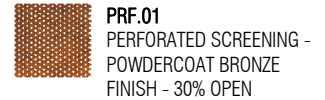
LVR.1
ALUMINIUM LOUVRES TO PLANT
-LIGHT GREY FINISH



LVR.2
HORIZONTAL LOUVRES
TRANSFORMER
-LIGHT GREY FINISH



LVR.3
VERTICAL GLASS LOUVRE



PRF.01
PERFORATED SCREENING -
POWDERCOAT BRONZE
FINISH - 30% OPEN



SOUTH ELEVATION SK
1 : 200

GLASS LOUVRES PROVIDING
VENTILATION TO CAR PARK AND
REFLECTION OF PARKLANDS

PERFORATED BRICK PROVIDING
VENTILATION TO CAR PARK

SIGNAGE

FOR PLANNING CONSENT

SOUTH ELEVATION

DRAWING NUMBER
DA52

As
indicated

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

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DATE
05/08/2019

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CLD.01 9mm PREFINISHED FC SHEET VITRAPANEL "CHARRED FOREST"
CLD.02 9mm PREFINISHED FC SHEET VITRAPANEL "ICE WHITE"
CLD.03 COLOURBACK GLASS TO MATCH "CHARRED FOREST"
BRK.01 RECYCLED RED BRICK
PF.01 WHITE PAINT
PF.01 MONUMENT PAINT
TMB.01 SLATTED TIMBER FENCE
GLS.01 ALUMINIUM FRAMED GLAZING, FLUSH PROFILE, POWDERCOAT BLACK. LOW E GREY TINT GLASS
GLS.02 GLAZED BALUSTRADE
LVR.1 ANODISED ALUMINIUM LOUVRES TO SCREEN AC PLANT "DARK GREY"
LVR.2 ANODISED ALUMINIUM LOUVRES TO TRANSFORMER "DARK GREY"
LVR.3 GLASS LOUVRES TO CARPARK
LVR.4 ANODISED ALUMINIUM LOUVRES TO CARPARK "DARK GREY"

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CLD.01
9mm PREFINISHED FC SHEET -
VITRAPANEL "GREY ZINC"

CLD.02
9mm PREFINISHED FC SHEET -
VITRAPANEL "ICE WHITE"

CLD.03
9mm PREFINISHED FC SHEET -
VITRAPANEL "CHARRED FOREST"

BRK.01
RED BRICK

PF.01
WHITE PAINT FINISH TO
EXPOSED CONCRETE

PF.02
MONUMENT PAINT FINISH
TO EXPOSED CONCRETE

TMB.01
SLATTED TIMBER FENCE

GLS.04
OBSCURE BALCONY
GLAZING

GLS.01
PERFORMANCE
GLAZING. DARK TINTED

GLS.02
BALCONY GLAZING

GLS.03
COLOURBACK GLASS TO
MATCH "GREY ZINC"

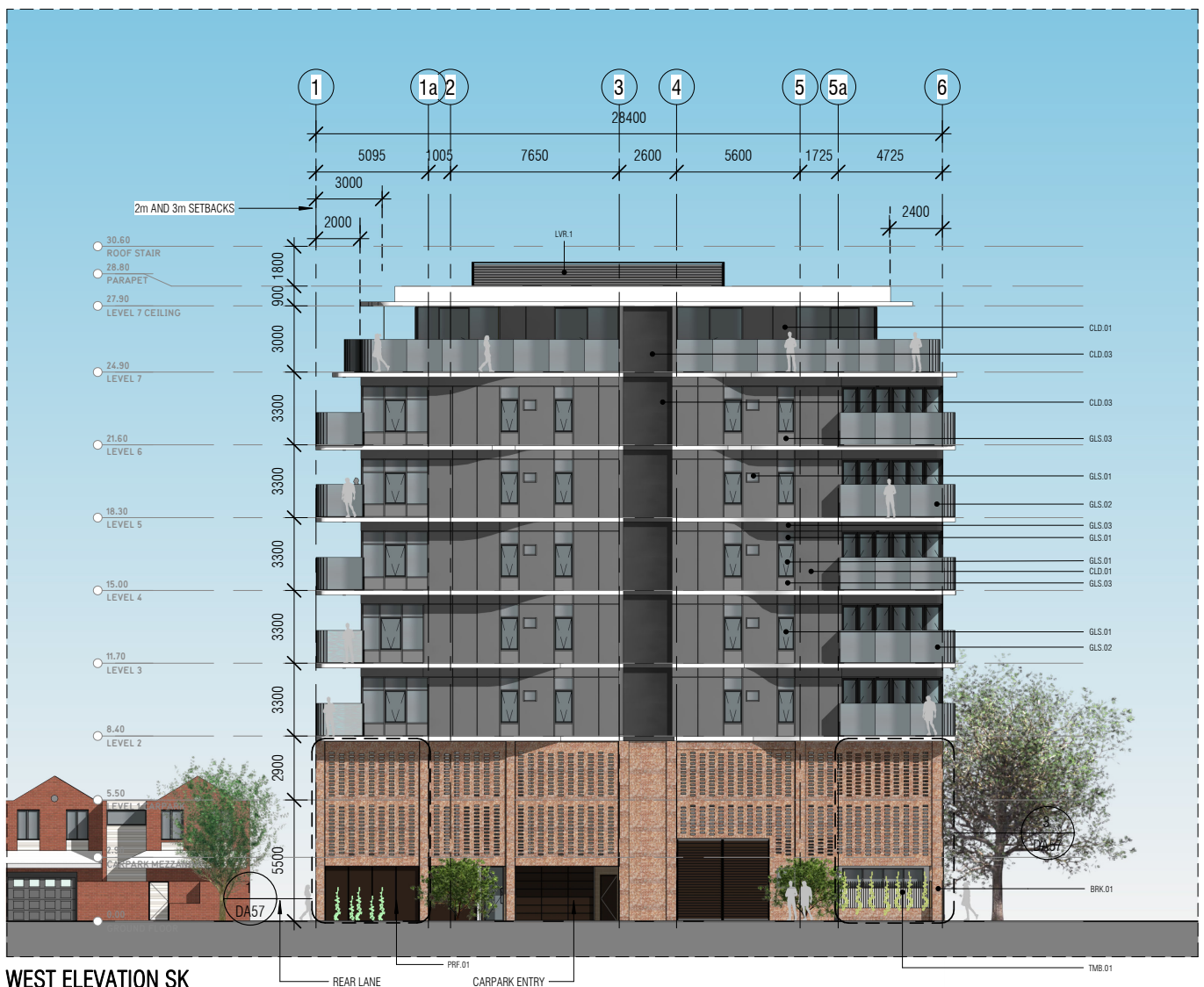
LVR.4
VERTICAL ALUMINIUM
CARPARK LOUVRES

LVR.1
ALUMINIUM LOUVRES TO PLANT
-LIGHT GREY FINISH

LVR.2
HORIZONTAL LOUVRES
TRANSFORMER
-LIGHT GREY FINISH

LVR.3
VERTICAL GLASS LOUVRE

PRF.01
PERFORATED SCREENING -
POWDERCOAT BRONZE
FINISH - 30% OPEN



FOR PLANNING CONSENT

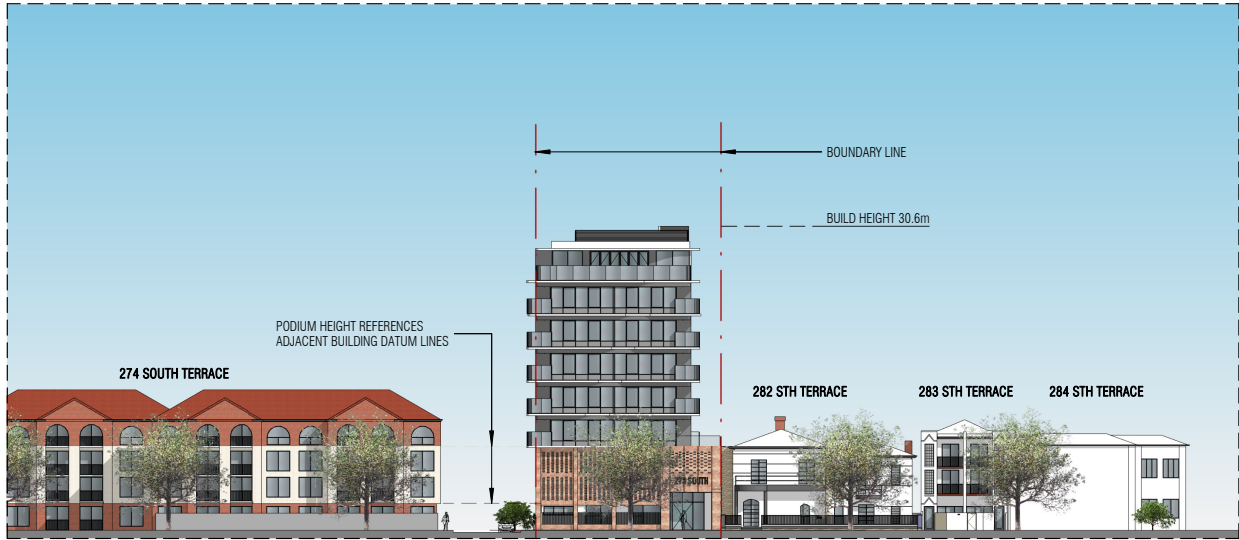
WEST ELEVATION
DRAWING NUMBER
DA53

As
indicated

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

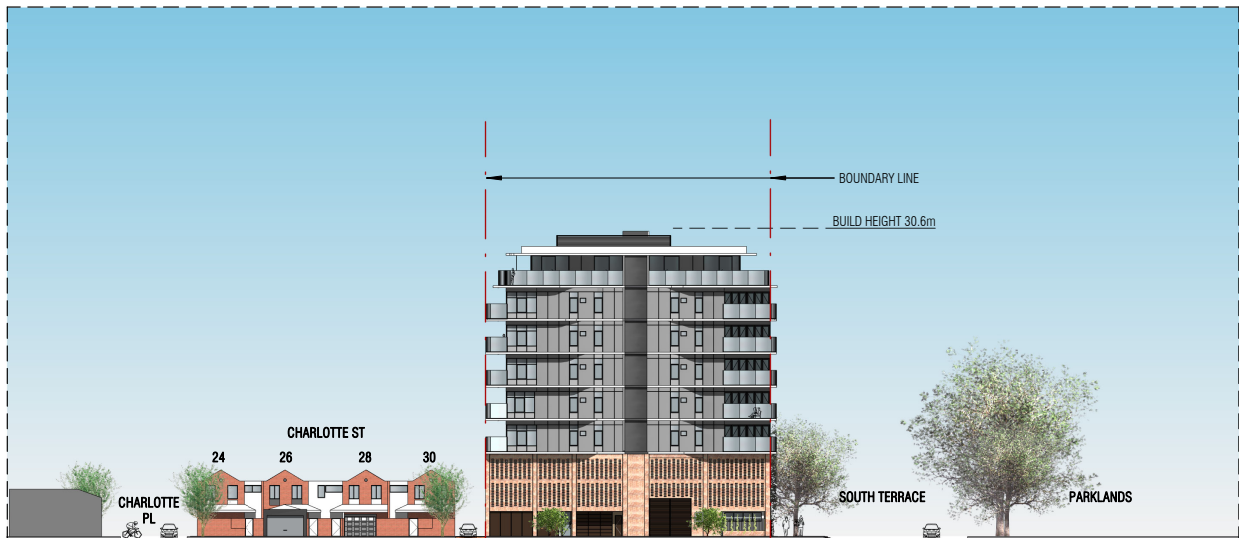
PROJECT NO.
18050
REVISION
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DATE
21/08/2019



SOUTH ELEVATION STREETSCAPE

1 : 500



WEST ELEVATION STREETSCAPE

1 : 500

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STREET SCAPE ELEVATIONS

DRAWING NUMBER
DA54

1 : 500

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278 SOUTH TERRACE

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BRUNO MARVEGGIO

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18050

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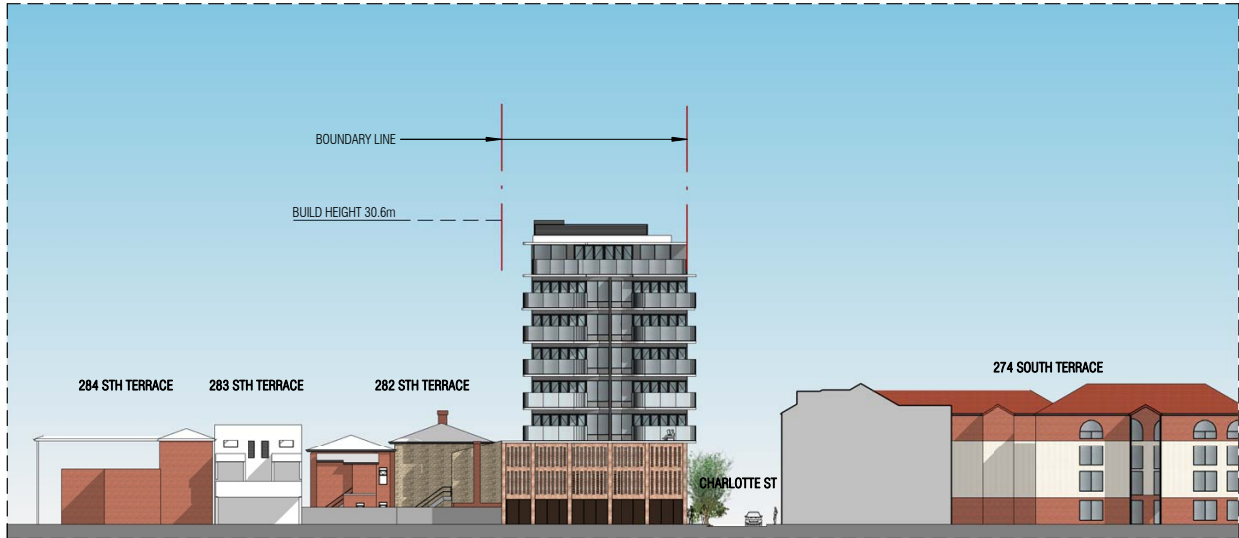
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DATE
21/08/2019

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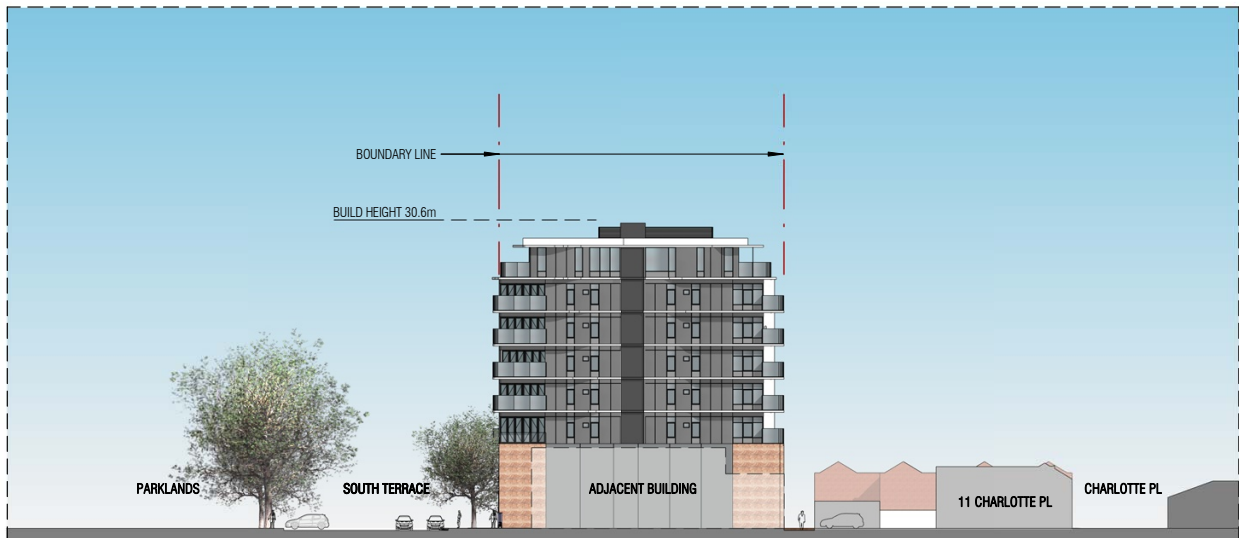
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NORTH ELEVATION STREETSCAPE

1 : 500



EAST ELEVATION STREETSCAPE

1 : 500

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STREET SCAPE ELEVATIONS

DRAWING NUMBER
DA55

1 : 500

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278 SOUTH TERRACE

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BRUNO MARVEGGIO

PROJECT NO.
18050

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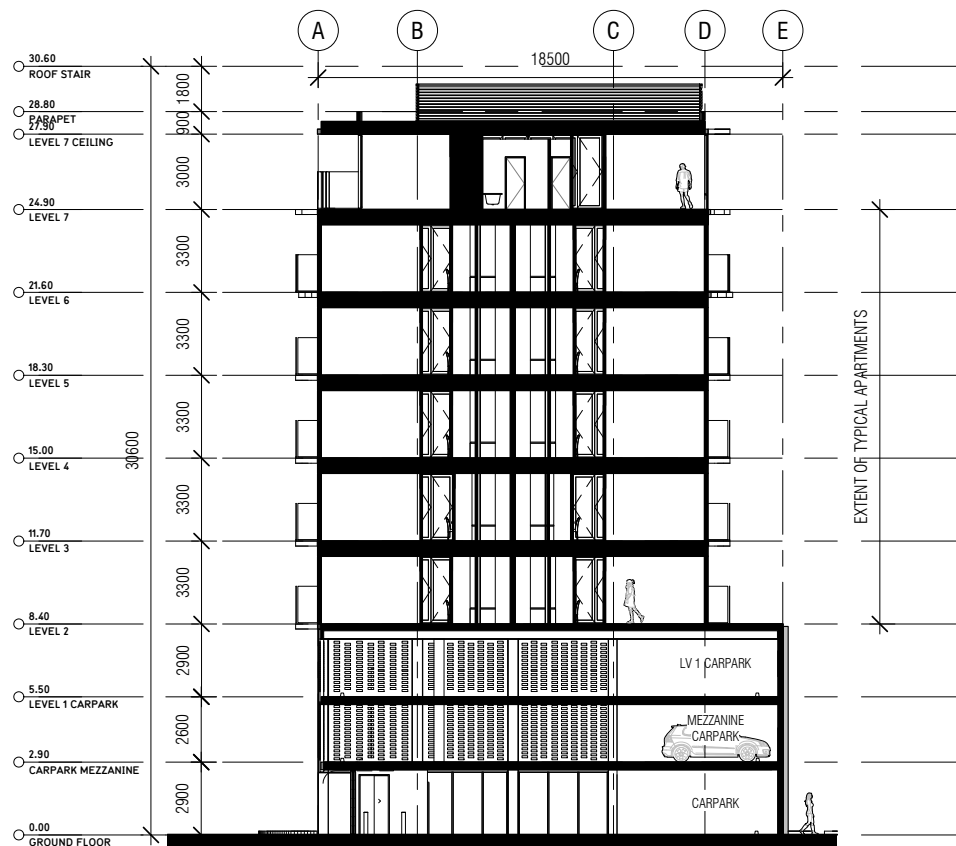
DATE
05/08/2019

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NORTH-SOUTH SECTION

1 : 200



EAST-WEST SECTION

1 : 200

SECTIONS

DRAWING NUMBER
DA56

1 : 200

PROJECT
278 SOUTH TERRACE

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BRUNO MARVEGGIO

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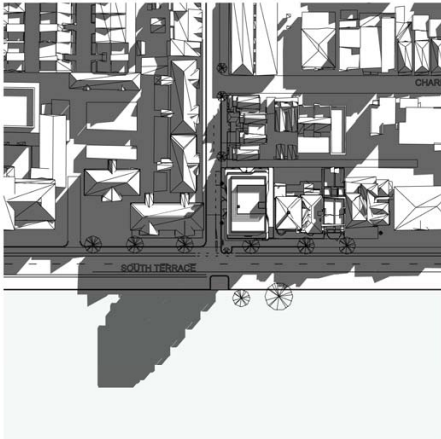
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05/08/2019

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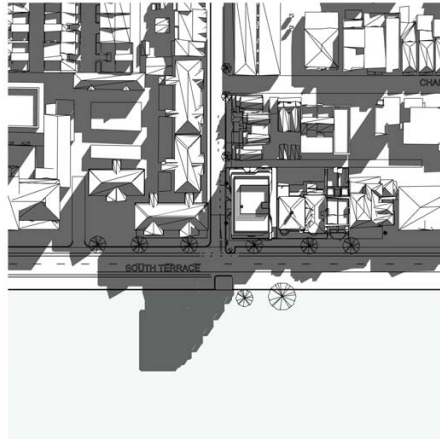
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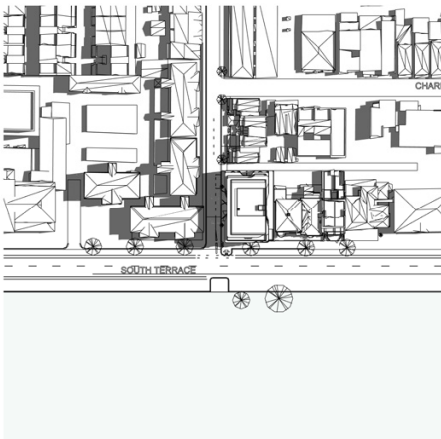
SHADOW DAIGRAM 9.30AM 21 JUNE
1 : 2000



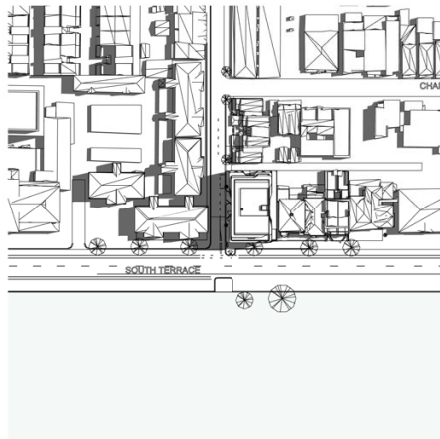
SHADOW DAIGRAM 10AM 21 JUNE
1 : 2000



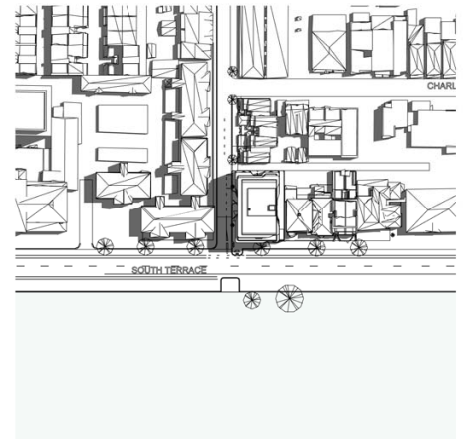
SHADOW DAIGRAM 10.30AM 21 JUNE
1 : 2000



SHADOW DAIGRAM 9.30AM 21 DECEMBER
1 : 2000



SHADOW DAIGRAM 10AM 21 DECEMBER
1 : 2000



SHADOW DAIGRAM 10.30AM 21 DECEMBER
1 : 2000

SHADOW DIAGRAMS WINTER &
SUMMER
DRAWING NUMBER
DA60

1 : 2000

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050
REVISION
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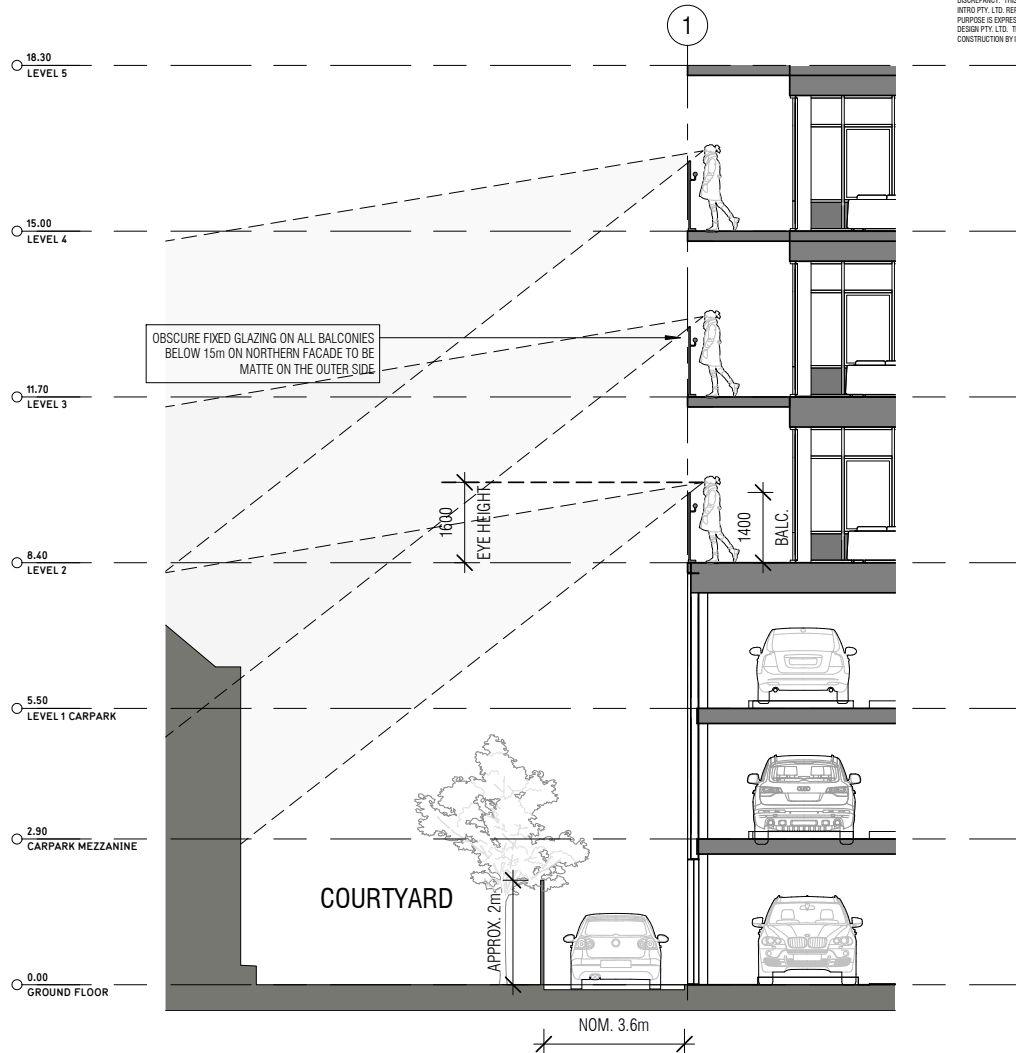
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05/08/2019

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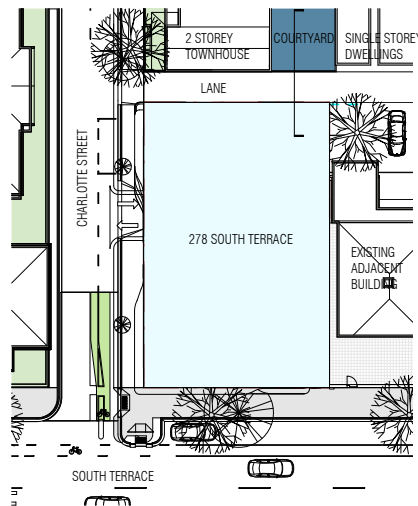
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1 POS SIGHTLINES
DR03 1 : 100



2 SURROUNDING POS
DA50 1 : 500



GLS.02
BALCONY GLAZING



GLS.04
OBSCURE BALCONY
GLAZING

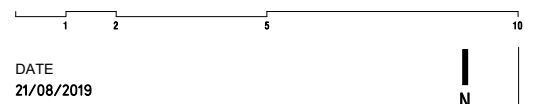
PRIVACY
DRAWING NUMBER
DA70

As
indicated

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050
REVISION
C

DATE
21/08/2019



FOR PLANNING CONSENT

INTRO

Level 11 | 44 Waymouth St | Adelaide | SA 5000
+61 8 8410 0453 | info@intro.com.au | intro.com.au

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SOUTH WEST CORNER



NORTH WEST CORNER

PERSPECTIVES 1
DRAWING NUMBER
DA100

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050
REVISION
F

NTS / as indicated
DATE
05/08/2019

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SOUTHERN ELEVATION



SOUTH TERRACE ENTRY

FOR PLANNING CONSENT

PERSPECTIVES 2
DRAWING NUMBER
DA101

PROJECT
278 SOUTH TERRACE
CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050
REVISION
E

NTS / as indicated
DATE
05/08/2019

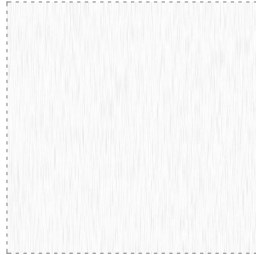
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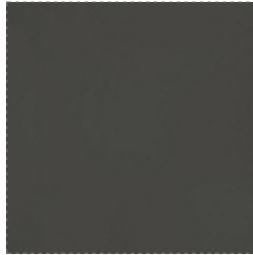
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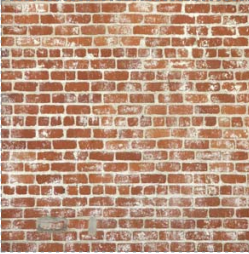
CLD.01



CLD.02



CLD.03



BRK.01



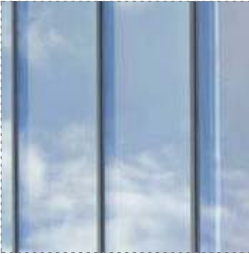
PF.01



PF.02



TMB.01



GLS.01



GLS.02



GLS.03



GLS.04



LVR 1



LVR 2

- CLD.01 9mm PREFINISHED FC SHEET VITRAPANEL "GREY ZINC"
- CLD.02 9mm PREFINISHED FC SHEET VITRAPANEL "ICE WHITE"
- CLD.03 9mm PREFINISHED FC SHEET VITRAPANEL "CHARRED FOREST"
- BRK.01 RECYCLED RED BRICK
- PF.01 WHITE PAINT
- PF.02 MONUMENT PAINT
- TMB.01 SLATTED TIMBER FENCE
- GLS.01 ALUMINIUM FRAMED GLAZING, FLUSH PROFILE, POWDERCOAT BLACK, LOW E GREY TINT GLASS
- GLS.02 GLAZED BALUSTRADE
- GLS.03 COLOURBACK GLASS TO MATCH "GREY ZINC"
- GLS.04 OBSCURE BALCONY GLAZING
- LVR.1 ANODISED ALUMINIUM LOUVRES TO SCREEN AC PLANT "DARK GREY"
- LVR.2 ANODISED ALUMINIUM LOUVRES TO TRANSFORMER "DARK GREY"

MATERIAL PALLETTE

DRAWING NUMBER
DA120

PROJECT
278 SOUTH TERRACE

CLIENT
BRUNO MARVEGGIO

PROJECT NO.
18050

REVISION
F

NTS / as indicated

DATE
05/08/2019

FOR PLANNING CONSENT

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: ADELAIDE CITY COUNCIL

APPLICANT: LUSTRO
C/O INTRO ARCHITECTURE

Postal Address: _____

PO BOX 207, RUNDLE MALL, ADELAIDE, SA 5000

Owner: _____

Postal Address: _____

BUILDER: _____

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: ANTHONY GATTI

Telephone: _____ [work] 0402 424 403 [Ahl] _____

Fax: _____ [work] _____ [Ahl] _____

EXISTING USE: _____

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

- ☐ Complying
- ☐ Non Complying
- ☐ Notification Cat 2
- ☐ Notification Cat 3
- ☐ Referrals/Concurrences
- ☐ DA Commission

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

SUPERSEDED

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
_____ and Division:	_____	_____	_____	_____
_____ Additions:	_____	_____	_____	_____
Development Approval	_____	_____	_____	_____

DESCRIPTION OF PROPOSED DEVELOPMENT: THE DEMOLITION OF ALL EXISTING STRUCTURES ON SITE, THE CONSTRUCTION OF AN EIGHT STOREY RESIDENTIAL FLAT BUILDING WITH ANCILLARY CAR PARKING, LANDSCAPING AND BIKE STORAGE.

LOCATION OF PROPOSED DEVELOPMENT:

House No: 278 Lot No: _____ Street: SOUTH TERRACE Town/Suburb: ADELAIDE

Section No [full/part] A305 FP 181957 Hundred: ADELAIDE Volume: 5661 Folio: 707

Section No [full/part] A306 FP181958 Hundred: ADELAIDE Volume: 5945 Folio: 733

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: _____ Present classification: _____

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: _____ Male: _____ Female: _____

If Class 9a classification is sought, state the number o 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]: \$ 13.85 MILLION

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

SIGNATURE: Anthony Gatti

Dated: 11 / 02 / 2019

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: ADELAIDE CITY COUNCIL

APPLICANT: INTRO ARCHITECTURE PTY LTD

Postal Address: _____

PO BOX 207, RUNDLE MALL, ADELAIDE, SA 5000

Owner: _____

Postal Address: _____

BUILDER: _____

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: ANTHONY GATTI

Telephone: _____ [work] 0402 424 403 [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: _____

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

- ☐ Complying
- ☐ Non Complying
- ☐ Notification Cat 2
- ☐ Notification Cat 3
- ☐ Referrals/Concurrences
- ☐ 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: THE DEMOLITION OF ALL EXISTING STRUCTURES ON SITE, THE CONSTRUCTION OF AN EIGHT STOREY RESIDENTIAL FLAT BUILDING WITH ANCILLARY CAR PARKING, LANDSCAPING AND BIKE STORAGE.

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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: _____ Present classification: _____

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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]: \$ 13.85 MILLION

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

SIGNATURE: Anthony Gatti

Dated: 11 / 02 / 2019

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



Government
of South Australia

To: STATE COMMISSION ASSESSMENT PANEL

From: INTRO ARCHITECTURE P/L - ANTHONY GATTI

Date of Application: 11 / 02 / 2019

Location of Proposed Development: _____

House No: 278 Lot No: _____ Street: SOUTH TERRACE

Town/Suburb: ADELAIDE

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

Volume: 5661 Folio: 707
5945 733

Nature of Proposed Development:

THE DEMOLITION OF ALL EXISTING STRUCTURES ON SITE, THE CONSTRUCTION OF AN EIGHT STOREY RESIDENTIAL FLAT BUILDING WITH ANCILLARY CAR PARKING, LANDSCAPING AND BIKE STORAGE.

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

Signed: _____

A handwritten signature in black ink, appearing to be "Bruno Marveggio", written over a horizontal line.

Date: 12/02/19.



**Government
of South Australia**

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) an aerial line and a fence, sign or notice that is less than 2.0 m in height and is not designed for a person to stand on; 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; or where the development:

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

Note 5

An information brochure: 'Building Safely Near Powerlines' has been prepared by the Technical Regulator to assist applicants and other interested persons.

This brochure is available from council and the Office of the Technical Regulator. The brochure and other relevant information can also be found at sa.gov.au/energy/powerlinesafety

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.

REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5945 Folio 733

Parent Title(s)	CT 2755/169			
Creating Dealing(s)	RT 10231347			
Title Issued	04/08/2005	Edition	3	Edition Issued 18/03/2010

Estate Type

FEE SIMPLE

Registered Proprietor

PASTINA PTY. LTD. (ACN: 141 122 698)
OF 147 FROME STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 306 FILED PLAN 181958
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

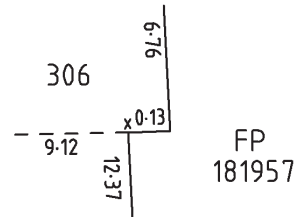
NIL

Schedule of Dealings

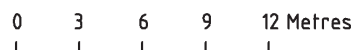
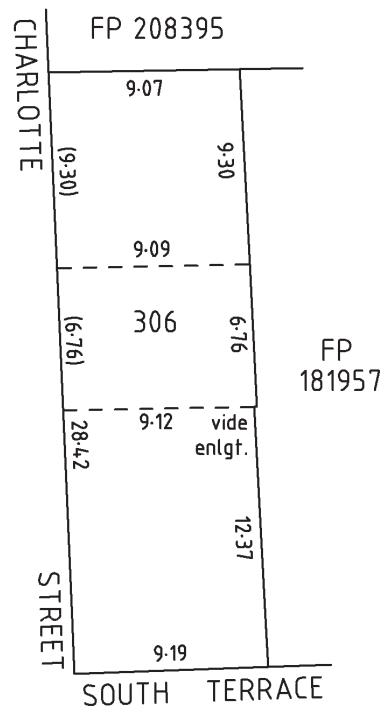
NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



ENLARGEMENT
(NOT TO SCALE)



REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5661 Folio 707

Parent Title(s)	CT 1581/95				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	10/06/1999	Edition	3	Edition Issued	18/03/2010

Estate Type

FEE SIMPLE

Registered Proprietor

PASTINA PTY. LTD. (ACN: 141 122 698)
OF 147 FROME STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 305 FILED PLAN 181957
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

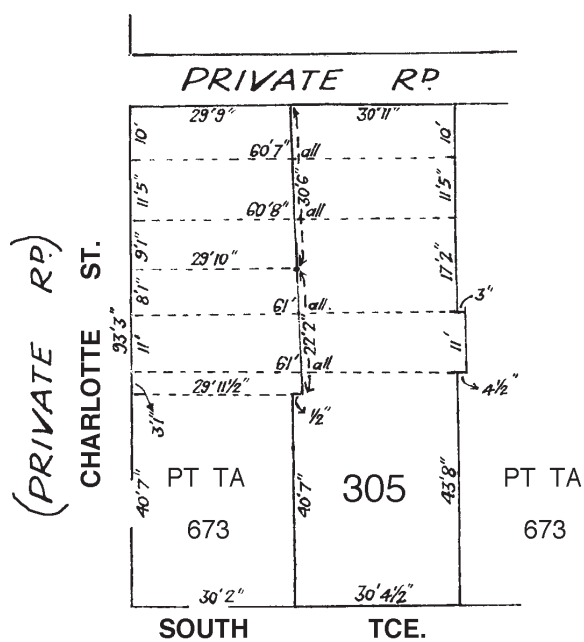
Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1581/95



40 0 40 FT

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION

1 FOOT = 0.3048 metres

1 INCH = 0.0254 metres

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

intro.com.co

RESIDENTIAL APARTMENT

278 SOUTH TERRACE, ADELAIDE
PLANNING REPORT

FEBRUARY 2019



Activating human space

INTRO

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01 INTRODUCTION

Intro has prepared this report on behalf of Lustro, to provide planning advice pertaining to the establishment of a mixed use building located at 278 South Terrace, Adelaide . The proposal represents an opportunity to deliver a high quality residential building overlooking the southern Adelaide Park Lands

In undertaking the project design, the Applicant has commissioned Intro Architects for both Planning and Architecture.

In forming my opinions herein, I confirm that I have viewed the proposal plans prepared by Intro Architecture, have attended the subject land and locality and considered the relevant provisions of the Adelaide City Development Plan (consolidated - 7 June 2018).

02 SUBJECT LAND AND LOCALITY

02.1 SUBJECT LAND

The subject site is located at 278 South Terrace and is on the south-west facing corner of South Terrace and Charlotte Street. The land holding is more particularly described within the following Certificates of Title:

ALLOTMENT	FILED PLAN	VOLUME/FOLIO	HUNDRED
306	181958	5945/733	Adelaide
305	181957	5661/707	Adelaide

A copy of the Certificates of Title is included within Appendix 01 of this document.

The site comprises a corner position with site area approximately 709 square metres in size. The site presents a frontage of 18.456m to South Terrace and 28.42m to Charlotte Street and 18.3m to a 3 metre-wide private road to the north. The subject land has no rights of way over this private road and it serves as rear access to the allotments to the north and east of the subject site.

5

Currently located on the subject site is a two-storey masonry building comprising office tenancies. The building has dual access: one glazed entry central on the western facade to Charlotte Street and the primary access central to the South Terrace frontage. The building has generous glazing to South Terrace. The bulk of the western facade is blank rendered masonry interrupted by small square windows with fixed shuttering. The building steps down to a single-storey built form to the north. The northern, single-storey built form presents an uninterrupted cream brick wall built directly onto a narrow, 3 metre-wide private road known as Charlotte Lane.

The existing built form is depicted in Figure 02.1 below.

No off-street parking is currently provided. There is currently on-street parking of 1 and 2hr time limits during business hours directly to the west and south of the site on Charlotte Street and South Terrace.



FIGURE 02.1: SUBJECT LAND FROM SOUTH TERRACE

02.2 LOCALITY

South Terrace is one of Adelaide's four bounding boulevards that form the interface between the city square mile to the north and the southern Adelaide Park Lands. The site locality is depicted in Figure 2.02 below.



6

Built form setbacks from South Terrace range between on-boundary development evident on the existing building on the subject site to setbacks of approximately 5 metres in the case of the Child and Youth Health building at 285-295 South Terrace to the east.

The elements in the near locality are described as follows:

SOUTH

- The subject site overlooks the **Adelaide Himeji Gardens** to the south-east celebrating Adelaide's sister city in Japan and is a carefully maintained Japanese-style garden popular for quiet reflection as well as weddings and functions and set within **Wita Wirra Park of the Adelaide Park Lands**.

WEST

- 274 South Terrace** - on the opposite side of Charlotte Street is a series of five, four-storey residential flat buildings with frontages to both South Terrace and Charlotte Street. The red and cream brick buildings are set back by a minimum 1 metre from the South Terrace and 2.5 metres from Charlotte Street. Common residential parking is provided at the rear of the site.
- 261-265 South Terrace** - approximately 60 metres to the west of the site beyond the residential flats is the State Heritage-listed Royal South Australian Deaf Society Headquarters which is a grand, red brick two-storey building constructed for purpose in 1927 in the Georgian revival idiom. The building is now the head offices for Deaf Can:Do. The building is historically significant as a continuing institution aiding those with hearing impairments.

NORTH

- **24, 26, 28 and 30 Charlotte Street** - across Charlotte Lane to the north is occupied by four, two-storey red brick row dwellings typical of those constructed in late 80s or early 90s. Whilst the basic built form is consistent, each of the dwellings has variety materiality including the garage or carport doors that dominate their street frontage.
- The southern-most of these row dwellings at Charlotte Street gains vehicular access to their rear garage via Charlotte Lane and a courtyard is located at the centre of the site.
- Both 26 and 28 Charlotte Street also have rear courtyards, with that of 26 Charlotte Street primarily covered by an open pergola.
- Further east at **7 and 7A Charlotte Place** are two, 2 to 3 storey semi-detached red brick dwellings with rear carport access via Charlotte Lane and central courtyards.
- **13 and 15 Charlotte Place** presents two large two-storey dwellings set behind forecourts and with the built form wrapping around a small internal courtyard. One of these recently constructed is a sandstone dwelling of mock-Georgian style whilst the 15 Charlotte Street dwelling is contemporary in style constructed of concrete and glass.

7

EAST

- **280 South Terrace** - adjacent to the site on the east is a two storey rendered art deco office building painted cream. The building is set back from the adjoining boundary by approximately 0.7 metres. The building presents a setback of approximately 4 metres from its primary frontage to South Terrace. No windows are evident on its western facade. To the rear of original built form comprises a two-storey addition built on the boundary.
- **283 South Terrace** - further east presents two semi-detached 3-storey townhouses. The dwellings are typical post-modern design of the last 1980s. These are set-back by approximately 3.5 metres from the front boundary.
- Further to the east, at **284-286 South Terrace** is Magarey House, a two-storey dwelling converted to a community centre and consulting room use that is listed as a State Heritage item by virtue of it fulfilling the below criteria under section 16(1) of the Act:

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

The bluestone house (since painted), commenced construction in 1884 and comprises quoins, a bay window with balconies. More recent extensions were added to the eastern side in the 1950s.

The SA Heritage Places Database documents that Margarey House is of heritage significance because of its association with the life and work of Dr Helen Mayo and the Mothers and Babies Health Association (MBHA) from 1938. Dr Helen Mayo, in partnership with Miss Harriet Stirling, founded the School for Mothers in 1909 which became the Mother and Babies Health Association (MBHA) in 1927. The principal role of the MBHA was to promote the education of the mother in all that concerns the physical, mental and moral development of herself and her offspring. In 1938 the MBHA moved to South Terrace establishing its infant welfare and training centre facility in Magarey House and has now become the Child and Youth Health.

Photographs of the locality are included in the Architectural Set that forms Appendix 02 of this report.

03 PROPOSED DEVELOPMENT

The particular elements of the proposal are detailed within the plans prepared by Intro Architecture dated February 2019, which form Appendix 02 of this planning statement.

The proposal consists of the construction of an 8-storey residential flat building comprising apartments and with ancillary car parking and bicycle parking.

A floor breakdown is provided below:

GROUND FLOOR

- lobby;
- DDA compliant apartment 71sqm with 12sqm courtyard;
- recessed entry with post boxes 12sqm;
- two car parking spaces including one DDA car parking space;
- car lift to Mezzanine and Level 1;
- 24 bicycle parking spaces;
- refuse store; and
- building services.

8

MEZZANINE CAR PARK

- 8 car parking spaces with car lift access; and
- resident storage areas.

LEVEL 1 CAR PARK

- 16 car parking spaces

LEVELS 2-6

- 4 x 2-bedroom apartments of 81-83 sqm per level;
- 4 x private balconies of 12sqm per level.

LEVEL 7

- 2 x 3-bedroom penthouses of 124-130sqm; and
- 2 x private balconies of 47-49sqm.

A waste chute is accessible from the lobbies at each apartment level.

Over-bonnet storage is incorporated into all car parking areas.

In total the proposed development incorporates 1 one-bedroom DDA-compliant apartment, 20 two-bedroom apartments, 2 three-bedroom penthouses, 26 secure car parking spaces and 24 bicycle parking spaces.

04 STATUTORY PLANNING

04.1 NATURE OF DEVELOPMENT

The proposed development is contained within the South Terrace Policy Area 30 of the City Living Zone as detailed within the Adelaide (City) Development Plan (consolidated – 7 June 2018). The site abuts the South East Policy Area 31 to the north.

The particular details of the proposed development are referenced in the preceding chapter. For ease of assessment I recommend that the nature of the proposed development be described as:

the demolition of all existing structures on site, the construction of an eight storey residential flat building with ancillary car parking, landscaping and bike storage.

The proposed development is not prescribed as complying nor as non complying within the Development Plan and should be assessed on its merits as a consent form of development.

04.2 PUBLIC NOTIFICATION

9

Principle 17 of the City Living Zone prescribes dwellings more than one storey in height as Category 2 within the Zone. The proposal should navigate the Category 2 public notification process.

The Category 2 public notification procedures are detailed with Section 38 (3a) of the *Development Act 1993*.

04.3 RELEVANT DEVELOPMENT PLAN PROVISIONS

This planning assessment will consider the relevant provisions determined to be pertinent to the proposed development.

04.3.1 LAND USE + DESIRED CHARACTER

SOUTH TERRACE POLICY AREA 30 PROVISIONS

Objective 1: Development that strengthens, achieves and is consistent with the desired character for the Policy Area.

DESIRED CHARACTER

The Policy Area will primarily contain medium scale residential development that takes advantage of the frontage to the Park Lands. The lower levels of buildings may be developed for non-residential uses where they are of a type, nature and size that make a positive contribution to residential amenity and the street level interface with the Park Lands.

The location and scale of buildings will achieve high quality urban design outcomes with the highest built form along South Terrace facing the Park Lands. Development at the entrance to the City grid on the corner of Hutt Street will create landmark buildings.

Buildings will have minimal or no setback and provide tall walls when viewed from the main road frontage to achieve a consistent built form façade and a sense of address to the Park Lands. Landscaping and small variations in front setback will assist in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other mature vegetation.

Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements. At street level, the use of solid materials will be appropriately balanced with glazed areas to provide visual interest and activity. Building façades will be well articulated with finer details that contribute positively to the public realm, including modelled façades, canopies, fenestration and balconies that make use of light and shade. An interesting pedestrian environment and human scale at ground level which integrates well with the Park Lands will be created.

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PDC 1: The Policy Area will primarily comprise residential development or mixed use buildings where non-residential development is appropriate at the ground and or first floor.

PDC 2: Development should be consistent with the Desired Character for the Policy Area.

CITY LIVING ZONE PROVISIONS

Objective 1: A Zone comprising a range of dwelling types and tenures, including affordable housing.

Objective 2: Development should make a positive contribution to the desired character as expressed by its respective Policy Area.

Objective 3: Increased dwelling densities in appropriate locations.

PDC 2: The following types of development, or combinations thereof, are envisaged:

Residential Flat Building

The development proposes to extinguish a commercial land use on the site and construct a medium to high, 8-storey residential flat building, capitalising on views to the southern Park Lands and the southern Adelaide Hills Face beyond. The development will deliver high-quality, spacious city living apartments to the Adelaide CBD at a location where residential development is envisaged.

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In line with the desired character for the policy area, the 30.6 metre tall building proposed is to be built to the property boundaries with limited balcony extents projecting over the footpaths at upper levels.

Landscaping is proposed to flank the corner portion of the ground floor, providing a green buffer to the DAA apartment and courtyard whilst giving some relief to the street frontage and providing additional amenity to the pedestrian environment.

The red brick element to the south-east clearly demarcates the entry point whilst referencing the heritage fabric to the west and the scale of the adjacent build form to the east. The hit and miss brick work allows ventilation to the car park without diminishing the streetscape presence of this element. The building entry is additionally recessed to provide incidental pedestrian shelter and an interstitial space for residents to greet guests.

The ground floor apartment is of adequate proportions and layout to facilitate ease of adaptation to a commercial land use in the future.

The built form comprises a series of undulating horizontal bands that form balconies and shadow lines providing sculptural articulation to the upper levels. The podium, by contrast is vertically attenuated by screening and column elements. The upper levels are vertically segmented by recessed elements central to the east and west facades.

Notwithstanding the higher scale of development, for the reasons listed above, the development is considered to reinforce and achieve the Desired Character of the Policy Area at an appropriate location for such, and aligns with the above zone and policy area provision.

PDC 5: The number of dwellings should be increased by:

(a) the redevelopment of poor quality and underutilised buildings or sites which are in discord with the desired character of the Policy Area, provided maintenance of residential amenity and the values of heritage places;

(b) the adaptation and conversion of non-residential buildings to residential uses; or

(c) development in upper levels of existing buildings, or by increasing the height of buildings or roof volumes, or on sites behind existing buildings.

Development at the subject site delivers 23 additional dwellings within the City Living Zone via the redevelopment of an underutilised commercial building that, by virtue of its land use and built form generally discords with the Desired Character of the zone and policy area.

04.3.2 LIVING CULTURE

Objective 3: Development that enhances the public environment and provides interest at street level.

The podium element of the proposed development provides, soft landscaping, rhythmic columns and varied, warm materiality that imbues a residential atmosphere. A slatted timber fence veils the ground floor apartment and courtyard from the public realm, striking an appropriate balance to allow views out over the Park Lands from the apartments as well as passive surveillance whilst providing a sense of privacy.

The building in and of itself is considered to be a piece of understated art, adding a striking addition to the south Adelaide skyline.

Feature art is envisaged to be installed within the building lobby at a position where it can be glimpsed by passing pedestrians.

04.3.3 CITY LIVING

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HOUSING CHOICE

Objective 6: A variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of all existing and future residents.

Objective 7: A range of long and short term residential opportunities to increase the number and range of dwellings available whilst protecting identified areas of special character and improving the quality of the residential environment.

PDC 5: Development should comprise of a range of housing types, tenures and cost, to meet the widely differing social and economic needs of residents.

The proposed development comprises high-quality, well-appointed apartments that capitalises on parkland views. By virtue of the lands orientation in the streetscape, a tall built form is able to be accommodated on the subject site without unduly impacting on the daylight and solar access of surrounding dwellings.

A DDA compliant apartment is included on the ground floor of the proposed building. Further, the proposal offers both 2-bedroom and 3-bedroom apartments, each with desirable outlooks and balconies aimed at the high-end apartment market.

PDC 7: Residential development should be designed to be adaptable to meet people's needs throughout their lifespan to ensure that changes associated with old age, special access and mobility can be accommodated.

The building design incorporates adaptable floor plates, at-grade access, lift access to apartments and stepless thresholds throughout including the showers. The building will have a services backbone for duress alarms should they be required in the future. Walls will be constructed with the strength to support new handrails as required.

There is generous circulation space within the entry foyer and lobbies.

The building will have the services backbone for the recharging of electric bikes, mobility scooters and cars.

MEDIUM TO HIGH SCALE RESIDENTIAL

Objective 22: Medium to high scale residential (including student accommodation) or serviced apartment development that:

- a. has a high standard of amenity and environmental performance;
- b. comprises functional internal layouts;

- c. is adaptable to meet a variety of accommodation and living needs; and
- d. includes well-designed and functional recreation and storage areas.

The medium to high-scale residential development proposed will have generous floor areas, efficient open plan layouts with ample access to natural light.

ESD initiatives will be employed throughout including water efficient fittings, Low-E glazing throughout and energy efficient lighting and climate control.

Generous storage is available within each apartment with additional storage available within the car parking area and in dedicated store rooms on the mezzanine car parking level.

- PDC 48:** Entrances to medium to high scale residential or serviced apartment development should:
- a. be oriented towards the street;
 - b. be visible and easily identifiable from the street; and
 - c. provide shelter, a sense of personal address and transitional space around the entry.
- PDC 49:** Entrances to individual dwellings or apartments within medium to high scale residential or serviced apartment development should:
- a. be located as close as practical to the lift and/or lobby access and minimise the need for long access corridors;
 - b. be clearly identifiable; and
 - c. avoid the creation of potential areas for entrapment.

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The articulation of the red brick podium makes the location of the main entrance intuitively legible. The full depth of the double height entrance foyer is visible from the street. The front entry doors are recessed back to provide a sheltered, transitional space.

The floor plate's central circulation results in a configuration where all dwellings are immediately accessible from the lift lobby for ease of access and clear lines of sight throughout.

DAYLIGHT, SUNLIGHT AND VENTILATION

- PDC 50:** Medium to high scale residential or serviced apartment development should be designed to maximise opportunities to facilitate natural ventilation and capitalise on natural daylight and minimise the need for artificial lighting during daylight hours.
- PDC 51:** Medium to high scale residential or serviced apartment development should be designed and located to maximise solar access to dwellings and communal open space on the northern facade.
- PDC 52:** Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.
- PDC 54:** The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8 metres.
- PDC 56:** Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.

Every apartment will have openable windows to all habitable rooms and bifold doors to the balconies allowing for very effective passive ventilation and natural daylight. By wrapping the southern balconies around the east and western facades, solar access to southern apartments is maximised. Generous floor to ceiling heights of 3 meters to apartment levels will allow for taller glazing to the balconies further optimising air circulation and daylighting.

All habitable rooms are located less than 8 metres from an external window.

- PDC 57:** Medium to high scale residential or serviced apartment development should locate living areas, private open space and communal open space, where such communal open space provides the primary area of private open space, where they will receive sunlight and, where possible, should maintain at least two hours of direct sunlight solar time on 22 June to:
- a. at least one habitable room window (excluding bathroom, toilet, laundry or storage room windows);
 - b. to at least 20 percent of the private open space; and

The orientation of the private open space on east and west balconies of the southern apartments will achieve more than two hours of direct sunlight on winter solstice. Living areas will have bifold glazed doors facing east-west to balconies and all bedrooms will also be provided with adequate daylight thus achieving the above provisions at winter solstice.

- PDC 58:** Natural cross ventilation of habitable rooms should be achieved by the following methods:
- a. positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;
 - b. installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;
 - c. installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;
 - d. selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;
 - e. ensuring the internal layout minimises interruptions to airflow;
 - f. limiting building depth to allow for ease of cross ventilation; and/or
 - g. draught proofing doors, windows and other openings.

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Every apartment occupies a corner of the building. With openable windows and doors to the adjacent facades, and an open plan living area and kitchen, effective cross ventilation can be achieved.

Door and windows will all be draught proofed to deliver effective zoned heating and cooling as well as acoustic performance.

PRIVATE OPEN SPACE

- PDC 59:** Medium to high scale residential development and serviced apartments should provide the following private open space:
- c. 2 bedroom dwelling/apartment: 11 square metres.
 - d. 3+ bedroom dwelling/apartment: 15 square metres.

- PDC 60:** Medium to high scale residential (other than student accommodation) or serviced apartment development should ensure direct access from living areas to private open space areas, which may take the form of balconies, terraces, decks or other elevated outdoor areas provided the amenity and visual privacy of adjacent properties is protected.

Each two-bedroom apartment is provided with a minimum of 12 square metres of open space. The two penthouse apartments have 47 and 49 square metres of balcony area. All balconies are directly accessible from the living areas. Obscure glazing to north-facing balconies on levels 2, 3 and 4 will maintain privacy to the courtyards of the properties across Charlotte Lane to the north and north-east. The obscure glazing will also provide additional privacy to balconies from existing and potential vantage points within the northern locality.

- PDC 61:** Other than for student accommodation, private open space should have a minimum dimension of 2 metres and should be well proportioned to be functional and promote indoor/outdoor living.

- PDC 62:** Balconies should be integrated into the overall architectural form and detail of the development and should:
- a. utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;
 - b. be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;
 - c. be of a depth that ensures sunlight can enter the dwelling below; and
 - d. allow views and casual surveillance of the street while providing for safety and visual privacy.

All balconies and the ground floor courtyard have a minimum dimension of at least 2 metres and bi-fold doors allow for seamless indoor-outdoor integration of the living spaces.

Balconies are integral to the proposed building's form and are partially recessed and partially cantilevered for varied microclimatic conditions. Balconies are proportioned to permit adequate sunlight access to the dwellings below.

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The balconies will deliver impressive views and opportunities for passive surveillance across South Terrace and the Park Lands.

VISUAL PRIVACY

- PDC 66:** Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.
- PDC 67:** A habitable room window, balcony, roof garden, terrace or deck should be set-back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

Balcony balustrades to north-facing apartments over Levels 2 to 4 will be comprised of obscure glazing to screen potential overlooking of private spaces in the dwellings to the north and north-east.

Charlotte Lane is of a 3-metre width thus providing adequate separation from allotments to the north.

Balconies on levels 2 to 6 are set back by 2 metres from the eastern boundary and interface with this boundary for a five-metre extent to the southern corner and a two-metre extent to the northern corner. Notwithstanding this shortfall of balcony setback to this boundary, it is considered that reasonable development potential of the adjacent site at 280 South Terrace will not be unduly impacted as the site retains access to more desirable uninterrupted views to the south and north.

NOISE AND INTERNAL LAYOUT

- PDC 68** Medium to high scale residential or serviced apartment development close to high noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.
- PDC 69** Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.

Reduced glazing to the bedrooms combined with their position back from South Terrace will minimise their exposure of these noise-sensitive rooms from any traffic noise. The high-level bedroom windows of the DDA compliant apartment at the ground floor will be fitted with double-glazing or equivalent acoustic glazing treatments to minimise noise intrusion.

MINIMUM UNIT SIZES

- PDC 70** Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:
- c. 2 bedroom dwelling/apartment: 65 square metres
 - d. 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

ADAPTABILITY

- PDC 72** Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:
- a. a range of activities and privacy levels between different spaces;
 - b. flexible room sizes and proportions;
 - c. efficient circulation to optimise the functionality of floor space within rooms; and

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All apartment layouts have efficient circulation and adequate bedroom sizes to accommodate small desks. The bi-fold doors to the balconies effectively adapt the living areas a generously open indoor-outdoor space.

OUTLOOK

- PDC 73** All medium to high scale residential or serviced apartment development should be designed to ensure the living rooms have a satisfactory external outlook. Living rooms that do not have an outlook or the only source of outlook is through high level windows or a skylight are not considered to provide an appropriate level of amenity for the occupiers.

The living areas to all apartments have desirable views to either the north across the city or, alternatively, to the south across the Adelaide Park Lands.

ON-SITE PARKING AND FENCING

- Objective 23** Safe and convenient on-site car parking for resident and visitor vehicles.

- PDC 75** To ensure an adequate provision of on-site parking, car parking should be provided for medium to high scale residential (other than student accommodation) or serviced apartment development in accordance with Table Adel/7.

Twenty-six secure car parking spaces are assigned to the apartments. Two resident car parks will be assigned per penthouse and one per each one and two-bedroom apartments. One surplus car park will be available to be assigned to an apartment on demand. An accessible car park is to be provided on the ground floor within easy access of the ground floor DDA-compliant one bedroom apartment.

- PDC 76** Garages and parking structures associated with medium to high scale residential or serviced apartment development should be located so that they do not visually dominate the street frontage.

As depicted on drawings DA53 and DA100, the car parking elements are integrated within the overall podium form and car access is via the secondary street front whilst pedestrian movement is prioritised over South Terrace. The site has no rights of access over Charlotte Lane to the north.

The ground floor apartment addresses the street corner with the car parking located within the podium to the rear and above. It is thought that this car parking solution provides safety of movement whilst retaining an active street address and uninterrupted footpath to South Terrace.

PDC 77 Car parking areas should be designed and located to:

- a. be close and convenient to dwellings/apartments;
- b. be lit at night;
- c. be well ventilated if enclosed;
- d. avoid headlight glare into windows; and
- e. clearly define visitor parking.

A car lift optimises space efficiency within the car park and enables the location of car parking within close proximity of lift access to the apartment levels. The car park area will be internally lit at night, is well ventilated with the use of aluminium louvers to three sides. The louvers will be angled to ensure that headlight glare into windows of adjacent dwellings does not occur.

Short-term visitor car parking is available on both South Terrace and Charlotte Street.

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PDC 79 Fencing and walls should:

- a. be articulated and detailed to provide visual interest;
- b. assist the development to address the street;
- c. assist in the provision of safety and surveillance;
- d. assist in highlighting entrances; and
- e. enable visibility of buildings from and to the street.

The podium is well articulated with red brick cladding in concert with timber slat fencing and vertical climbers. The double-height entry is easily legible and generously accessible. The timber slat fence to the ground floor tenancy enables passive surveillance across the South Terrace whilst retaining a sense of privacy to the apartment's private open space.

STORAGE AREAS

PDC 80 Site facilities should be readily accessible to each dwelling/serviced apartment, complement the development and relevant desired character and should include:

- a. a common mail box structure located close to the main pedestrian entrance;
- b. areas for the storage and collection of goods, materials, refuse and waste including facilities to enable the separation of recyclable materials as appropriate to the size and nature of the development and screened from public view; and
- c. external clothes drying areas for residential dwellings that do not incorporate ground level open space.

A common mail box area is integrated into the building's undercover entry. Waste chute access is available to all floors and will be fitted to manage separate waste streams in consultation with a Waste Consultant during the detailed design process.

There is adequate space on the balconies to accommodate clothes drying.

PDC 81 Medium to high scale residential (other than student accommodation) or serviced apartment development should provide adequate and accessible storage facilities for the occupants at the following minimum rates:

- b. 1 bedroom dwelling/apartment: 8 cubic metres
- c. 2 bedroom dwelling/apartment: 10 cubic metres

d. 3+ bedroom dwelling/apartment: 12 cubic metres

50 percent of the storage space should be provided within the dwelling/apartment with the remainder provided in the basement or other communal areas.

In dwelling storage is provided at the following approximate rates:

- one-bedroom apartment 6.5m³
- two-bedroom apartments 10m³
- three-bedroom penthouses 15m³.

Additional storage cages are provided in store rooms on the mezzanine level and above bonnet storage will also be provided throughout car parking areas. Adequate storage is achieved within the all apartments.

04.3.5 ENVIRONMENTAL

CRIME PREVENTION THROUGH URBAN DESIGN

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- 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.
- PDC 82** 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. 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;
 - v. ensuring that rear service areas and access lanes are either secured or exposed to surveillance.

The development will further activate South Terrace and the Park Lands interface. Clear sight lines will be achieved from the entry foyer and balcony spaces to the surrounds apart from where obscured glass balustrading is used to ensure privacy is retained to the dwellings to the north. The ground floor apartment and southern apartments above will have views out across South Terrace from their living area and courtyard or balconies.

The car parking, waste and service areas will be enclosed and secure.

- c. 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.

The building has been designed to maximise the visual connections between the internal spaces with outdoor areas. For instance, residential apartments have external views and provide passive surveillance the public realm. The building design eliminates isolated external nooks, eliminating opportunities for hiding. All entry points to the building will be clearly identified by the architecture, lighting and signage.

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The proposed development will incorporate a comprehensive range of active and passive surveillance strategies. All public and shared areas will be well lit to enable facial recognition so that people can see and interact with one another.
ed design.

Providing clearly defined paths of travel to and from all entrances has been a central component of the proposal. The main public entrance fronts a public thoroughfare and is directly accessible from the public realm. The paths of travel from surrounding public transit stops are clearly defined through the existing road network.

A robust material palette has been expressed throughout the design language.

Having regard to the commentary above, it is considered that the proposal achieves the intent of the Crime Prevention provisions of the Development Plan.

PDC 84 To maximise security and safety, buildings should be designed to minimise access between roofs, balconies and windows of adjacent buildings.

No access will occur from balconies or windows of adjacent buildings and adequate separation between balconies is provided.

NOISE RECEIVERS

Objective 27 Noise sensitive development designed to protect its occupants from existing noise sources and from noise sources contemplated within the relevant Zone or Policy Area and that does not unreasonably interfere with the operation of non-residential uses contemplated within the relevant Zone or Policy Area.

PDC 95 Noise sensitive development should incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity when exposed to noise sources such as major transport corridors (road, rail, tram and aircraft), commercial centres, entertainment premises and the like, and from activities and land uses contemplated in the relevant Zone and Policy Area provisions.

PDC 96 Noise sensitive development in mixed use areas should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels that are commensurate with the envisaged amenity of the locality.

The proposed development will incorporate adequate glazing and solid construction in line with PDC 97 to ensure that occupants are protected from noise sources existing and contemplated for the zone. An acoustic report will be required in order to ensure that noise levels within the ground floor apartment is compliant given adjacency to services, car parking and traffic. It is anticipated that double-glazing or glass of equivalent

acoustic properties will be used throughout the ground floor apartment and elsewhere as required.

PDC 98 Attached dwellings/serviced apartments should be designed to minimise the transmission of sound between dwellings/serviced apartments and should particularly protect bedrooms from possible noise intrusion.

PDC 97 Noise sensitive development adjacent to noise sources should include noise attenuation measures to achieve the following:

- a. satisfaction of the sleep disturbance criteria in the bedrooms or sleeping areas of the development as defined by the limits recommended by the World Health Organisation;
- b. the maximum satisfactory levels in any habitable room for development near major roads, as provided in the Australian/New Zealand Standard AS/NZS 2107:2000 - 'Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors'; and
- c. noise level in any bedroom, when exposed to music noise (L10) from existing entertainment premises, being:
 - i. less than 8 dB above the level of background noise (L90,15 min) in any octave band of the sound spectrum; and
 - ii. less than 5 dB(A) above the level of background noise (LA90,15 min) for the overall (sum of all octave bands) A-weighted levels.

Background noise within the habitable room can be taken to be that expected in a typical residential/apartment development of the type proposed, that is inclusive of internal noise sources such as air conditioning systems, refrigerators and the like as deemed appropriate.

Unless otherwise demonstrated, the minimum background noise to be used will be:

Octave Band Centre Frequency (Hz)	Minimum Background Noise Level (LA90, 15) dB (A)
63	10
125	12
250	14
500	14
1000	12
2000	10
4000	8
Overall Sum	21

on the basis of the windows being closed for the noise sensitive development and any existing entertainment premises complying with the relevant legislation relating to noise emission.

All private open spaces are suitably separated to protect bedrooms of adjacent apartments from possible noise intrusion from social activities. The apartments are sensitively laid out: bedrooms are located away from South Terrace and living areas are not located directly above bedrooms. Doors and windows will be appropriately sealed to be the noise criteria in PDC 97.

PDC 99 The number of dwellings/serviced apartments within a development sharing a common entry should be minimised to limit noise generation in internal access ways.

On each residential level, no more than four dwellings will share common lobby access from the lift or stairs.

WASTE MANAGEMENT

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.

PDC 101 A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.

A refuse area is provided at ground level with chutes for recycling, organic and general waste. Chute access will be provided at each apartment level.

- 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:
- containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
 - on-site storage and management of waste;
 - disposal of non-recyclable waste; and
 - incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

A Construction Waste Management Plan will be prepared to ensure that the development adheres to Council Wide PDC 103.

ENERGY EFFICIENCY

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- Objective 30:** Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.
- A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- PDC 106** Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:
- locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;
 - allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;
 - including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;
 - ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;
 - use of landscaping.

All 2-bedroom apartments have approximately 30% of wall areas glazed whilst penthouses are at approximately 44%. The Low-E glazing to be specified, will allow the optimal views whilst retaining strong environmental performance. The primary extents of glazing throughout, is to the north and south facades where balconies are to optimise direct solar access over winter whilst shading the glazing over summer.

- PDC 107** All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.
- PDC 108** Energy reductions should, where possible, be achieved by the following:
- appropriate orientation of the building by:
 - maximising north/south facing facades;
 - designing and locating the building so the north facade receives good direct solar radiation;
 - minimising east/west facades to protect the building from summer sun and winter winds;
 - narrow floor plates to maximise the amount of floor area receiving good daylight; and/or
 - minimising the ratio of wall surface to floor area.
 - window orientation and shading;
 - adequate thermal mass including night time purging to cool thermal mass;
 - appropriate insulation by:
 - insulating windows, walls, floors and roofs; and
 - sealing of external openings to minimise infiltration.
 - maximising natural ventilation including the provision of openable windows;
 - appropriate selection of materials, colours and finishes; and
 - introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.

- 109 Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.
- 111 New buildings should be readily adaptable to future alternative uses.
- 112 Selection of internal materials for all buildings should be made with regard to internal air quality and ensure low toxic emissions, particularly with respect to paint and joinery products.

The benefits of the site are that the north façade receives unimpeded daylighting from the south which will remain into the future given its frontage to South Terrace. Solar access from the north is also currently unimpeded. The architectural design of the building will ensure the highest environmental performance through material selection, location of openable windows and orientation and shading of glazed elements through the use of balcony elements.

Embodied energy will also be a consideration during final material selection.

Consideration will be given to the inclusion of distributed energy generation systems such as solar photovoltaics and the roof will be designed to accommodate a suitable array. Battery storage can also be incorporated in the building's service areas or surplus car parking space if desired in the future.

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The layout and ceiling height of the ground floor apartment makes this space adaptable for alternative future uses.

- PDC 113 New residential development and residential extensions should be designed to minimise energy consumption and limit greenhouse gas emissions.
- PDC 114 Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

MICRO-CLIMATE AND SUNLIGHT

- Objective 33: Buildings which are designed and sited to be energy efficient and to minimise micro-climatic and solar access impacts on land or other buildings.
- Objective 34: Protection from rain, wind and sun without causing detriment to heritage places, street trees or the integrity of the streetscape.
- PDC 119 Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- PDC 120 Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.
- PDC 122 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

The proposed development is designed in review of ESD best-practise, the application of known and proven systems will be considered to facilitate greater efficiency outcomes and long-term cost-savings and comfort within the building. Consideration is to be given to double-glazing south-facing and ground floor apartment windows.

The site benefits from uninterrupted solar access to the north, whilst west-facing fenestration will be Low-E glazing to mitigate the summer afternoon peak heat load in the building.

Ample natural daylighting will be available to all apartments.

Glazing to the north, east and west elevations will be interrupted by the horizontal projecting balcony bands and will not result in glare.

Given the sites' location on a south-west facing corner, overshadowing impacts on adjacent dwellings is considered to be insignificant.

Objective 35: Development which maximises the use of stormwater.

PDC 128 Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.

The proposed development will not increase stormwater discharged from the site.

04.3.6 BUILT FORM AND TOWNSCAPE

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

- a. high rise development framing city boulevards, the Squares and Park Lands
- ...

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The development proposed would deliver a medium to high rise development to frame South Terrace and the Adelaide Park Lands to the south.

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.

The proposed building is designed to a maximum height of 30.6 metres in a Policy Area where the height limit is 22 metres. South Terrace is of a width that embodies a sense of openness to the sky can accommodate greater building heights to the north.

Notwithstanding the height, the following design elements have been integrated into the proposed apartment building to reinforce the existing streetscape and Desired Character:

- the uppermost building canopy is stepped back by 2 metres from the balcony line and the parapet set back a further metre resulting in a building that reads as a height of some 27 metres when viewed from nearby along South Terrace. This is depicted in DA100 in Appendix 02.
- red bricks are used in the podium as a warm and honest material that reflects the local urban fabric including the State Heritage listed Royal South Australian Deaf Society building to the west;
- the podium height references data lines on the apartment buildings to the west as well as the approximate eaves heights of the buildings at 282 and 284 South Terrace (Margarey House);
- the building is appropriately segmented vertically whilst presenting organic, yet rhythmic horizontal articulation by way of the meandering balcony projections, and
- a recessed entry provides interstitial sheltered space at the building's entry.

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

PDC 167 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.

A high level of design excellence is embodied in the proposed building which responds to its context in the

scale, massing and materiality of the podium. The upper levels form a distinctly contemporary form which maximise the play of light and shade through the organic balcony bands. The bulk of the building is attenuated by a vertical recessed element running the full height of the eastern and western facades, interrupting the horizontal bands and visually dividing the tower mass into two.

Bicycle and/or mobility scooter storage is provided at the ground floor at a rate of one per apartment in line with Development Plan provisions. Pedestrian amenity is provided by way of the sheltered entry and landscaping. Opportunities will be explored to provide novel visitor bicycle parking and other street furniture along the South Terrace verge in collaboration with Adelaide City Council.

The proposed development reinforces the gridded layout of the city by addressing South Terrace. The proposal responds to the Desired Character of the Zone in a range of ways and the built form, at 8 storeys, responds to the desire for increased scale development to address the Park Lands. Importantly, the proposed design addresses the ground and first floor levels to respond to the relevant portions of the Desired Character Statement. The proposal creates an interesting pedestrian environment by generating a human scale at the ground level, by providing for a sheltered double-height threshold as well as building articulation, openings and fenestration which create visual interest. A heavy podium with deep reveals is proposed which reinforces the predominant masonry form of the heritage places within the streetscape.

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PDC 271 Development should not unreasonably restrict the development potential of adjacent sites, and should have regard to possible future impacts such as loss of daylight/sunlight access, privacy and outlook.

The proposed development will not unreasonably restrict the development potential of adjacent sites. The proposed development is setback to:

- the align with laneway to the north, and provide obscure ballustrades to north-facing balconies to Levels 2 to 4 to protect the privacy of adjoining properties to the north; and
- two metres from the eastern boundary (the balconies) where the potential is reasonably retained for medium-rise development to be designed on the adjacent site whilst retaining adequate privacy to living areas.

Being located on the north side of South Terrace, there are no properties to the south of the site which will have their solar access unreasonably impeded by the height of the proposed apartment building.

Further, the development is not likely to unduly impact the existing or potential outlook to views from land in the locality.

HEIGHT, BULK AND SCALE

PDC 168 Development should be of a high standard of design and should reinforce the grid layout and distinctive urban character of the City by maintaining a clear distinction between the following:

- a. the intense urban development and built-form of the town acres in the Capital City, Main Street, Mixed Use, City Frame and City Living Zones.
- ...

PDC 169 The height and scale of development and the type of land use should reflect and respond to the role of the street it fronts as illustrated on Map Adel/1 (Overlay 1).

Cognisant of its frontage to South Terrace in the City Living Zone, the subject development delivers appropriately intense development to the site.

PDC 170

The height, scale and massing of buildings should reinforce:

- a. the desired character, built form, public environment and scale of the streetscape as contemplated within the Zone and Policy Area, and have regard to:
 - i. maintaining consistent parapet lines, floor levels, height and massing with existing buildings consistent with the areas desired character;
 - i. reflecting the prevailing pattern of visual sub-division of neighbouring building frontages where frontages display a character pattern of vertical and horizontal sub-divisions; and
 - i. avoiding massive unbroken facades.
- b. a comfortable proportion of human scale at street level by:
 - i. building ground level to the street frontage where zero set-backs prevail;
 - ii. breaking up the building facade into distinct elements;
 - iii. incorporating art work and wall and window detailing; and
 - iv. including attractive planting, seating and pedestrian shelter.

The podium is suitably detailed with patterns and rhythms that reflect built form within the locality. Eave lines and other height data from built form along South Terrace are successfully interpreted in the scale of the podium.

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Landscaping is provided to the perimeter of the ground floor apartment providing additional amenity to the pedestrian environment. Opportunities for bicycle racks and seating can additionally be explored in liaison with Adelaide City Council.

CITY LIVING ZONE PROVISIONS

- PDC 7:** Development should not exceed the height prescribed for each Policy Area. The height of new buildings, including the floor to ceiling clearances of each level, should take reference from the prevailing building heights within the locality, with particular reference to adjacent heritage places.
- PDC 8:** Where development proposes a building higher than the prevailing building heights that contribute to the desired character of a locality, the taller building elements should be setback from street frontages to avoid a detrimental impact on the prevailing character.

SOUTH TERRACE POLICY AREA PROVISIONS

- PDC 3:** Except where located on a site greater than 1500 square metres (which may include one or more allotment, building height should not exceed 22 metres
- PDC 4:** Development should have a minimum building height of 4 storeys, except where adjacent to a heritage place, to provide optimal height and floor space yields that activate and frame the Park Lands.

Whilst there are no adjacent heritage places, the design of the building defers to Margarey House to the west, referencing its eaves in the podium height and it also references the red brick materiality of the Royal South Australian Deaf Society to the west.

The modulation of the building into podium and tower elements effectively enables a lower element that corresponds with the prevailing character of built form along South Terrace whilst enabling the optimal height and floor space yields to activate and frame the Park Lands.

LANDSCAPED OPEN SPACE

- PDC 177:** Landscaped open space should be provided on the site of a development to at least the extent specified in the Principles of Development Control for the relevant Zone or Policy Area for siting, amenity and screening purposes. Where the existing amount of landscaped open space provided is less than the amount specified in the relevant Zone or Policy Area, development should not further reduce this amount. Where landscaped open space is not required, the provision of landscaped pedestrian spaces, planter boxes and in-ground planting is appropriate.

Vertically layered landscaping, incorporating climbers in integrated raised planting beds is envisaged to the south-west corner of the building at street level, framing the ground floor apartment and adding vitality to the pedestrian environment.

BUILDING SETBACKS

SOUTH TERRACE POLICY AREA PROVISIONS

- PDC 5:** Buildings (excluding verandahs, porticos and the like) should be built to the primary road frontage with landscaping to maintain and enhance the pattern of development in the locality.

CITY LIVING ZONE PROVISIONS

- PDC 9** Where consistent building set-backs from front, side and rear allotment boundaries prevail in a locality, new development should be consistent with these setbacks.

No set-back is proposed for the subject development along the street frontages which will contribute to the desired 'City Wall' character of South Terrace. This alignment will be consistent with the existing built form on the site and aligns with PDC 5 of the Policy Area above.

In this instance, PDC 5 of the Policy Area is deemed to take precedence over PDC 9 of the Zone as it considers the specific context of the South Terrace frontage.

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COMPOSITION AND PROPORTION

- PDC 180:** 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.

As depicted in the Streetscape Elevations DA54 and DA55 in Appendix 02, the proposed building's podium takes visual cues from the South Terrace streetscape in both materials and its proportions. Ground levels are clearly defined from the upper levels with a contrasting architectural language.

ARTICULATION AND MODELLING

- PDC 182** 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.
- PDC 183** Balconies should be designed to give shelter to the street or public space at first floor levels.
- PDC 184** 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.
- PDC 186** Building services such as drainage pipes together with security grills/screens, ventilation louvres and car park entry doors, should be coordinated and integrated with the overall facade design.

Whilst pedestrian canopies are not provided, they are not typical to the locality. Instead the building entrance gives pedestrian shelter as required.

The facade design has contemplated the incorporation screens, ventilation louvers and services.

MATERIALS, COLOURS AND FINISHES

- PDC 187** 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.
- PDC 188** 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
- PDC 189** Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- PDC 190** 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).

Material selection is detailed in Appendix 02 and all materials have been selected to be low, maintenance, high-quality and robust. Balconies will shade and articulate the glazing to each apartment level.

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SOUTH TERRACE POLICY AREA PROVISIONS

- PDC 6:** The ground floors of buildings should have a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including shops, cafés, restaurants or offices without the need for significant alterations to the building.

A floor to ceiling height of 3.3 metres is provided to the ground floor apartment which is adequate to allow for a range of land uses.

- PDC 7:** Buildings on sites with a frontage greater than 10 metres should be articulated through variations in forms, materials, openings and colours.

The building design employs a range of materials, from bricks to timber, plants, aluminium and glass with openings that both address South Terrace and the intersection with Charlotte Street, but also provide adequate ventilation and daylighting.

- PDC 8:** Development on land directly abutting the South East Policy Area should avoid tall, sheer walls at the interface by ensuring walls greater than 3 metres in height are set back at least 2 metres from the rear allotment boundary with further articulation at the upper levels.

Whilst the proposed building is to be built to the subject land's rear boundary, the 3-metre wide Charlotte Lane to the north allows adequate separation to achieve the intents and purposes of PDC 8 above.

SKY AND ROOF LINES

- Objective 49:** Innovative and interesting skylines which contribute to the overall design and performance of the building.

- PDC 193** Buildings should be designed to incorporate well designed roof tops that:
- a. reinforce the desired character of the locality, as expressed in the relevant Zone or Policy Area;
 - b. enhance the skyline and local views;
 - c. reinforce the desired character of the locality, as expressed in the relevant Zone or Policy Area;
 - d. enhance the skyline and local views;
 - e. contribute to the architectural quality of the building;
 - f. provide a compositional relationship between the upper-most levels and the lower portions of the building;
 - g. provide an expression of identity;
 - h. articulate the roof, breaking down its massing on large buildings to minimise apparent bulk;
 - i. respond to the orientation of the site; and
 - j. create minimal glare.

The roof top design enhances the skyline through its unique visual element forming a strongly modelled facade that contributes to an identifiable architectural quality as well as ensuring its visual compatibility with the locality and environmental performance within the building. The stepped back penthouse canopies reduce the perceived height of the building.

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- PDC 194** Roof top plant and ancillary equipment that projects above the ceiling of the top storey should:
- a. be designed to minimise the visual impact; and
 - b. be screened from view, including the potential view looking down or across from existing or possible higher buildings, or be included in a decorative roof form that is integrated into the design of the building.
- PDC 195** Roof design should facilitate future use for sustainable functions such as:
- a. rainwater tanks for water conservation;
 - b. roof surfaces orientated, angled and of suitable material for photovoltaic applications; and/or
 - c. "green" roofs (ie roof top gardens structurally capable of supporting vegetation) or water features.

Roof top plant and ancillary equipment has been screened from view within a louvred enclosure that is setback from the building's edge to minimise visual impact. The proponent is investigating the potential to provide a solar array at this level.

ACTIVE STREET FRONTAGES

- 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.
- PDC 196** 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.
- PDC 199** Residential development should be designed to create interesting pedestrian environments and resident surveillance of any street, accessway and driveway.

CITY LIVING ZONE PROVISIONS

- PDC 10:** 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.

Both lobby and ground floor apartment elements activate and provide additional security to the public realm by offering passive surveillance. Direct pedestrian access is available to the at-grade lobby via the South Terrace footpath.

PDC 53 All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.

The development is to have openable windows to allow for direct ventilation.

PDC 58 Natural cross ventilation of habitable rooms should be achieved by the following methods:

- a. positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;
- b. installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;
- c. installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;
- d. selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;
- e. ensuring the internal layout minimises interruptions to airflow;
- f. limiting building depth to allow for ease of cross ventilation; and/or
- g. draught proofing doors, windows and other openings.

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Design of apartments accords with Council Wide PDC 58 (a,d,e,f and g) above to facilitate natural cross-ventilation.

VISUAL PRIVACY

PDC66 Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.

PDC67 A habitable room window, balcony, roof garden, terrace or deck should be set-back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

The proposed development has adequate set-backs and orientation of habitable spaces to minimise potential overlooking issues to the north, east and west. Private open spaces within the northern locality will have their privacy retained through the use of opaque glass balustrades on north-facing apartments to level 4.

04.3.7 ACCESS + MOVEMENT

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.

PDC 224 Development should provide safe, convenient and comfortable access and movement.

PDC 225 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

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.

Safe access to and past the site is provided by the proposed development. No new vehicle access points will be introduced to South Terrace reducing conflict with pedestrians and cars. There are strong visual links between the lobby and South Terrace, providing comfortable spaces for incidental interaction.

Objective 63 Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.

- PDC 232** 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.

The building is appropriately accessible to people with disabilities with a DDA compliant car park and apartment on the ground floor.

BICYCLE ACCESS

- 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.
- PDC 233** 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.
- PDC 234** 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.

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24 secure bicycle parking spaces are provided in line with development plan provisions. Visitor bicycle rails could be provided on the generous verge along South Terrace in liaison with Adelaide City Council.

- PDC 235** 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.

The secure bicycle parking facilities will be located adjacent the ground floor car park and will be well lit and signed. The bicycle store will be within a secure room or cage with an access key/pass common to the building access key/pass as per PDC 235(i) above. The internal entrance will also be covered by CCTV.

TRAFFIC AND VEHICLE ACCESS

- PDC 247** The number of access points on primary city access roads identified in Map Adel/1 (Overlay 1) should be limited to minimise traffic and pedestrian inconvenience, interference with public transport facilities and adverse effects on the environment.
- PDC 241** 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.
- PDC 246** There is no minimum setback required from a rear access way where a rear access way where the access way is wider than 6.5 metres. Where the access way is less than 6.5 metres in width, a set-back distance equal to the additional width required to make the access way 6.5 metres or more, is required to provide adequate manoeuvrability for vehicles.

The proposed development will not introduce any additional access points to South Terrace. The proposed

development introduces one additional vehicular access point to the site off Charlotte Street.

The site does not have any rights of access over Charlotte Lane and thus PDC 246 is not deemed to apply in this instance.

CAR PARKING

CITY LIVING ZONE PROVISIONS

PDC 11 Access to parking and service areas should be located so as to minimise the interruption to built form on street frontages and to minimise conflict with pedestrians. Access, where possible, should be from minor streets, or side or rear lanes provided road width is suitable and the traffic generation does not unreasonably impact residential amenity.

Sufficient car parking spaces are provided to meet the Development Plan objectives in Table Adel/7. More than one car park is provided for each apartment and one accessible car park is provided at ground floor.

The refuse collection is proposed to be via Charlotte Street and undertaken by a private contractor.

05 CONCLUSIONS

It is concluded that the proposal is an appropriate development within the South Terrace Policy Area of the City Living Zone, for the following reasons:

- the proposed land uses reflect the advocated land use direction within the specific provisions of the Policy Area and relevant Desired Character Statement and provisions of the Zone;
- notwithstanding that the height is greater than that designated for the Policy Area, the building form reflects the advocated policy direction and will not cause undue impacts on sense of space in the public realm, sunlight access and views currently enjoyed by adjacent properties to the north;
- the material palette will be sympathetic and complementary to the prevailing built form appearance within the locality;
- an appropriate waste management solution can be facilitated within the proposed built form with commercial bin collection dealt with through the use of a private contractor along Charlotte Street via the car park entry;
- the proposed development utilises appropriate facade materials, window fixtures and fittings to ensure that the acoustic environment will be in accordance with the relevant criteria;
- the proposal incorporated an appropriate quantum of on-site car parking and bicycle parking spaces;
- CPTED has been considered throughout the layout of the building, and the proposal satisfies the relevant criteria;
- the proposed development is unlikely to adversely affect wind conditions at and around the subject land given the openness to the Park Lands and the inclusion of the balcony elements that will interrupt any down-draught effects on the facade; and
- the proposal incorporates appropriate ESD initiatives in its design and can readily employ a number of further ESD initiatives through the detailed design phase.

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It is for the reasons discussed herein that the proposal is considered to display sufficient merit and warrants Development Plan consent being granted.



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13 May 2019

Mr Anthony Gatti
Senior Planning Advisor
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Dear Anthony,

PROPOSED RESIDENTIAL DEVELOPMENT – 278 SOUTH TERRACE, ADELAIDE TRAFFIC ASSESSMENT

I refer to recent discussions with respect to the proposed development on the above site. I understand that it is proposed to construct an eight-storey (with mezzanine parking area) building providing a total of 23 residential dwellings with associated on-site car parking on the above site.

As requested, I have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site is located on the north-eastern corner of the intersection of Charlotte Street with South Terrace, Adelaide. The subject land is located within a 'City Living Zone' as identified on *Adelaide (City) Zones Map Adel/31* within the Adelaide (City) Development Plan consolidated 7th June 2018.

The subject site currently accommodates a two-storey building which was most recently used for various retail and commercial uses, as well as a martial arts studio. The site was previously used as the Girl Guides headquarters. Aerial imagery of the subject site and surrounding locality is shown in *Figure 1* below.

The subject site has frontages of approximately 18m to South Terrace and 28m to Charlotte Street. There are no existing vehicular access points from either Charlotte Street or South Terrace associated with the subject site. As such, there is currently no on-site parking associated with the subject site.

South Terrace, adjacent to the subject site, provides two traffic lanes and a bicycle lane in each direction. Data obtained from *Location SA Map Viewer* identifies a traffic volume estimate of 4,600 vehicles per day (vpd) on this section of South Terrace. The speed limit on South Terrace is 50km/h.

Charlotte Street is one-way (northbound) roadway with a kerb to kerb width of approximately 5m. However, two-way bicycle movements are permitted, as identified by dedicated southbound bicycle lanes at both the northern and southern ends of this roadway. The speed limit on Charlotte Street is 50km/h, although given the relatively narrow road width and provision for two-way bicycle movements, a lower speed would typically occur.

Details of traffic volumes recorded on Charlotte Street, to the north of Charlotte Place, have been provided by the Adelaide City Council.

From a traffic count undertaken at the above location on Tuesday 15th May 2012, it was identified that:-

- the estimated Annual Average Daily Traffic (AADT) volume at the above location was 270 vehicles per day (vpd),
- the five day average daily traffic volume was 315 vpd, and
- the 85th percentile speed on Charlotte Street was only 39.3 km/h i.e. well below the speed limit of 50 km/h on this roadway.

I do not anticipate that there would have been any significant change to the volume of vehicle movements on this road in the period since the above traffic count was undertaken.

There were no recorded road crashes in the five-year period between 2012 and 2016 (inclusive) at the intersection of Charlotte Street with South Terrace, Adelaide.

On the northern side of South Terrace, parallel on-street parking is provided for 2-hour periods between 9:00am and 5:30pm Monday to Friday, and between 9:00am and 12:00pm on Saturdays. Two cars can park in the spaces directly in front of the subject site.

Angled parking is provided on the southern side of South Terrace in the form of 90-degree unrestricted parking. While I note that these unrestricted spaces are typically fully occupied during weekday business hours, surplus capacity is generally available in evening and weekend periods. Seven of these spaces are located directly opposite to the subject site.

No Stopping Anytime restrictions apply on the western side of Charlotte Street, directly opposite the subject site. However, parallel parking spaces are currently provided on the eastern side of Charlotte Street, adjacent to the site. Parking in this area is restricted to one-hour periods between 8:00 am and 6:00 pm Monday to Friday, and between 8:00am and 12:00pm Saturdays, but are otherwise unrestricted.

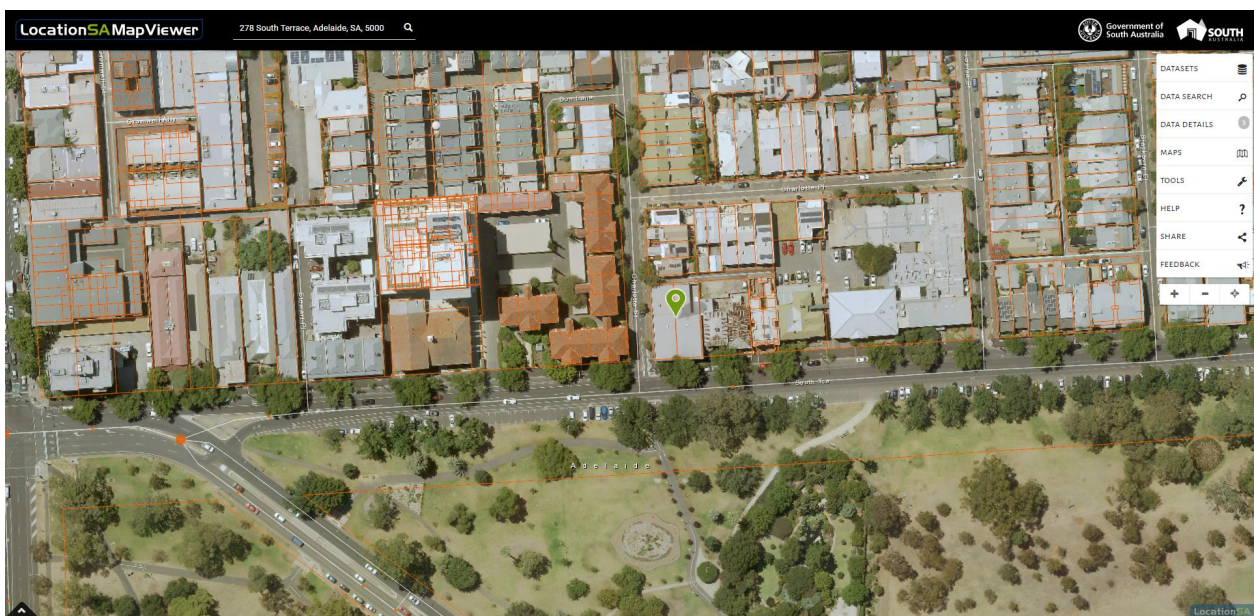


Figure 1: Subject site and surrounding locality (source: Location SA map Viewer)

PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans prepared by your firm including:

- A Site Plan (Project Number 18050 DA 02)
- A Mezzanine Level car park plan (Project Number 18050 DA 11),
- A Level 1 car park plan (Project Number 18050 DA 12).

The proposed development will provide:

Ground Floor

- One 1-bedroom DDA apartment of 66m²;
- Ancillary services including lobby, fire pumps, transformer, waste storage area and two bicycle storage areas (accommodating up to 24 bicycles);
- One designated accessible (disability) space and associated shared area,
- An additional car parking space to be provided for use as a loading zone / supplementary car lift waiting area; and
- A new single-width vehicular access point to be provided along the Charlotte Street frontage. This access point will be located approximately 9m to the south of the northern boundary of the subject site. The proposed location of this access point will require a reduction in the length, and therefore capacity, of the existing parking area in front of the site.

Mezzanine Floor

- 8 car parking spaces for use by residents of levels two and three.

First Floor

- 16 car parking spaces for use by residents of levels four to seven. Three of these spaces are identified as dedicated small car spaces.

Floors Two to Six

- Four 2-bedroom apartments per level each of 81m².

Seventh Floor

- Two 3-bedroom penthouse apartments of 124m² and 130m² respectively.

The car parking areas on the mezzanine and first floors will be accessible via a car lift to be located directly opposite the access point on the ground floor.

The design of the ground floor car parking area will provide:

- Car parking spaces of 2.4m in width, including the accessible space and associated shared area. The loading bay / lift waiting zone space will be 2.4m in width;
- Spaces of 5.4m in length;
- Aisle width of 7.5m; and
- A single width access driveway width of 3.6m between columns.

The design of the access point onto Charlotte Street includes glazing on both sides of the access point in order to provide pedestrian - vehicular sight lines on both sides of this single width access point.

Vehicular access into and out of the ground floor car park will be controlled by a roller door operated by remote control with the door closed unless drivers are entering or exiting the car park.

The design of the mezzanine floor car parking area will provide:

- Car parking spaces of 2.4m in width;
- Car parking spaces of 5.4m in length; and
- An aisle width of at least 5.8 in the area immediately adjacent to the car lift,

The design of the first-floor car parking area will provide:

- Standard car parking spaces of 2.4m in width and small car parking spaces of 2.3m in width;
- Car parking spaces of 5.4m in length; and
- An aisle width of at least 5.8 in the area immediately adjacent to the car lift.

As such, I consider that the design of the on-site car parking areas would generally conform to the dimensional requirements of the relevant off-street car parking standard (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009).

I understand that the location of the columns will be reviewed during the detailed design phase in order to ensure that these locations fully conform to the geometric requirements of Figures 5.1 and 5.2 of AS/NZS 2890.1:2004.

TRAFFIC ASSESSMENT

Trip Generation

The '**Guide to Traffic Generating Developments**' report produced by the (former) Roads and Traffic Authority of NSW identifies the following relevant trip generation rates:

Form of Development	Peak Hour Vehicle Trips	Subject site	Resultant peak hour vehicle trips	Estimated daily vehicle trips
Residential (High density residential flat building) – Metropolitan Regional (CBD) Centres	0.24 trips per unit	23 <i>Proposed</i>	6	60
Office	2 per 100m ² gfa	740m ² <i>Existing</i>	15	74

The existing site has a ground floor area of approximately 440m² and a first-floor area of approximately 300m². On the basis that the previous development was originally operated as office space (i.e. Girl Guides headquarters), traffic generated by the proposed development would theoretically decrease compared to this prior land use, despite the building increasing from a two-storey building to an eight-storey building with a mezzanine parking area.

Vehicle Storage Requirements

Assuming all traffic generated by the subject site is utilising the on-site car parking areas on either the mezzanine or first floors, the car lift would need to be able to service an arrival rate (*r*) of 6 veh/h.

Southwell car lifts identify lift speeds of up to 0.2m/s. The heights of floor levels of the various car parking areas are as follows:

- Ground: RL = 0.00m
- Mezzanine Floor = 2.9m
- First Floor = 5.8m

As such, it is calculated that the car lift would require a minimum of 58 seconds to travel from the ground floor to the first floor and back to the ground floor. For the purpose of this assessment, it is assumed that an additional wait time of 20 seconds would be required to allow the lift doors to open, in order to permit a vehicle to exit the lift and let the lift doors close again.

The rate of service(s) for such a car lift would therefore be approximately 46 vph assuming an additional 20 seconds is allowed for entry / exit movements and associated car lift door opening and closing. This calculation is based upon a 'worst-case' scenario that all vehicles require access to the first floor. In reality approximately one third of all vehicles would travel over a shorter distance i.e. between the mezzanine level and the ground floor.

The utilisation factor ($\rho = r/s$) would therefore be 0.130, based on the forecast of 6 vehicle movements in peak hour periods and a service rate of 46 vph. This utilisation ratio would result in a storage requirement (at the 98th percentile probability level) equivalent to only one (1) space. On this basis I consider that the level of storage (queuing) space within the access driveway would be suitable for the proposed development.

SWEPT PATH ANALYSIS

Turning path diagrams have been prepared and are attached as an appendix to this report. These diagrams include:

Ground floor

- *Figure 1:* B99 site entry into service bay;
- *Figure 2:* B99 site exit;
- *Figure 3:* B85 site entry into accessible spaces, car lift and service bay;
- *Figure 4:* B85 exit from accessible space and site;
- *Figure 5:* B85 exit from car lift and site;
- *Figure 6:* B85 exit from servicing bay then entry into car lift, and B99 passing a parked MRV on Charlotte Street during waste collection;

Mezzanine Level

- *Figure 7:* B85 exiting car lift and entering critical space A;
- *Figure 8:* B85 exiting critical space A and entering car lift;
- *Figure 9:* B85 exiting car lift and entering critical space B;
- *Figure 10:* B85 exiting critical space B and entering car lift;

Level 1

- *Figure 11:* B85 reversing out of car lift into opposite space C and entering critical space D;
- *Figure 12:* B85 driving forward out of space C into car lift and exiting critical space D;
- *Figure 13:* B85 reversing out of car lift into opposite space E and entering critical space F;
- *Figure 14:* B85 driving forward out of space E into car lift and exiting critical space F; and

- *Figure 15: B85 exiting critical space G.*

PARKING ASSESSMENT

On-site parking was previously not provided on the subject site. Therefore, there would exist a significant car parking credit associated with the subject land. Nevertheless, **Table Adel/7 - Off Street Vehicle Parking Requirements** within the Adelaide (City) Council Development Plan identifies car parking provisions for the City Living Zone as follows:

Type of Development	Minimum Provision of Car Park Spaces	Maximum Provision of Car Park Spaces
Medium to High Scale Residential or Serviced Apartment	1 space per dwelling up to 200 square metres building floor area. 2 spaces per dwelling greater than 200 square metres building floor area. Multi-unit dwellings should provide 1 visitor space for each 4 dwellings	-

On the above basis, the proposed development would require a minimum of 29 on-site car parking spaces, comprising one for each of the 23 apartments and 6 visitor spaces. The subject development will provide a total of 25 car parking spaces, not including the proposed use of one space on the ground floor area as a service bay / waiting area.

I understand that at least one car parking space will be assigned for each apartment with the accessible space available for use by the disabled, resident or otherwise.

Such a provision of car parking, i.e. which would theoretically result in a shortfall of 4 on-site spaces, would be appropriate for the subject development for the following reasons:

- resident car parking requirements will be fully met on-site;
- accessible parking will be provided on-site;
- there is available on-street car parking in the surrounding on-street car parking areas which would be suitable for use by visitors to the subject site. These include, but are not limited to, one space to remain directly adjacent to the subject site and an additional 7 essentially unrestricted spaces directly opposite the subject site on the southern side of South Terrace. These spaces would generally be available (and unrestricted) outside of business hours when visitor demand associated with this proposed residential development would peak,
- the existing land use provides no on-site car parking, effectively creating a car parking credit which would be significantly greater than the theoretical shortfall, as calculated above; and
- the subject site is ideally located with respect to adjacent cyclist and pedestrian facilities, as well as frequent bus services within 400m of the subject site on Pulteney Street, Hutt Street and Halifax Street.

BICYCLE PARKING PROVISIONS

Table Adel/6 - Off Street Vehicle Parking Requirements within the Adelaide (City) Council Development Plan identifies bicycle parking provisions as follows:

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
All Low, Medium, and High Scale Residential	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.	1 for every 10 dwellings

On the above basis, the proposed development would require a total of 23 bicycle parking spaces associated with residents (1 per apartment) and 2-3 visitor bicycle parking spaces.

Resident bicycle parking requirements will be met by the provision of 24 bicycle parking spaces within the bicycle storage areas on the ground floor.

While we would be a theoretical shortfall of three bicycle spaces for use by visitors, I note that there would be opportunity to provide these spaces within the verge areas on either South Terrace or Charlotte Street within close proximity of the site to address this aspect.

Visitor bicycle parking spaces would be appropriate in a more accessible area. Such spaces could be provided adjacent to the lobby entrance or potentially on the wide South Terrace footpath, which could then also be for use by the general public. Such a location would be appropriate given the adjacent bicycle path facilities but would require consultation with / approval from the Adelaide (City) Council.

WASTE AND RECYCLING COLLECTION

A detailed Waste Management Plan has been prepared by **Colby Phillips Advisory** in relation to the subject development. This assessment has identified, inter alia, that waste and recyclables will be stored within the ground level of the building and loaded into service vehicles parking on the eastern side of Charlotte Street in front of the building. This will require a minor change the hours of operation of the existing parking area directly adjacent to the subject site on Charlotte Street, in order to permit these vehicles to access this area when servicing the subject development. Initial discussions with staff of the Adelaide City Council has indicated that this proposed arrangement is acceptable.

Based on the report by Colby Phillips industries (**High Density Residential Accommodation 278 South Terrace, Adelaide - waste management plan**) dated 8th May 2019, I understand that there will be 3 weekly waste collection movements associated with the subject development. More specifically, these will include:-

- one collection per week of general waste;
- one collection per week of dry comingled recycling; and
- one collection per week of Food Organics.

A dedicated waste storage area is proposed within the ground floor with a capacity to accommodate at least:

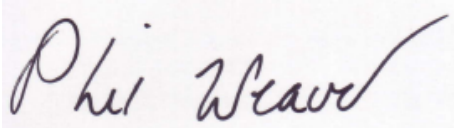
- four (4) 1100 litre bins; and
- three (3) 240 litre organic bins, and
- one bulk bin accommodating cardboard and other paper materials.

SUMMARY AND CONCLUSIONS

In summary, I consider that the proposed development will:

- provide a design standard which is appropriate and essentially meets the requirement of the relevant Australian / New Zealand Standard for off-street car parking areas;
- not result in adverse queuing associated with the on-site car lift;
- provide 26 on-site car parking spaces, including one waiting bay / service area and one accessible space. Whilst this would result in a minor shortfall as per Council's Development Plan requirements, such a provision is considered to be appropriate for the subject site as resident parking will be met on-site, accessible parking will be met on-site, bicycle parking requirements will be met, the previous land use had a significantly greater shortfall of on-site car parking, and the subject site is located such that alternative means of transport (cycling, walking and public transport) are likely to be frequently utilised; and
- not result in adverse traffic impacts on the adjacent road network.

Yours sincerely



Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Turning path diagrams for the car parking areas

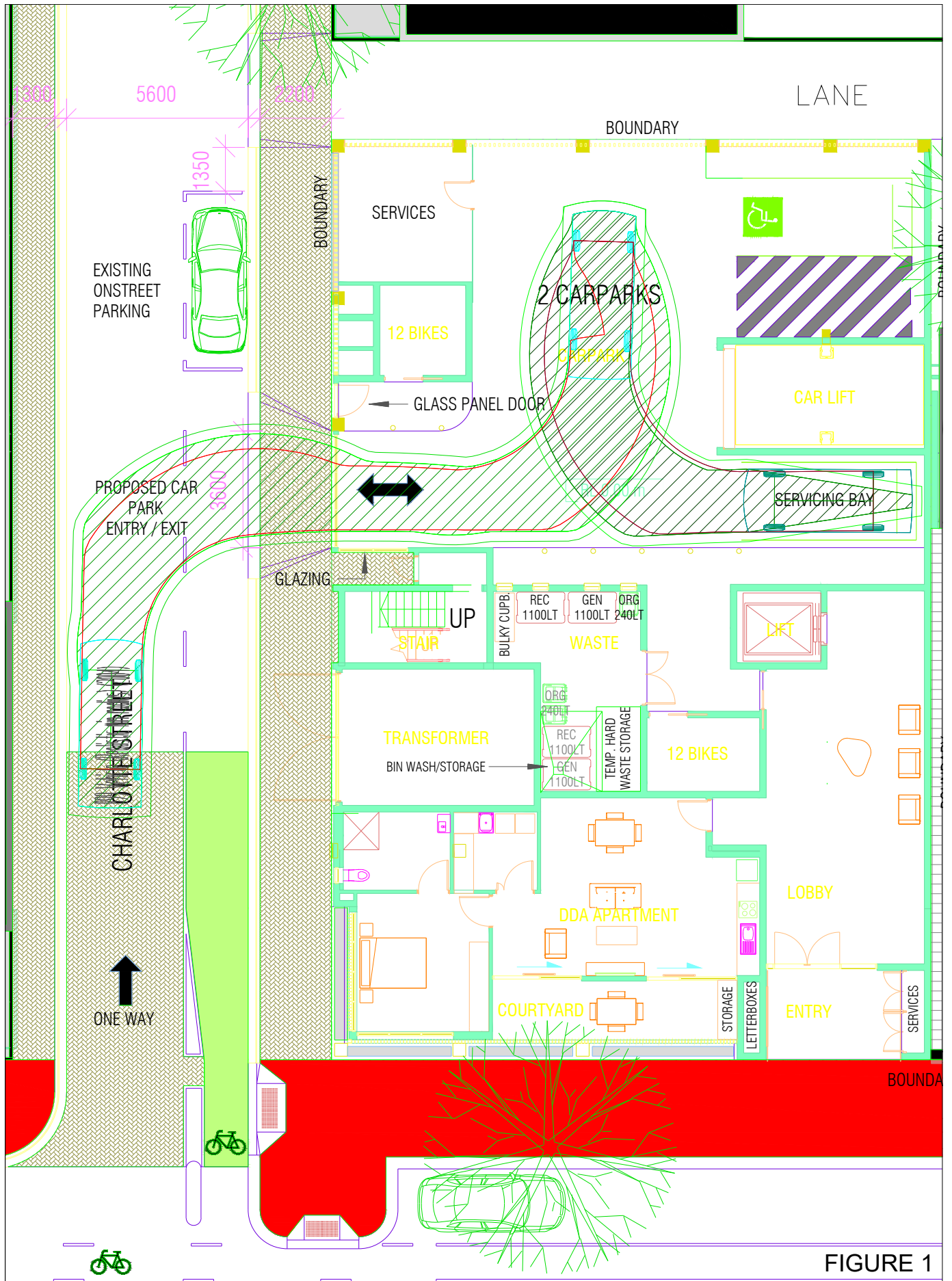


FIGURE 1

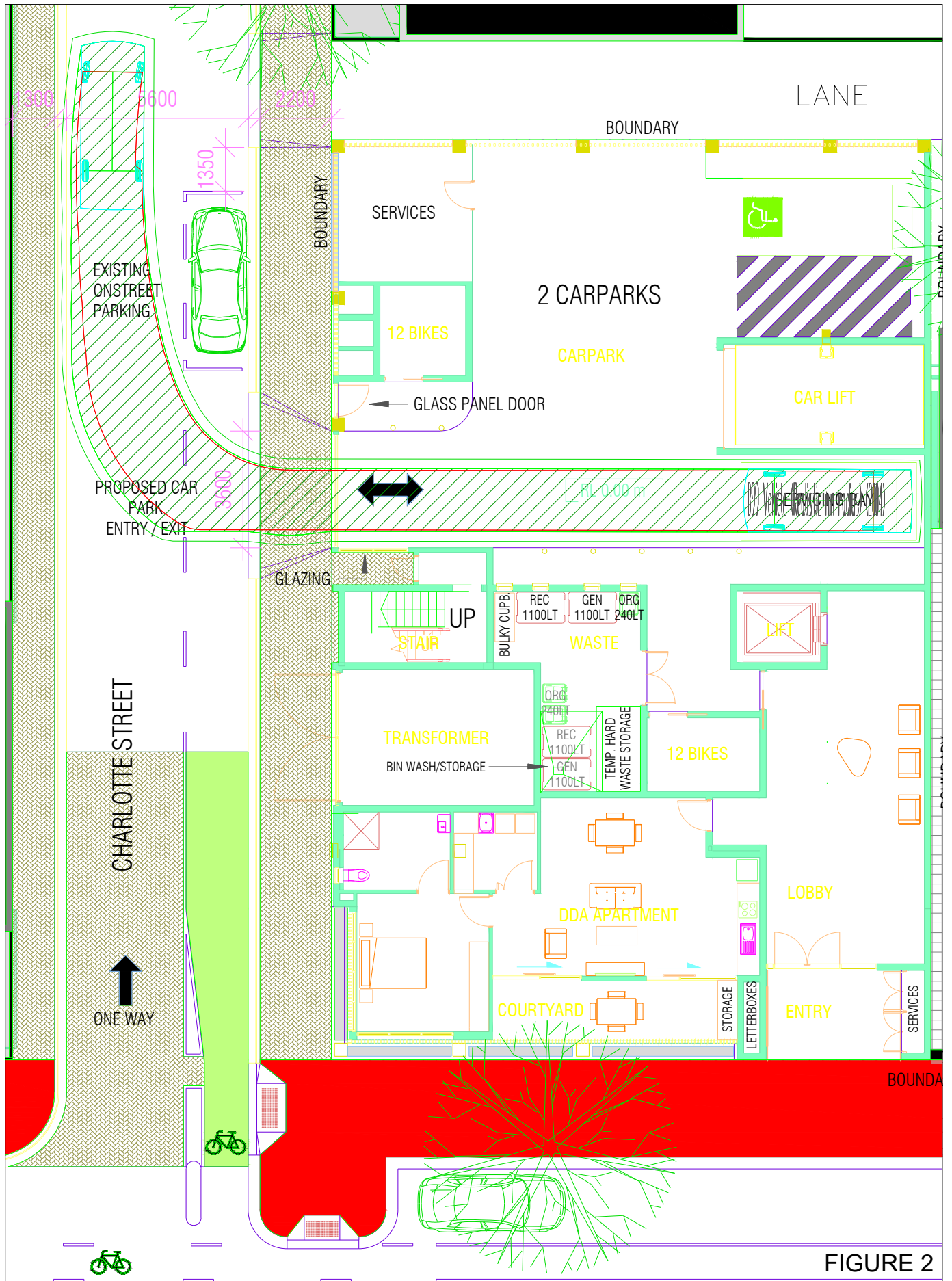


FIGURE 2

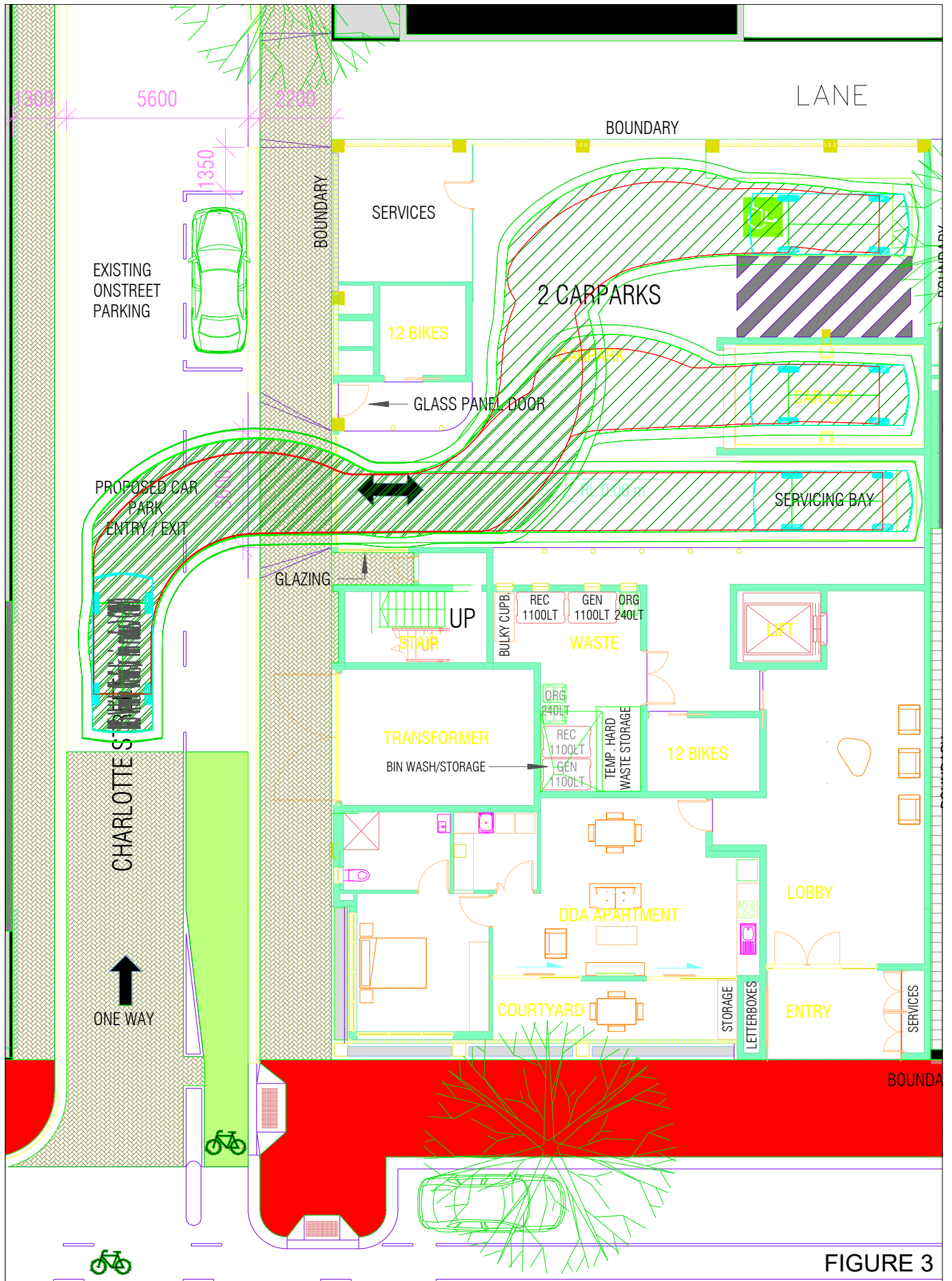


FIGURE 3

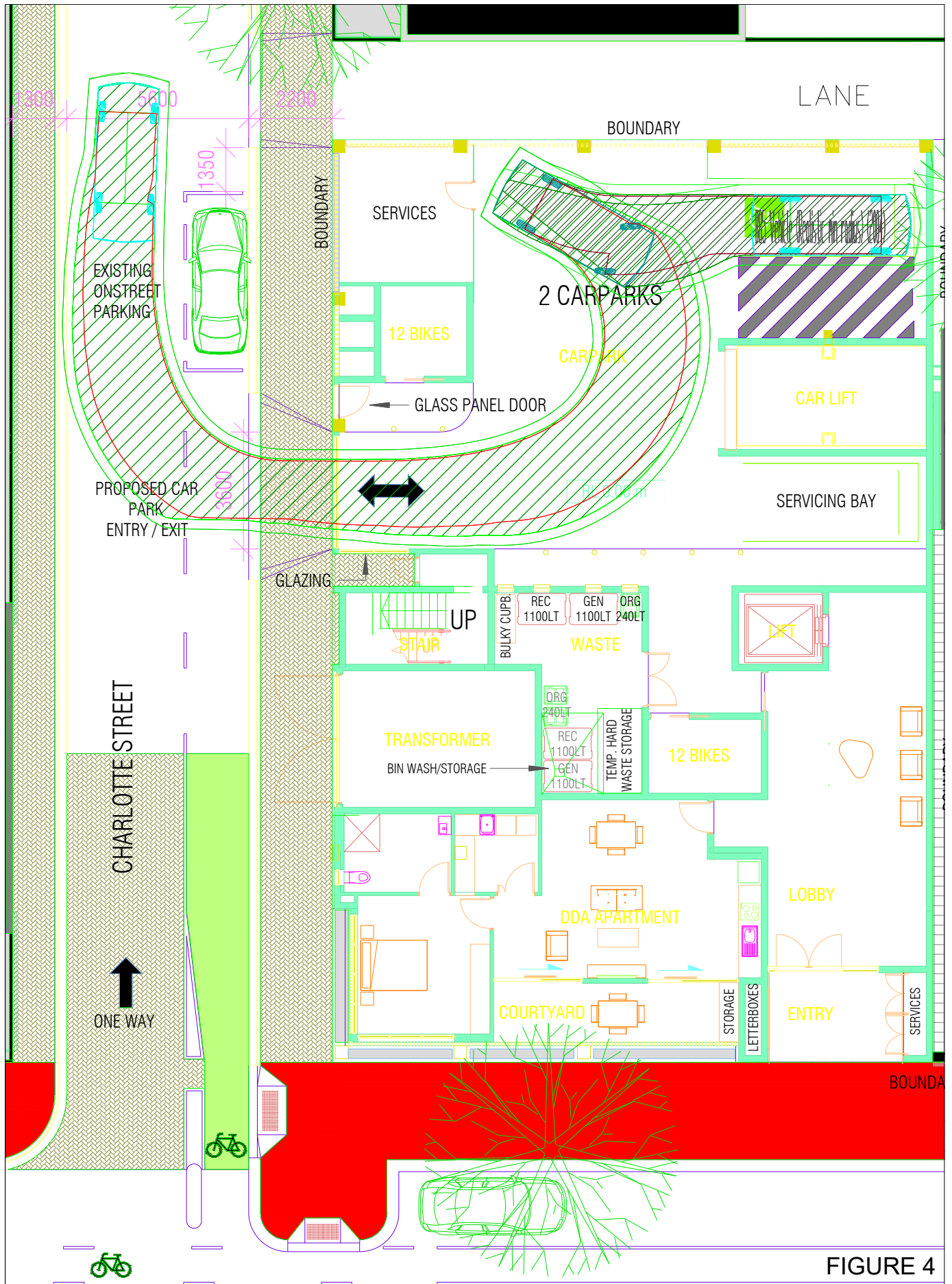


FIGURE 4

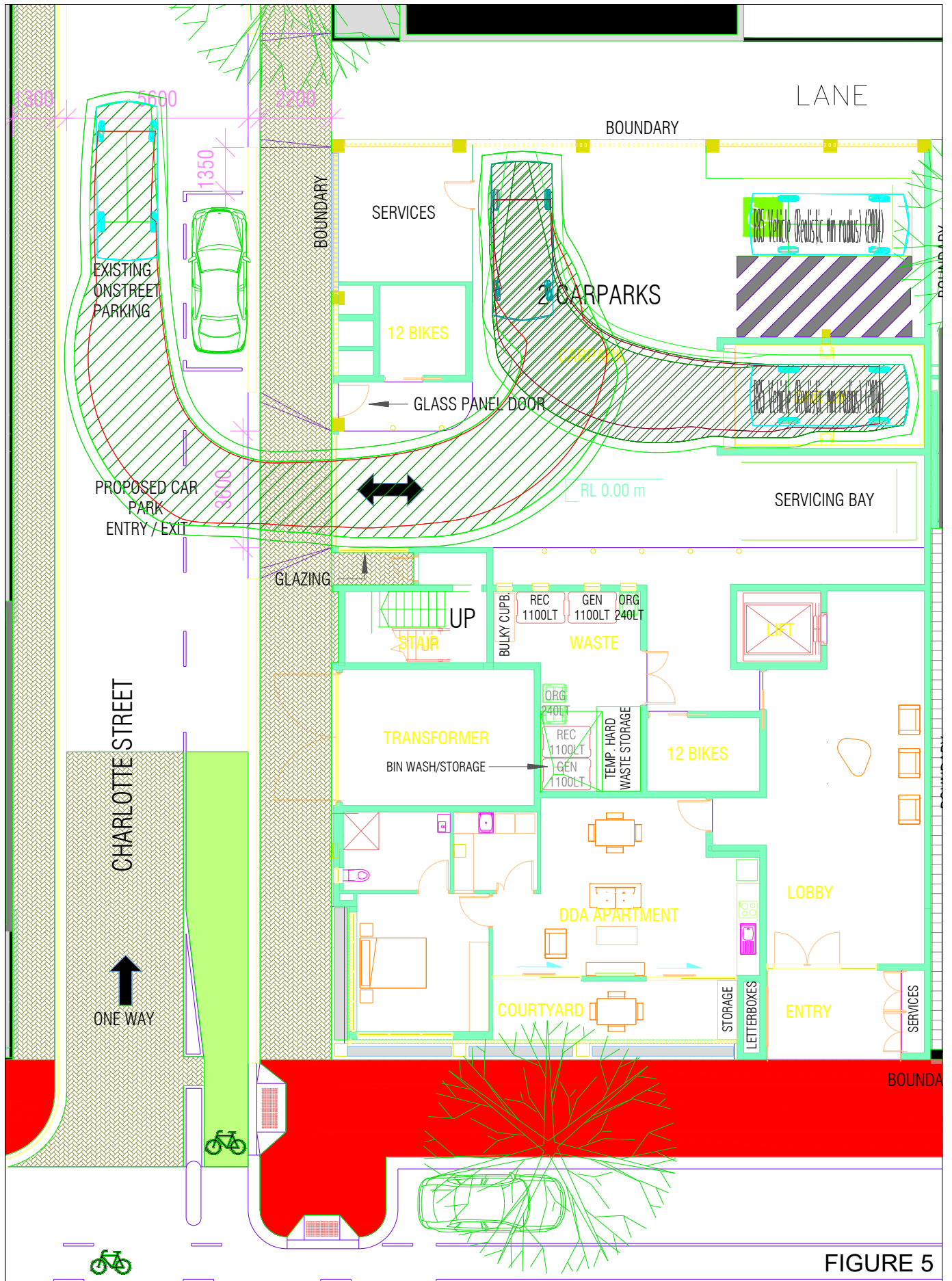


FIGURE 5

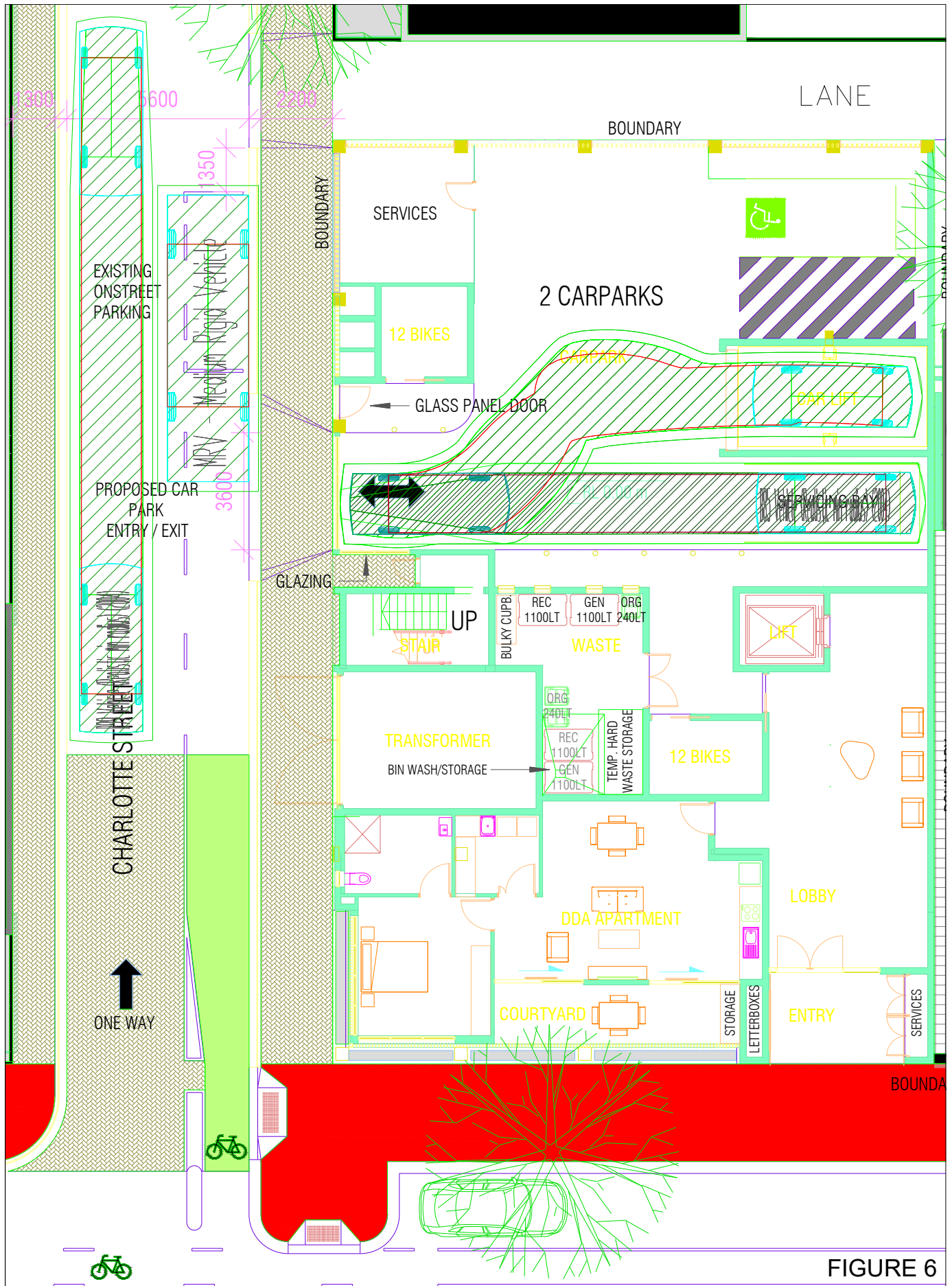


FIGURE 6

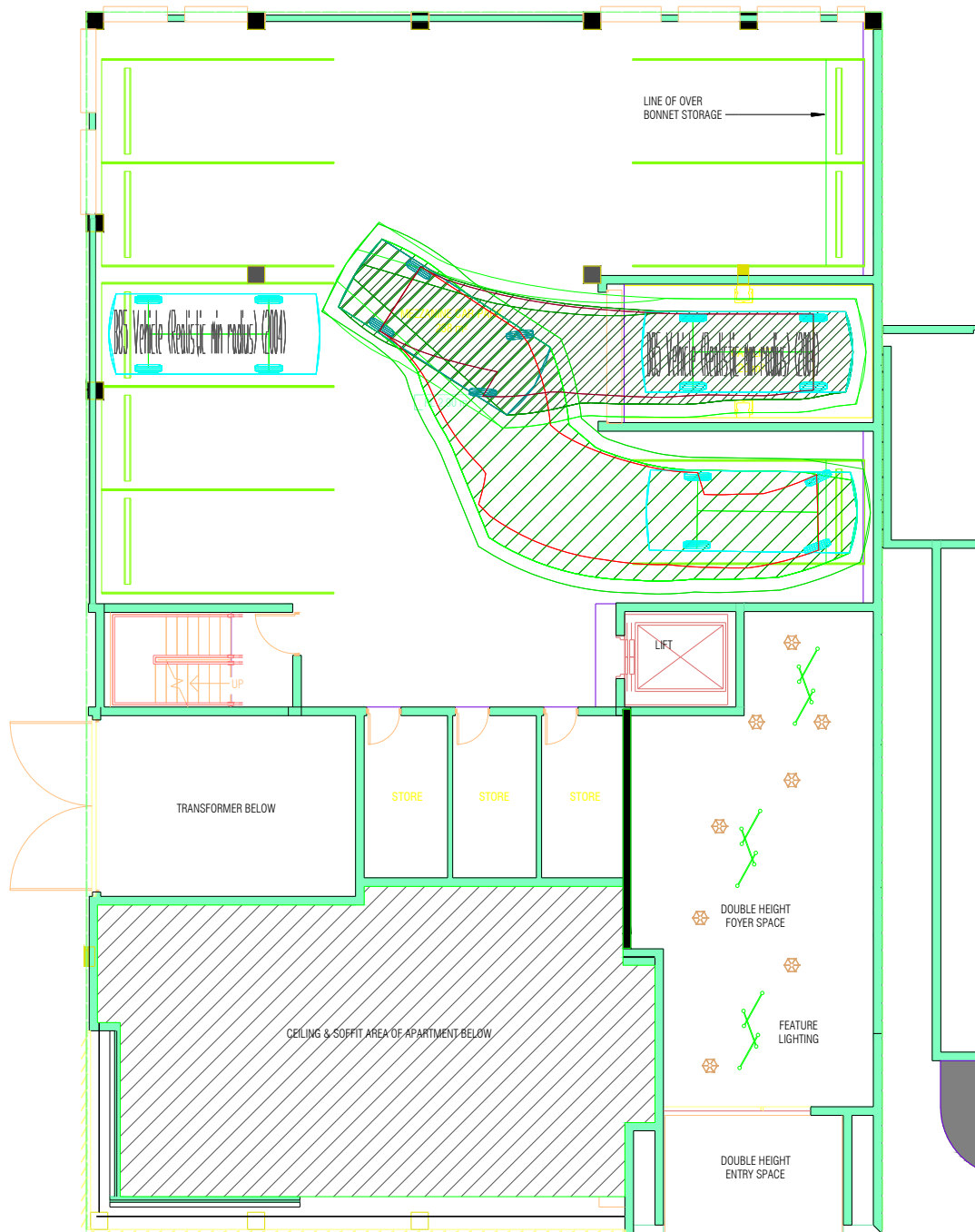


FIGURE 7

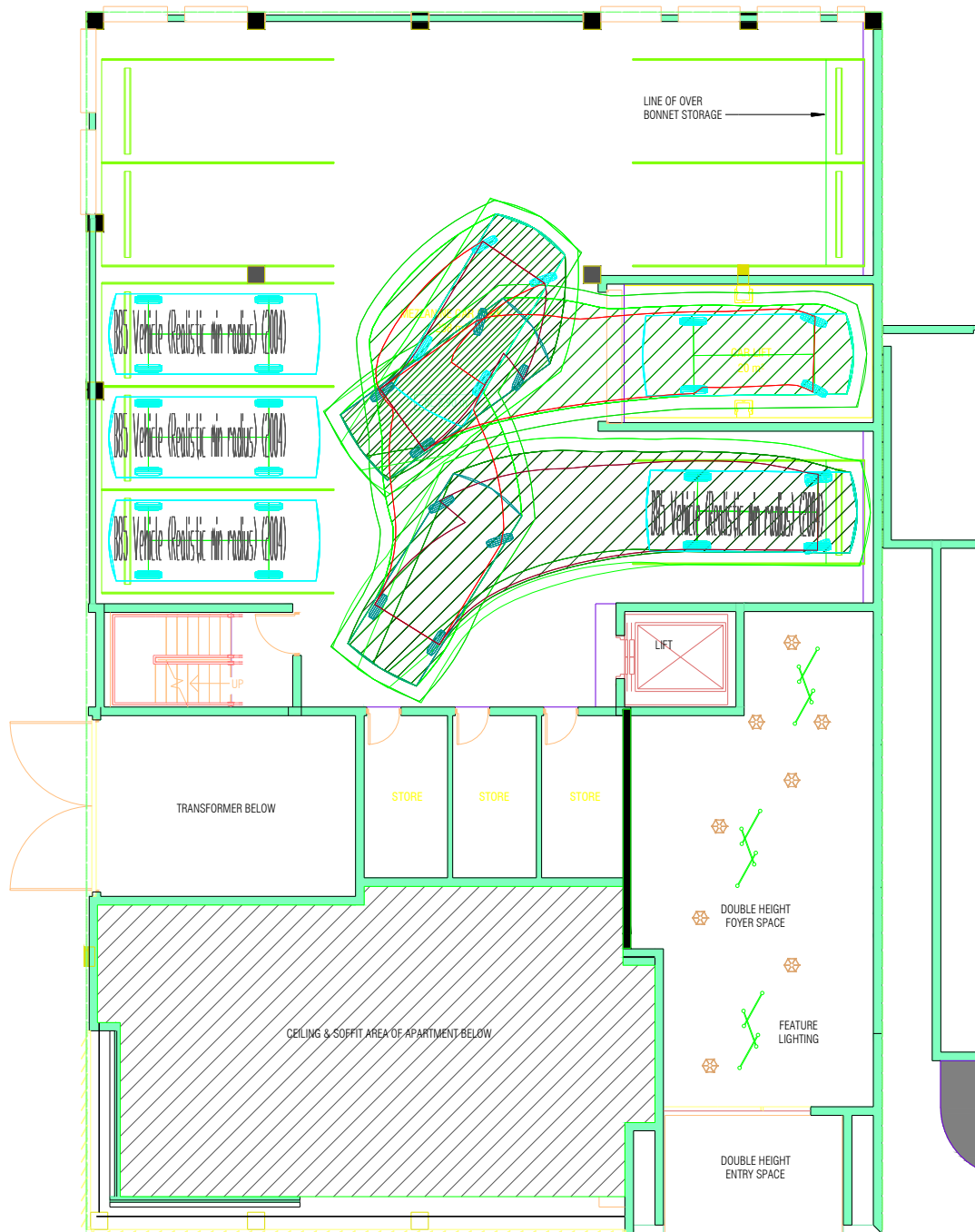


FIGURE 8

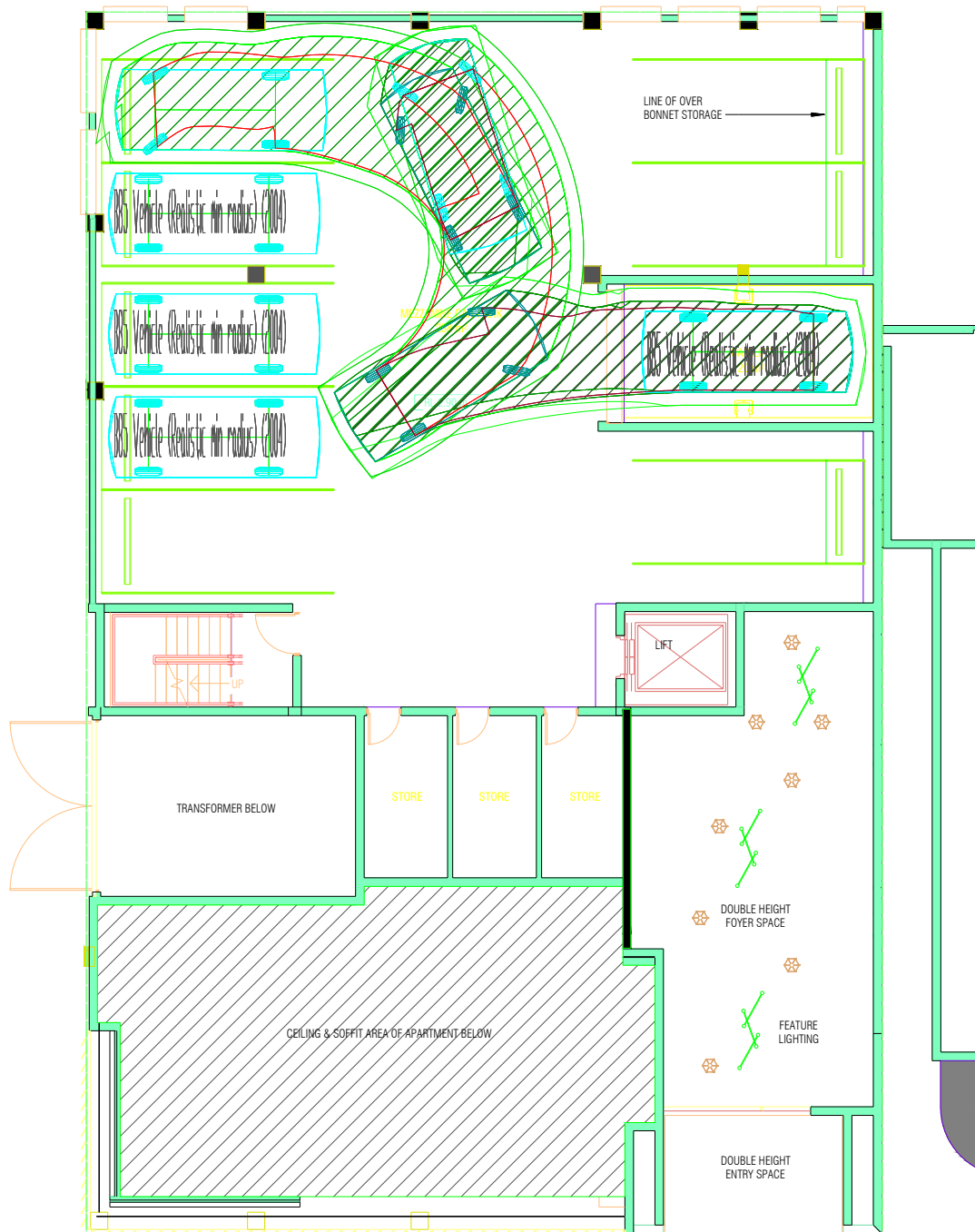


FIGURE 9

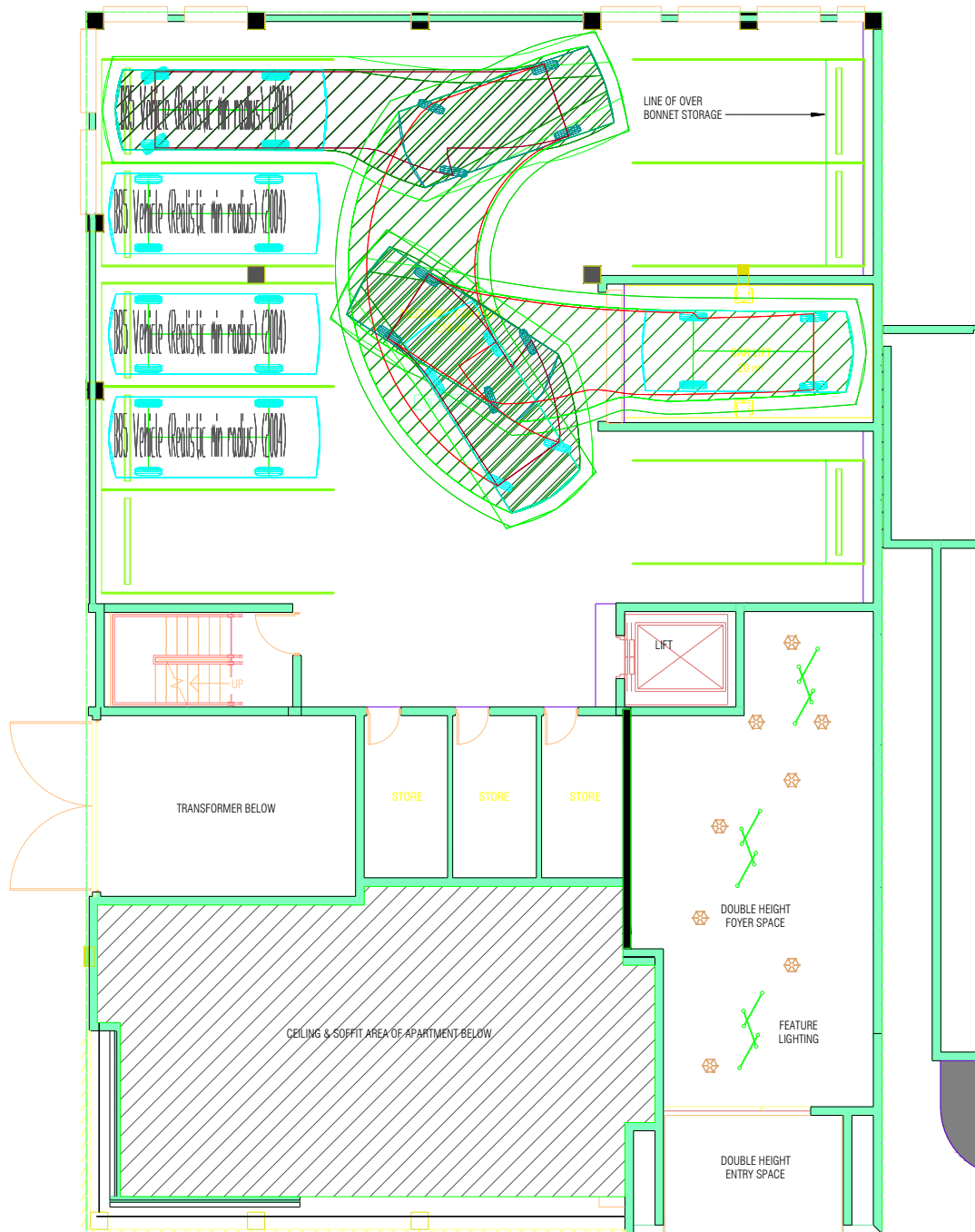


FIGURE 10

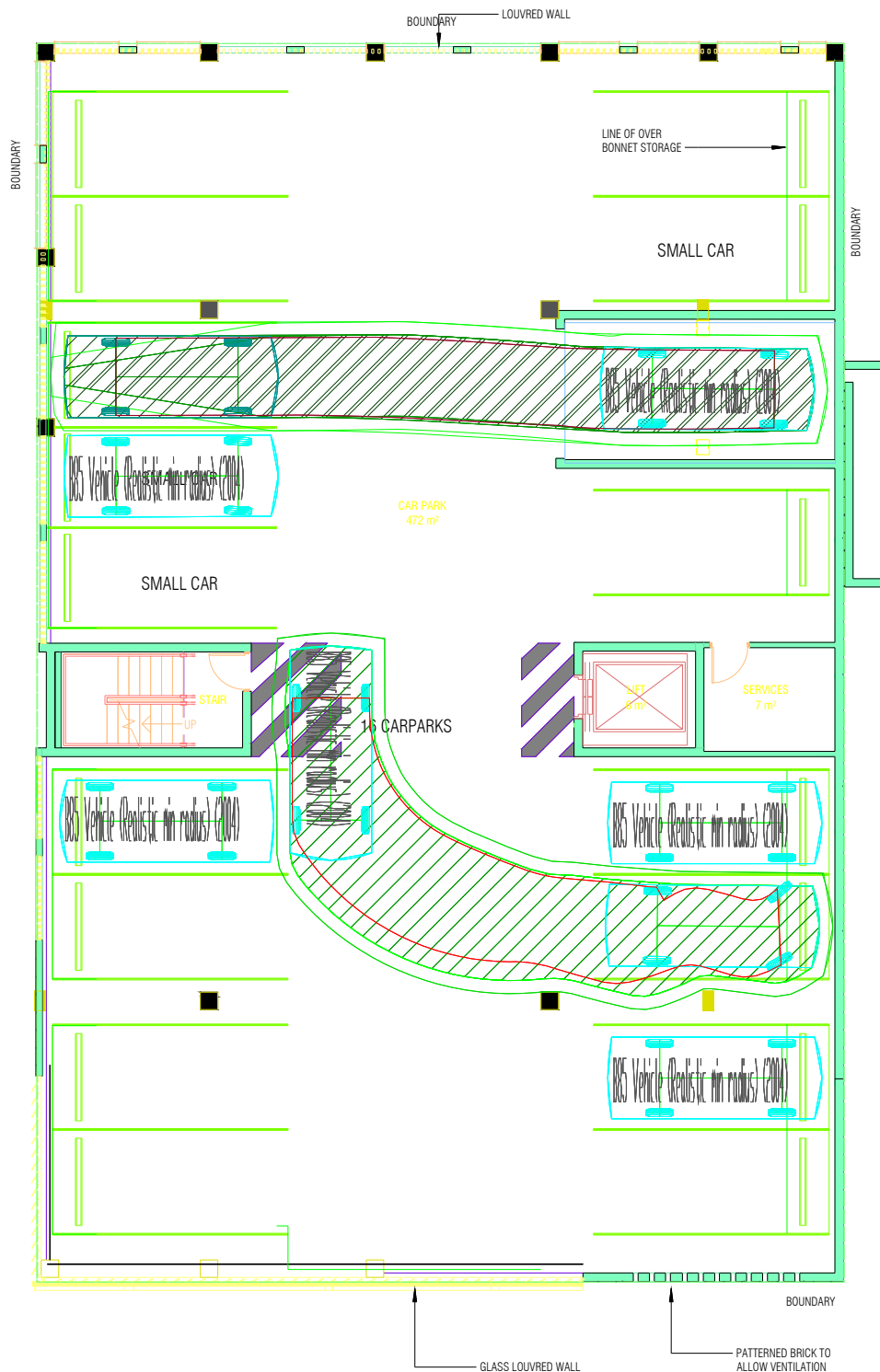


FIGURE 11

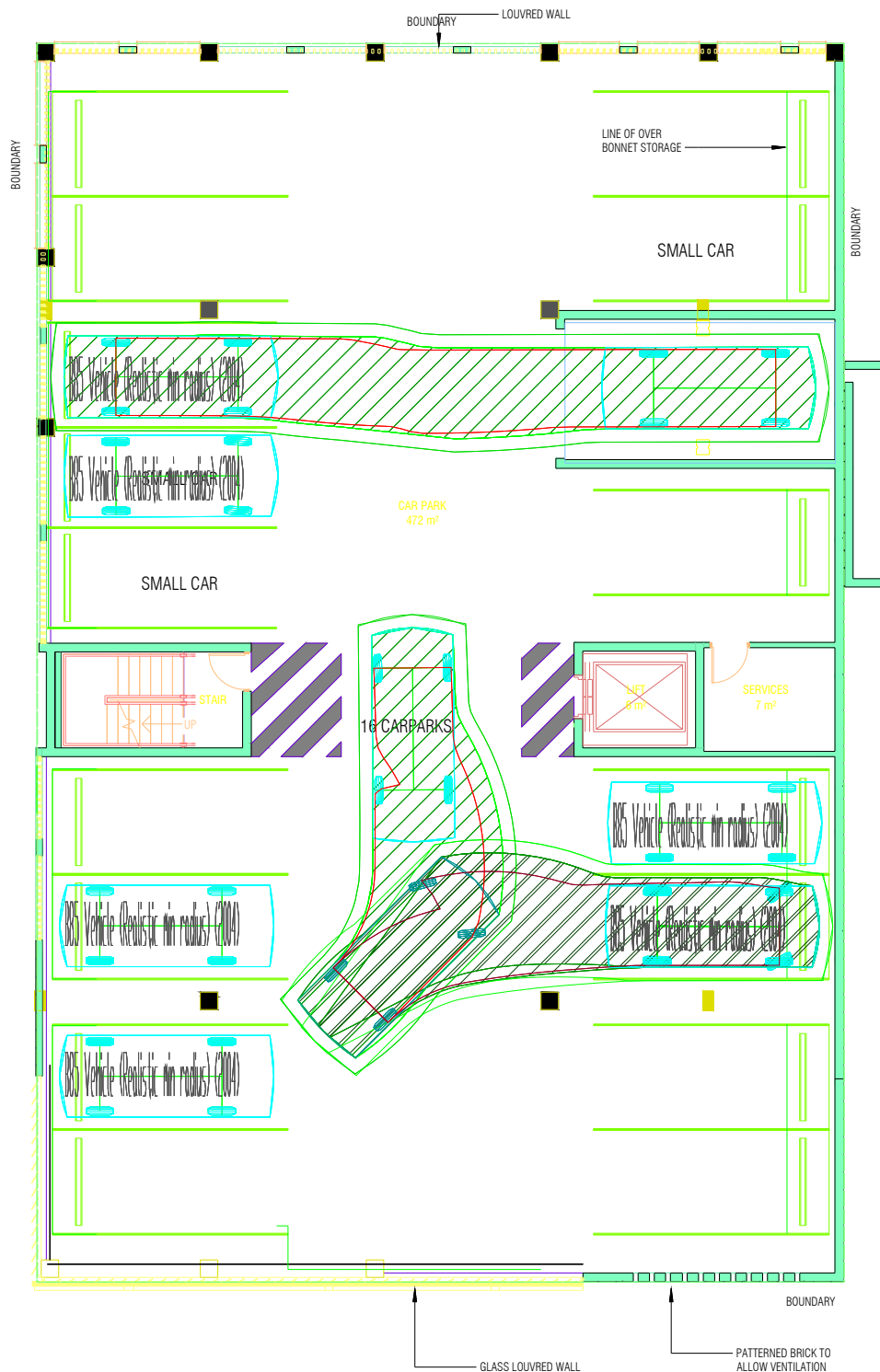


FIGURE 12

PHIL WEAVER & ASSOCIATES

TRAFFIC ENGINEERING CONSULTANTS

For: Intro Architecture

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DATE: 09/05/19

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CHK BY: PW

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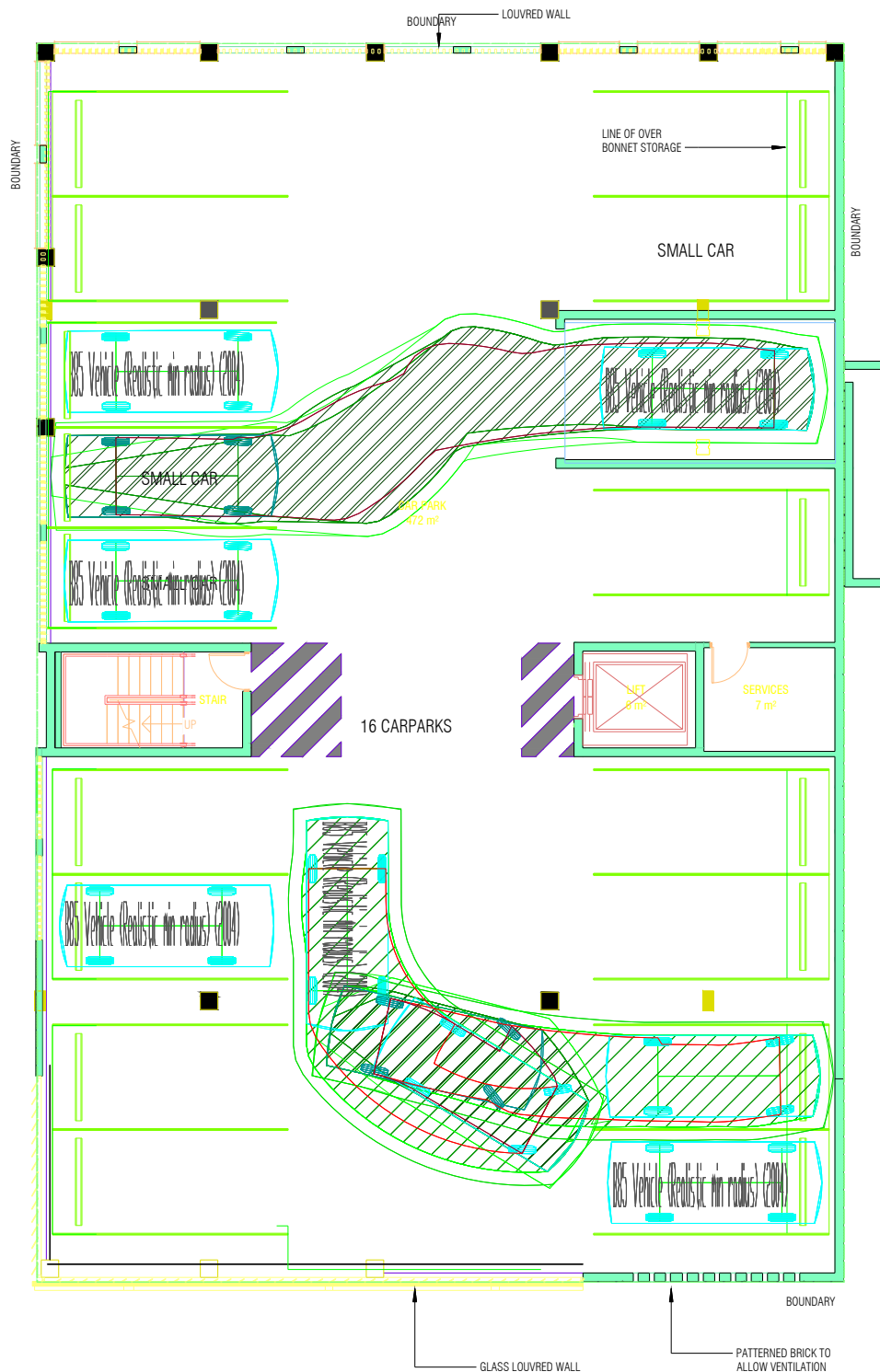


FIGURE 13

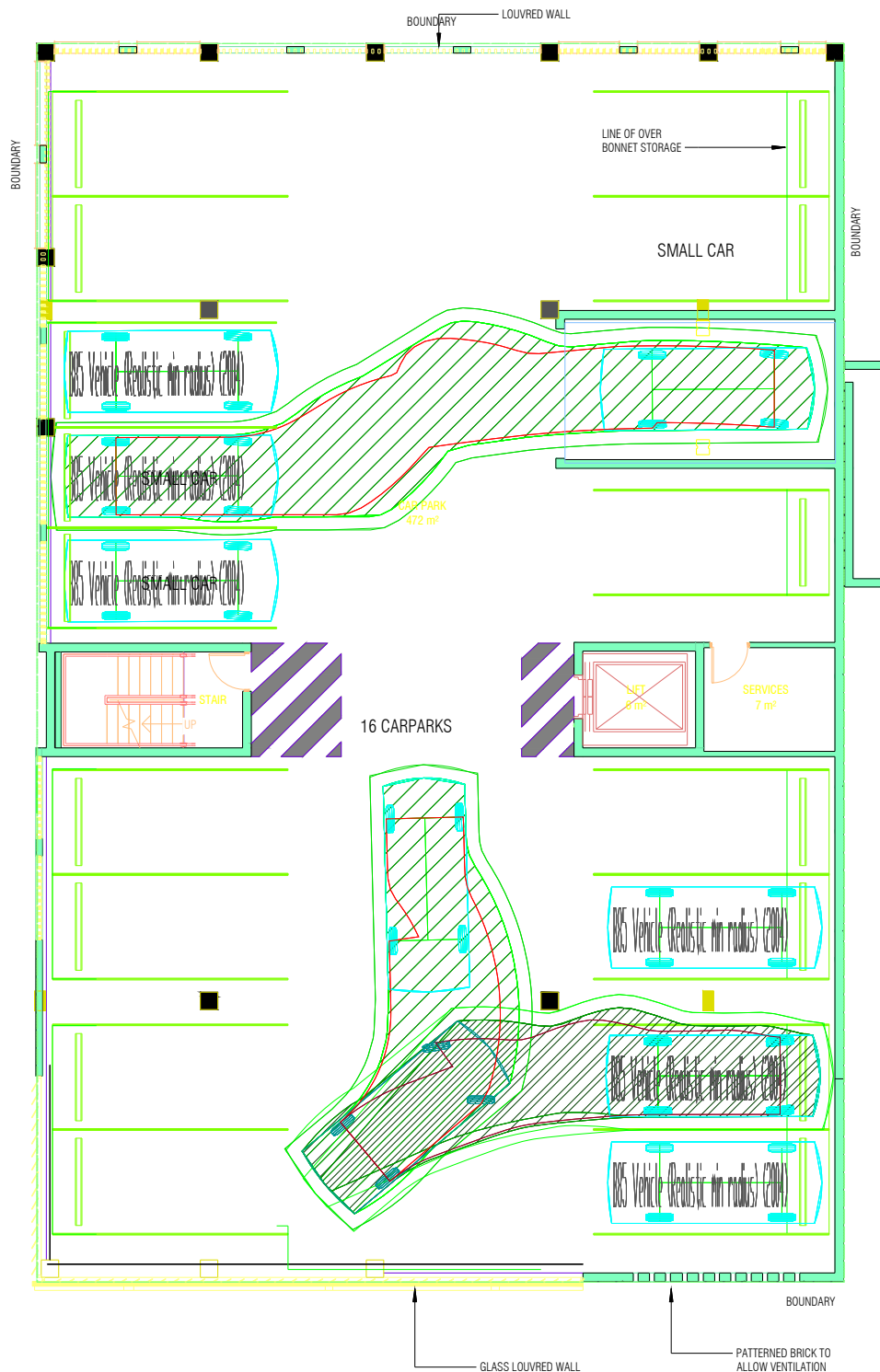


FIGURE 14

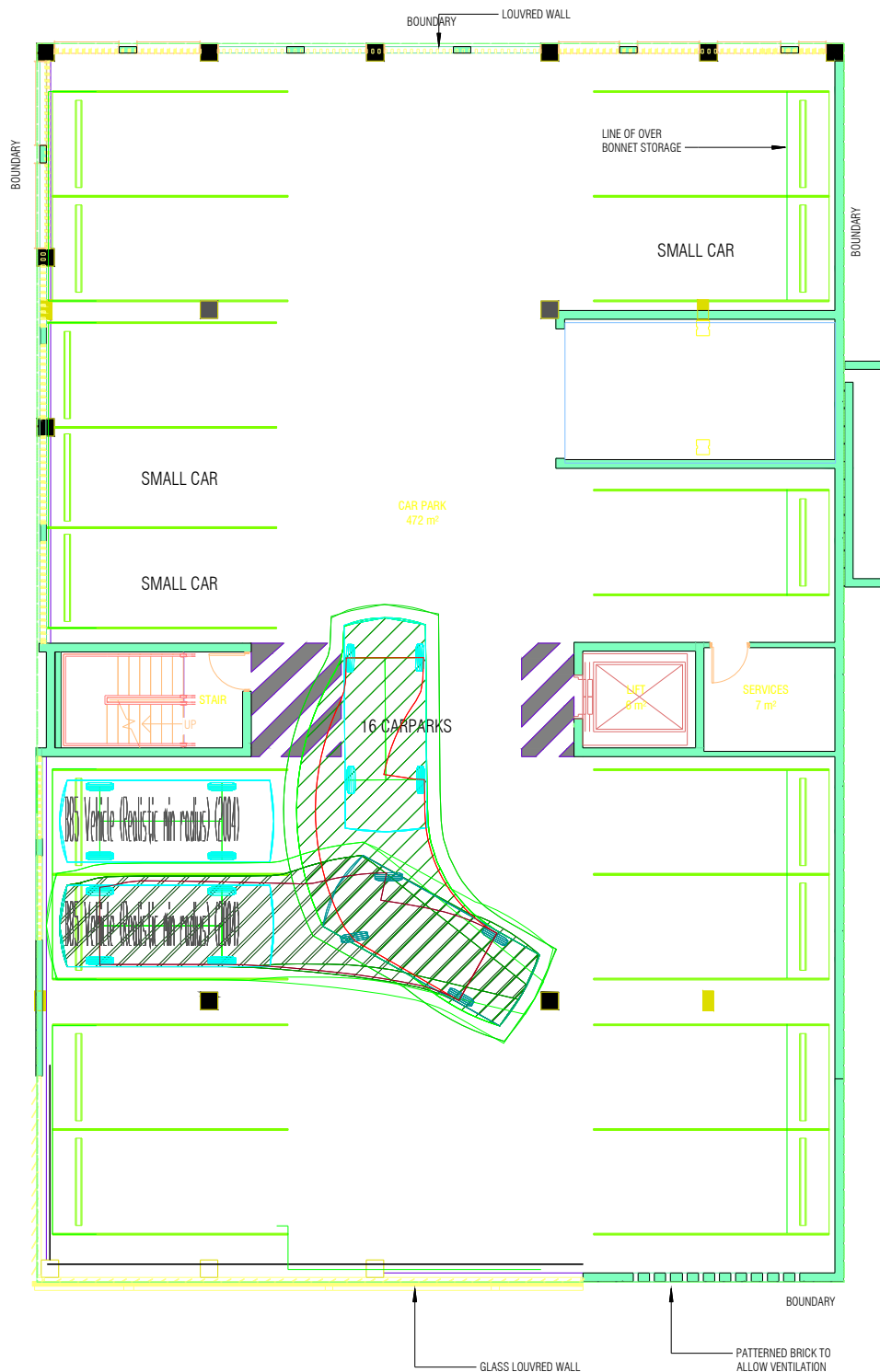


FIGURE 15



High Density Residential Accommodation
278 South Terrace, Adelaide

Waste Management Plan

Date: 8 May 2019

Prepared for:

Intro Architecture Pty Ltd



Colby Phillips Advisory Pty Ltd

Level 1, 60 Hindmarsh Square
Adelaide, SA 5000

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Rev.	Date	Description	Doc No./Name	Originator	Approved
o	8 May 19	Final for submission	WMP	JPH	JPH

Distribution List

Anthony Gatti Intro Architecture
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1 INTRODUCTION

This document presents a waste management plan (WMP) for the proposed High Density Residential Accommodation at 278 South Terrace, Adelaide (the “Development”). The project proponent is Bruno Marveggio, the Architect is Intro Architecture, and the Traffic Engineer is Phil Weaver and Associates.

The Development is in the City of Adelaide (Council)

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) and Council expectations for waste management in this type of development. The WMP should be read in conjunction with other planning approval documentation for the Development referenced herein.

2 DEVELOPMENT DESCRIPTION

Per plans provided (Drawings DA02 Revision E, DA 10 Revision E, DA 13 Revision C, and DA14 Revision C), the Development is on a ca. 525m² site and would comprise:

- Eight (8) storey apartment block
- One single-bedroom DDA apartment at Ground Level
- Mezzanine and Level 1 carpark
- Twenty 2-bedroom apartments on Levels 2-6
- Two 3-bedroom penthouse apartments on Level 7
- The Development faces onto South Terrace in the City of Adelaide

Figure 2-1 reproduces the Ground Level plan (and illustrates some of the proposed waste management arrangements described later in the waste management plan). The Development faces onto South Terrace with pedestrian access. There is also access to the building garage and services at the side of the property from Charlotte Street. Charlotte Street is a one-way street (northbound).

Table 2.1 (page 5) includes the recommended Waste Resource Generation Rate (WRGR) classification (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used for estimation of waste and recycling volumes to assess waste storage required for the site.

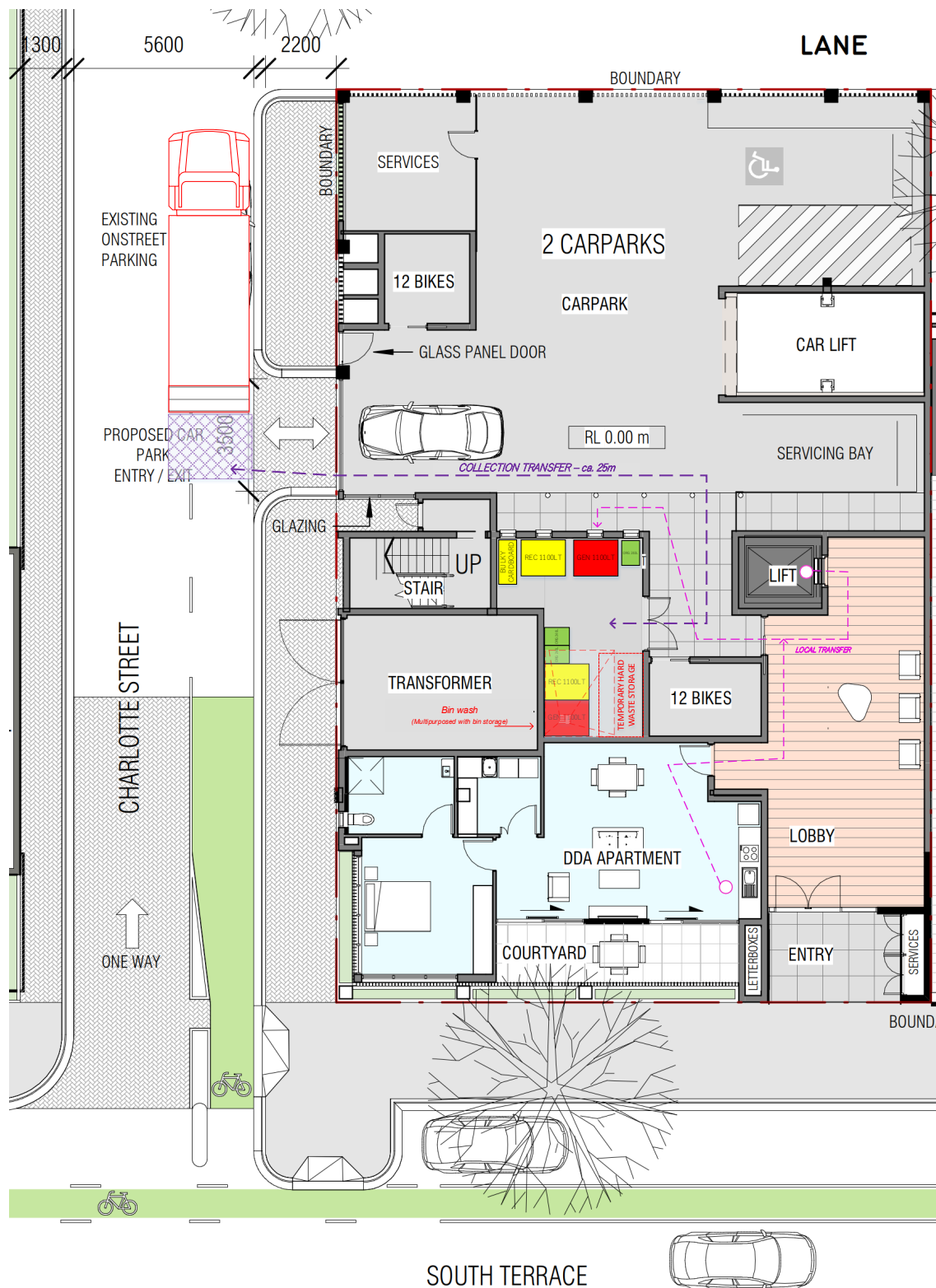


Figure 2-1 Ground Level plan for Development, reproduced from the Drawings. Includes details of proposed waste system including collection points.

Table 2.1 Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s).

Land Use	Description	Site Location	Land Use Type/WRGR Classification	Dev. Metric(s)	
Residential	DDA Apartment	Ground Level	High Density Residential Dwelling	1	Dwellings
				1	Bedrooms
	Apartments	Levels 2-6	High Density Residential Dwelling	20	Dwellings
				40	Bedrooms
	Penthouse Apartments	Levels 7	High Density Residential Dwelling	2	Dwellings
				6	Bedrooms
	Public & Common Space Provision	Ground Level Foyer + Car Park Access + Lift Foyers on each Level	Showroom*	50	m ² GFA*

* Activated area assumed for public spaces

3 STAKEHOLDER ENGAGEMENT

Feedback was sought from Council representatives to determine suitability of the proposed waste management design and serviceability of waste collection with Council / subcontractor trucks. As such, the Proponent's technical team met with council on 15 April 2019 to discuss the proposed scheme.

- Council confirmed that a “pull in / pull out” service could be provided by Council (or Council's subcontractor) for General Waste, Recycling, and Organics for this residential development.
- Council suggested some minor improvements to the waste storage area:
 - o Change the orientation of skips to improve how they are filled. This change has been incorporated
 - o Add a direct access to the bin storage room from the garage. This could not be incorporated into the design. However, it is noted that the present design results in less than 25m transfer from the bin room to the truck. Also, the operator does not need to enter the building foyer for access - they will walk through an area only used by residents for accessing the garage or bike lock-up.
 - o Council was otherwise satisfied with storage space and method of disposal for residents.
 - o Council stated a preference for 660L General Waste and Recycling bins, for ease of movement. Subject to minimum ramps and transfer distance, 1,100L bins are acceptable. We have allowed for 1,100L to reduce time for transfer of bins and since waste volumes / storage space are more compatible with 1,100L bins.
 - o It was suggested that a storage space be provided for hard containers used for carrying waste to the bin room. It is proposed that over-bonnet storage in the carpark be used for this purpose.

- Council requires a pin-code access for the locked bin room, which will be accommodated.
- The location for truck standing during bin transfer was discussed. It was thought that the existing parking zone (which is proposed to be reduced to a single parking space during development) would be sufficient for the Council collection trucks to stand. The rear of the truck will partially block the building garage access during collection, preventing egress by residents' vehicles. However, this will be less than 5 minutes, three times per week. This was considered by all present to be acceptable. Entrance of residents' vehicles would not be prevented, subject to the vehicle lift being available.

4 WASTE & RECYCLING SERVICE PROVISION

Table 2.2 outlines the recommended waste services by land use per Table 2.1. The different waste service classifications listed in Table 2.2 are explained below.

- ***Routine Services*** – These require on-site waste storage and routine and regular collections, and would include services for general waste, dry (comingled) recyclables and food waste.
- ***At-call services*** – These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- ***Maintenance services*** – Some waste items (e.g. lighting in common areas or commercial tenancies, sanitary waste in public/common toilets) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- ***External Services*** – These are where waste items (e.g. printer cartridges, batteries, lighting) that can be dropped off by tenants/residents at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

All collection services to the Development would be provided by a private or commercial service provider.

Table 2.1 Expected or recommended waste & recycling services for the Development

Service Type	Residential	
	<i>Apartments</i>	<i>Public & Common Space</i>
<i>Routine (regularly scheduled)</i>	<ul style="list-style-type: none"> General Waste Recycling Food Organics 	<ul style="list-style-type: none"> General Waste
<i>On-call (as needed)</i>	<ul style="list-style-type: none"> Hard/E-waste 	
<i>Maintenance (waste removed by contractor)</i>	<ul style="list-style-type: none"> Lighting (where applicable) 	
<i>External (by tenant off-site)</i>	<ul style="list-style-type: none"> Lighting Printer Cartridges Batteries 	

4.1 Waste & Recycling Volumes

Table 2.3 estimates expected waste and recycling volumes for the Development (in Litres/week). WRGRs (in the State Guideline) do not exist for lighting, printer cartridge or battery waste. Volumes of these waste items, however, are relatively small, and thus, have not been estimated.

Table 2.2 Estimated waste & recycling volumes (Litres/week) for Development.
N/A – Not Applicable; NE – Not estimated

Waste/Recycling Service	<i>Apartments</i>	<i>Public & Common Space</i>
	<i>L/week</i>	<i>L/week</i>
General Waste	1,410	184
Dry Comingled Recycling	1,175	N/A
Food/Garden Organics	470	N/A
Hard waste	235	9
E-waste	12	0.7
Lighting waste	NE	
Printer Cartridges/Batteries	NE	
TOTAL	3,302	193

5 WASTE MANAGEMENT SYSTEM

5.1 Waste Storage Area(s)

Waste storage is provided in a room at Ground level – see Figure 2-1 on page 4 – and as described further below. Table 5.1 gives a schedule of recommended bin

storages for Routine Services (based on estimated waste volumes in Table 2.3) and includes for each service:

- *Number and type of bins;*
- *Collection frequency (expected or proposed); and*
- *Service provider.*

Table 5.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider.

Service	Estimated Waste / Recycling Generation (L/wk)	Service Type	Collection Frequency (Events/wk)	Bins/Items Collected (per Event)		
				No.	Size (L)	Type
General Waste	1,645	Council	Weekly	2	1100	Skip
Dry Comingled Recycling	1,410		Weekly	2	1100	Skip
Food Organics	470		Weekly	2*	240	MGB

* space allowed for storage of 3 x 240L MGBs

Collection (by Council or Council sub-contractor) from the waste storage room would be a pull-in pull-out service via Charlotte Street.

The waste storage room would have mechanical ventilation to remove odours.

- The ventilation would extract to atmosphere, with location selected to avoid impact on residents, tenants and/or neighbours.

Potential bin configurations in the Waste Storage Area for the recommended bin storage (per Table 5.1) is illustrated in Figure 2-1. This illustration demonstrates that adequate space is or can be provided in the Waste Storage Area to meet the site's waste management requirements.

Resident access for disposal to the shared bins would be through a Waste Disposal Wall, consisting of waste chutes (see Figure 5-1) for each service (General Waste, Recycling, Organics). Layout of chutes and bins is shown in Figure 2-1. A separate bulky cardboard slot will be provided for large cardboard items (e.g. furniture packaging and pizza boxes), which will not fit through the recycling waste chute.



Figure 5-1 Typical waste chute door (Source: jdmacdonald.com.au)

5.2 System Operation – Routine Services

5.2.1 User Storage

The following summarises how the waste systems would operate for each land use at the Development.

Residents would be provided suitable kitchen bins with handles to enable easy carriage from apartments to the Waste Storage Area for disposal, e.g. see:

- a) General waste bin – at least 20L in size (bag lined)
- b) Commingled recycling waste bin – at least 20-30L in size
- c) Food organics bin (as specified or otherwise agreed with Council) – Kitchen food waste caddy, ca. 6L in size

Note: Council provides new residents with a voucher to obtain a free kitchen food waste caddy and compostable bags, see:



Figure 5-2– Examples of suitable waste and recycling kitchen bins: (a) General waste & recycling - 2x20L Buckets in pull-out drawer; and (b): Bench-top food waste kitchen caddy with handles (Source: <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/food-waste/>)

5.3 Local Disposal (Including Transfer Pathways)

The Waste Storage Area (described in Section 5.1) would be the local disposal point as follows. Transfer pathways (from dwellings to local disposal areas) are described below and depicted in Figure 2-1 (page 4)

5.3.1 DDA Apartment

The resident(s) of the DDA Apartment on the Ground Floor would carry waste/recycling/organics via the lobby and the garage entrance area to the waste

disposal wall (see Figure 2-1, page 4). Materials will be disposed to the shared bins using the waste disposal wall (see Figure 5-1).

5.3.2 Other Apartments and Penthouses

The residents would carry waste/recycling/organics via the lift, the lobby, and the garage entrance area to the waste disposal wall. Materials will be disposed to the shared bins using the waste disposal wall (see Figure 5-1). Containers for carrying waste could be stored in over-bonnet storage in the carpark if desired.

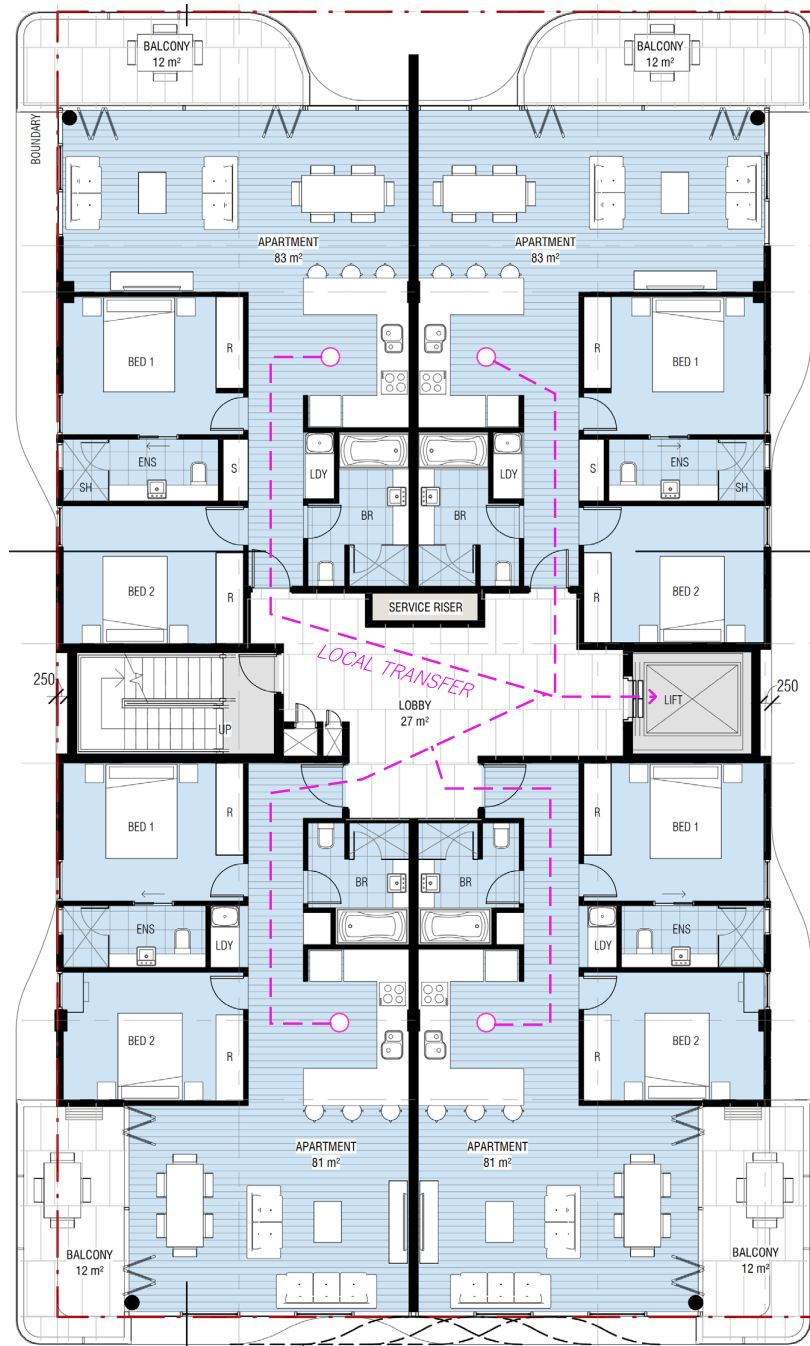


Figure 5-3 Transfer pathway for apartments on Levels 2 – 6

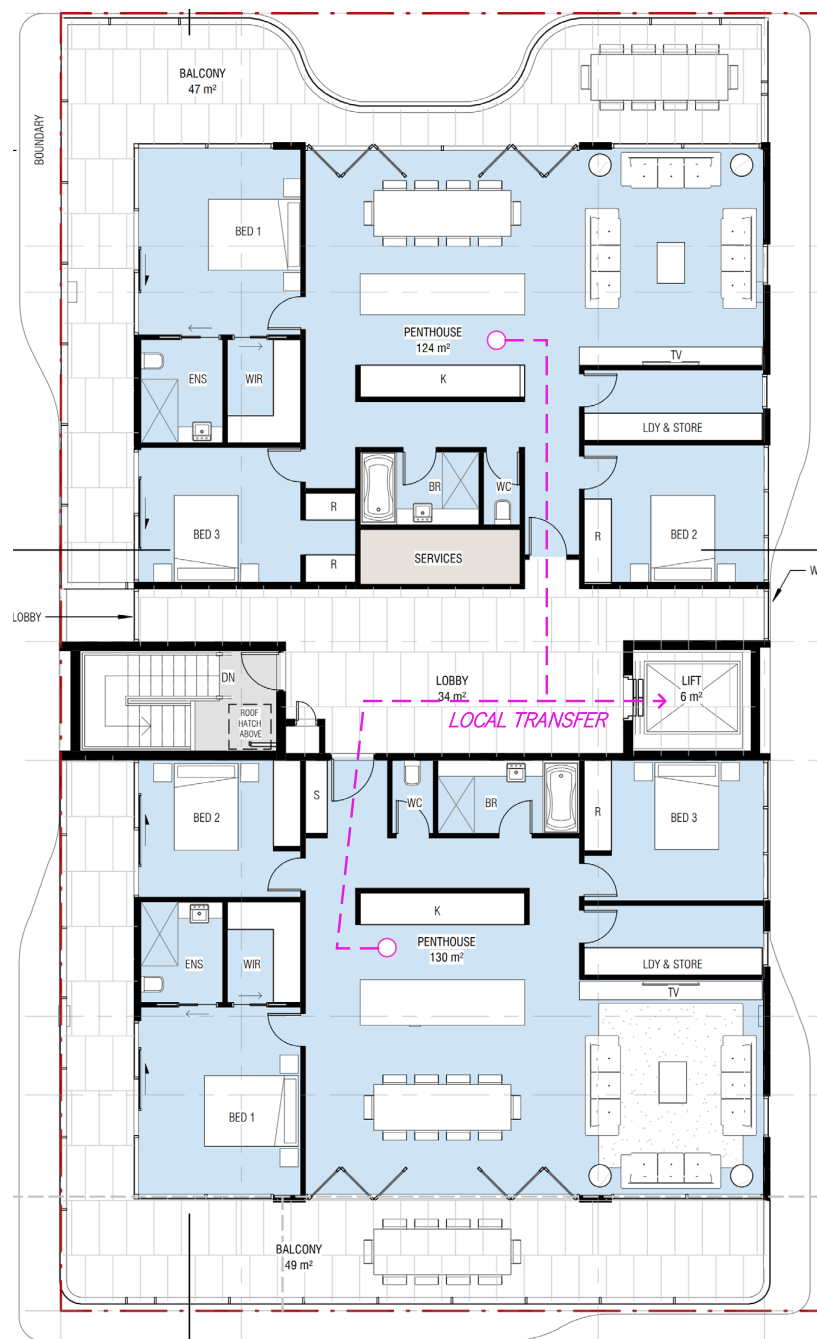


Figure 5-4 Transfer pathways for penthouse apartments on Level 7

5.4 Bin Presentation and Waste/Recycling Collection

The Waste Storage Room would be the presentation area for collection. The waste contractor (Council or subcontractor) would provide a pull in / pull out service from the Waste Storage Room. The waste contractor would temporarily park the rear-lift truck on Charlotte Street, access the Waste Storage Area using secure code, pull (skip and/or MGB) bins out, empty them, then return empty bins back to the Area.

All collection or bin transfer paths should be free of steps, grades $\leq 1:10$, with appropriate hard /even surfaces, and wide enough to accommodate the types of bins/skips being transferred.

5.5 Collection

- Would be by the Council contractor or sub-contractor (rear-lift), parking in the parking space provided on Charlotte Street. It is proposed that parking controls be added to the existing short-term parking space to ensure availability for waste collection vehicles at the appropriate times and days.
- Collections would be weekly, and the time required for collection events should be less than 5-7min (per service) to lift all bins (per event for each service).
- These collections would occur at off-peak times for traffic on Charlotte Street and resident vehicle access to and from the property.
- The collection would temporarily (e.g. for up to 5-7 min) block access to the garage.

5.6 At-call services

5.6.1 Hard/E-waste

Residents may be able to access the Council's at-call hard waste collection, where up to 12 collections may be booked each year (see <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/hard-refuse>).

The Body Corporate or Community / Strata Corporation (on residents' behalf) should inquire with Council regarding how these residents can access the Council hard waste collection when the building becomes operational, including establishing suitable arrangements and a (kerbside or on-site) presentation location for the service.

The Waste Storage Area includes a temporary (ca. 3.5m²) area for storage and/or presentation of residential waste

In event that a Council service is not available, the Body Corporate or Community / Strata Corporation would facilitate private hard waste collection services for residents. This would involve at-call hard waste collection by a private contractor organised by residents direct from their dwellings (or using a temporary on-site presentation area, e.g. cordoned -off car park or off internal access road area or verge). The waste contractor could temporarily use the front lane for access and on-property parking to deliver hard waste collection services. The private waste contractor should have access to a $\leq 8.8\text{m}$ rear-lift or Flat-bed vehicle for this purpose.

The Building User Manual(s) for would advise on availability and/or organizing Hard /E-waste collection services.

5.6.2 Maintenance Services

Waste would be generated by some maintenance services or activities in the Development (e.g. lighting, repair work, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

5.6.3 External

Residents would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) for the Development will include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

5.6.4 Bin cleaning (& On-site Bin Wash Area)

A dedicated on-site bin cleaning area would be provided and multi-purposed with the bin storage area at Ground Level – see Figure 2-1 (page 4).

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

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – e.g. Figure 5-3 below.
 - Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.

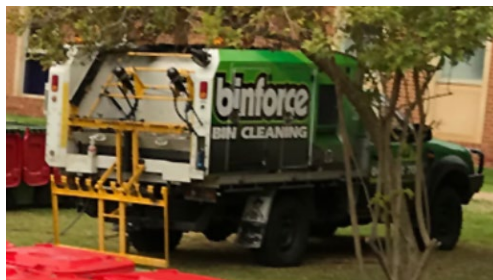


Figure 5-5 On-site bin wash system for rear-lift trucks on back of ute. *Source:* <http://binforce.com.au/>

5.6.5 Transfer pathways

There are a range of transfer pathways for the waste systems at the Development, which were described in Sections 5.3 and 5.4. The following is provided as a guide for sizing and designing these transfer pathways.

- *Transfer pathways –*
 - *User disposal – less than 30m and free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
 - *Local disposal points to central storage – enough width to accommodate relevant bins, trolley, or waste loads being transferred, free of steps, no grades greater than 1:12*
 - *Collection – less than 35m with no steps or grades greater than 1:10*
- *Corridor widths –*
 - *240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)*
 - *660L skip bins – min. 1,200mm (1,400mm preferred)*
 - *1,100L skip skips and/or other waste loads – min. 1,500mm (1,600mm preferred)*
- *Doors –*
 - *Local disposal access – 800mm*
 - *Transfer pathways– Appropriate to the size of bin to be transported, e.g.*
 - *240L MGB (or smaller) – min. 800mm*
 - *660L skip – min. 1,200mm*
 - *1,100L skip – min 1,400mm*
- *Floors – Hard surfaces where bins and skips are to be carted*
- *Lifts – Service lift should be sized to allow for bulky hard waste items.*

Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate, including with Council for their residential collection services.

5.7 Collection & Traffic Issues

The waste collection point for the Development introduced above is reiterated below.

- Collections for all services are made by parking in Charlotte Street per Figure 2-1 (page 4). Access into the Waste Room is via the driveway and double doors with secure access code.
- Collection will be completed within 5-7 minutes per service.
- Routine waste collections would be timed to minimise access disruption through Charlotte Street and the Development.

Please refer to Traffic Engineer's report for other comment on traffic issues related to waste collection proposed for the Development.

5.8 Operation, Management & Communication

- **Waste system operation and management** – The Body Corporate or Community / Strata Corporation would be responsible for managing and operating the waste systems at the site.
- **Building User Manual** – Advice and instructions on waste management and using the waste systems should be included by the Developer in the Building

User Manuals developed for residents, including contact information for further information, questions and issues.

- *Council should be consulted on this advice and instructions and can provide relevant information to include in the Building User Manual.*
- *This Council information may include advice to residents on how to properly dispose of other waste / recycling items including lighting, batteries and hazardous household waste.*
- **Obligations for residents** – to properly access, operate and use the waste systems provided would be written into the Community/Strata plan lodged with the Lands Titles Office.
- **Emergency Response Plan** – Should include response measures (or contingencies) for:
 - *Waste collection services suspended or not available; and*
 - *For Apartment Building, lift access failure (to Ground Level Waste Storage Areas, with focus on impact and contingency measures for mobility impaired residents).*

5.9 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

- 1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213).
- 2) **Signage** –
 - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of Council and/or the State Guideline (Zero Waste SA, 2014).
- 3) **Vermin, hygiene & odour management (inc. ventilation)**
 - **Inspection & Cleaning** –
 - An inspection and cleaning regime would be developed and implemented by the Building / Facilities Manager for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
 - *Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.*
 - **Odour Control** –
 - All Waste Storage Areas –

- *Where putrescible general waste or food waste is being stored, these areas would be mechanically ventilated for control of odours.*
- *The ventilation would extract to atmosphere, to prevent odour build up.*
- *The extraction vent discharge location would be selected to avoid impact on tenants and/or neighbours.*
- *It should be a requirement for food waste bins in Waste Storage areas that lids are closed after use.*

4) Access & security –

- Waste Storage Room should be secure and only accessible by key or fob or access code.
 - *This key or fob or access codes would be provided to property management staff and/or waste contractor(s) collecting from these areas.*
 - *CCTV is recommended to monitor waste disposal practices in all Waste Storage Areas.*
 -

6 REFERENCES

Adelaide City Council. (2016, September 27). *Guide to waste & recycling bins.*

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

File No:
2014/11234/01

8 July 2019

Ref No:
14207529

Mr Will Gormly
Senior Planning Officer
City & Inner Metro Development Assessment
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

will.gormly@sa.gov.au

For the attention of the State Commission Assessment Panel

278 South Terrace, Adelaide

Further to the referral 020/A015/19 received 14 March 2019, and additional information and updated drawings provided on 20 May and 20 June 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel on one occasion.

In principle, I support the project team's aspirations to deliver a high quality residential development in this part of the city. I am on the opinion that a development of the proposed scale on this site has a responsibility to deliver a high quality design outcome particularly in terms of the scale, form, materiality, residential amenity and expression of the proposed building relative to its current and future context. In my view, in order to fulfill this responsibility, there are several aspects of the proposal that require further consideration and refinement.

The site is located on the east corner of South Terrace and Charlotte Street, between Hutt and Pulteney Streets. The locality is predominantly residential in character, with the exception of the subject site that currently comprises a two storey commercial building to be demolished as part of this application. The site has an 18.5 metre frontage to South Terrace and a 28.4 metre frontage to Charlotte Street, with a total site area of 525 square metres. The south Park Lands/Wita Wirra Park frontage with associated mature trees, and access to passive recreation facilities are strong defining elements of the character of this locality. The Adelaide Himeji Garden, a traditional styled Japanese garden is located immediately opposite the site. To the rear of the site is a narrow private laneway providing rear access to dwellings with frontage to South Terrace and to a cluster of two storey townhouses with frontage to Charlotte Place to the north of the unnamed laneway. The existing context to the north and east is characterised by two storey townhouses and detached dwellings. On the west corner of South Terrace and Charlotte Street is a four storey brown and red banded brick Housing SA development. A recently constructed 15 level apartment building is located west of the Housing SA development, sited at the

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rear of a State heritage listed building with frontage to South Terrace. There are a number of Local and State heritage places within the locality including the State heritage listed Magarey House located east of the site at 284-286 South Terrace, and a number of Local heritage row houses north of Charlotte Place.

The proposal is for a residential apartment development of nine levels (28.6 metres tall to the parapet, 30.6 metres to top of lift and stair), comprising one ground level accessible apartment with services and car parking to the rear/north of the site, two additional levels of above ground car parking accessed via a car lift, five levels of four two bedroom apartments, one level with two penthouse apartments, and a roof top plant.

Acknowledging the proposed height departs from the maximum envisaged height of 22 metres for the site as outlined in the Development Plan, I am of the view that an over height development could be supported, given the location of the project site and the unique opportunity it offers. However, my support for a development that is over height is contingent on delivery of a high quality design outcome, significant contribution to the public realm and demonstration of sufficient mitigation of the impact of the development on the existing and future development contexts to the north of the site. In my view, this is yet to be demonstrated.

The development is built to the boundaries at the ground, mezzanine and first floor levels. Above the first floor level, a 2.9 metre setback to the east facade intends to provide separation from the adjoining property. The development is predominantly built to the west and south site boundaries, and includes a two metre setback to the north facade. Corner balconies and horizontal feature elements encroach over the footpaths to South Terrace, Charlotte Street and within the eastern and northern setback for all apartment levels including the level seven penthouses. The level seven penthouse apartments are setback from the site boundaries with the intent to reduce the mass of the upper level built form. The northern penthouse apartment is set back three metres from the northern boundary with its external terrace protruding into the northern setback area. The southern penthouse apartment is set back 2.5 metres from the southern boundary, affording a full width balcony to the apartment, connected to the living spaces. Both penthouse apartments are set back approximately 1.5 metres from the western boundary and include a full length terrace. I acknowledge the inclusion of a two metre setback to the northern building line, however as the balconies remain built to the northern site boundary, I am concerned by overlooking of properties to the north of the site as demonstrated in the sectional diagrams. I recommend further review of the northern setback including the balcony setback, with the view to mitigating overlooking impacts to the residential area to the north.

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The proposal seeks to achieve two built form elements with differentiation through materiality and articulation, which I support in principle. The lift and stair cores are clad in pre-finished fibre cement panels and expressed on the east and west elevations through a minor built form recess and change in colour. A three storey base brick element is proposed in response to the existing built form context through height and materiality, which I support. I also support the proposed use of authentic materials for the base element including full bricks. Ventilation and screening to the car park levels are proposed through vertical metal louvres. Additional angled vertical glass louvres with a reflective film are proposed to the south west corner of the car park levels which intend to reflect the parklands setting opposite. The apartment levels comprise full height pre-finished fibre cement panels and painted concrete slab extensions with the view



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to emphasising a horizontal expression of the floor levels and roof, and mitigate the height of the development. In my view, further refinement of the materiality and overall architectural expression is required to reinforce the distinctive expressions for the two built form elements and mitigate the scale of the building. This includes further review of the expression of the stair and lift cores to the west and east facades, with the view to integrating these elements into the overall architectural expression and reinforcing the horizontality of the development. To this end, I recommend review of the singular material treatment of the western core, with the view to reinforcing the distinctive brick base, and continuation of the upper level panel materiality and horizontal ribbon elements across the lift and stair cores generally to further reinforce the concept of sculptural ribbon elements and mitigate the height of the development.

The ground floor includes a recessed entry lobby to South Terrace, an accessible apartment with an external courtyard and linear landscaping fronting the south and west edges of the site. I support the generous entry lobby that provides a sense of address for residents and visitors. I also support the provision of an accessible apartment. However I recommend further review of some practical aspects including the external location of the apartment's storage area and the accessible car park to ensure convenient and safe access for residents. Vehicle access to the car park and car lift is proposed from Charlotte Street. Bicycle access is also proposed from Charlotte Street to two secure bicycle storage areas. The Charlotte Street frontage includes access to services infrastructure including a transformer, a 3.6 metre wide garage door, fire stair egress and a glass door for bicycle access to the bicycle storage areas. I acknowledge the services and egress requirements to the Charlotte Street frontage. In my view, however, the opportunity exists to rationalise the design to achieve consistent datum heights and material finishes for doors and service elements.

The mezzanine and first floor car park levels are proposed to be screened by vertical louvres inset within the brick base element. At the south west corner of the site, the upper levels of car parking are screened behind glass louvres with a reflective film. I acknowledge the upper level car spaces in this corner will not include over-bonnet storage, however I am not convinced by the screening strategy and recommend further review of materiality to reinforce the singular expression of the base element while also meeting the mechanical ventilation requirements. My support for above ground car parking is contingent on the successful integration and screening of this function which in my view is yet to be demonstrated. I am also concerned the ceiling heights of the upper level car parking do not allow for future adaptability.

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The proposal includes five levels of four two bedroom apartments and one level of two three bedroom penthouse apartments. In general, I support the proposed apartment configurations that afford outlook, functional layouts and access to natural light. I acknowledge the site's size constraints, however in my view an opportunity exists to further diversify the mix of apartments to achieve northern balcony setbacks, and natural light, ventilation and outlook from all central lobbies. The proposal includes frameless curved glass balustrades to all balconies. In my view, the curved glass balustrades are critical in delivering the envisaged architectural expression. I recommend consideration of the materiality and technical detailing requirements to ensure delivery of the design intent.



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14207529

The proposal includes a ribbon roof element that is set back with the view to minimising the extent of this element and reduce the bulk and scale of the development. I support the roof element in principle, and recommend further review of opportunities to rationalise and reduce the internal penthouse apartment footprints with the view to ensure adequate shading from the west and east orientations in addition to the north, rather than reliance on performance glazing. In my view, this will also assist in mitigating the bulk and scale of the development through a recessive built form.

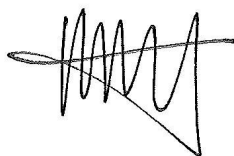
I support the decision to maintain the balconies free of any services equipment, and locate the air conditioning condensers in a roof top plant, screened by louvres, and setback from the south, east and west facades to minimise visual impacts.

The development proposes Ecologically Sustainable Design (ESD) initiatives including performance glazing, and a number of future considerations with regards to final material selection, provision of solar photovoltaic cells and battery storage. In my view, commitment from the project team to provide a greater contribution through sustainability initiatives at this stage of the development is critical to delivery of a high quality outcome for the city.

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:

- Setback of the northern balconies to mitigate overlooking impacts on the neighbouring properties to the north.
- Further review of the materiality and expression of the lift and stair cores with the view to mitigating the scale and verticality of the development and reinforce the two built form elements and a horizontal expression.
- Review of the materiality of the south west corner of the site with the view to provide a singular built form, materiality and expression to the base element.
- Confirmation of materiality and detailing of the curved glass balconies to ensure delivery of the design intent.
- Review of opportunities to rationalise and reduce the internal penthouse apartment footprints to ensure adequate shading from the west and east orientations in addition to the north, rather than reliance on performance glazing, and mitigate the bulk and scale of the development.

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

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cc: Belinda Chan

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Gormly, Will (DPTI)

From: Chan, Belinda (DPTI)
Sent: Monday, 12 August 2019 3:04 PM
To: Gormly, Will (DPTI)
Subject: RE: DA 020/A015/19 - 278 SOUTH TERRACE ADELAIDE Response to Reps, ACC and ODASA

Dear Will,

This email is in response to amended drawings for the proposal at 278 South Terrace, Adelaide and the '*Response to Representations. Response to ODASA and Council Requests for Information*' letter received 6 August 2019.

We acknowledge and support the following amendments in response to the original referral letter dated 8 July 2019:

- The inclusion of horizontal ribbon elements (slab projections) across the lift and stair cores.
- Increase in setback to the level seven north elevation, however we recommend review of the angled geometry of the northern balcony recess with the view to be consistent with all other curved balcony edges.
- Relocation of the ground level apartment outdoor storage to the interior.
- Provision of a consistent materiality to the base element to express a singular built form, and address screening of the car park to the south west corner of the development. However, we request confirmation of the materiality and treatment of the west elevation to the ground floor level adjacent the transformer (north of gridline 5). The elevation appears to indicate a window for the ensuite bathroom, however it is currently obscured by the Charlotte Street landscaping on drawing DA53 (rev D) and is not indicated on the ground floor plan DA10 (rev G). We recommend consideration of any window openings to the ground floor level of this elevation to maintain a consistent datum height to the predominant head height of the recessed elements.
- Confirmation of west solar shading for the level seven penthouses.

In addition, we acknowledge the following amendment and comments, however request further clarification:

- The floor to floor height of the level one car park has been amended to 2.9 metres (previously 2.6 metres) and the mezzanine decreased to 2.6 metres (previously 2.9 metres). The drawings indicate the overall building height remains at RL 30.60, however the letter submitted states there is an overall minor increase in height of 100mm.

We remain of the views expressed in the original referral letter with regards to the following elements of the proposal:

- Setback of the northern balconies (levels two to six) to mitigate overlooking impacts on the neighbouring properties to the north.
- Confirmation of the materiality and detailing of the curved glass balconies to ensure delivery of the design intent.

Kind regards,

Belinda Chan on behalf of Kirsteen Mackay, South Australian Government Architect
Team Leader, Design
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From: Gormly, Will (DPTI)
Sent: Tuesday, 6 August 2019 1:29 PM
To: Chan, Belinda (DPTI) <Belinda.Chan@sa.gov.au>
Subject: FW: DA 020/A015/19 - 278 SOUTH TERRACE ADELAIDE Response to Reps, ACC and ODASA

Hi Belinda

I have received an updated set of drawings for 278 South Terrace.

Do you mind having the GA provide an updated/additional response, based on these drawings?

Thanks
Will

From: Luci Ward [<mailto:l.ward@intro.com.co>]
Sent: Monday, 5 August 2019 4:45 PM
To: Gormly, Will (DPTI) <Will.Gormly@sa.gov.au>
Cc: Anthony Gatti <a.gatti@intro.com.co>
Subject: DA 020/A015/19 - 278 SOUTH TERRACE ADELAIDE Response to Reps, ACC and ODASA

Hi Will,
Please find attached the revised planning set and response to representations as well as response to ODASA and ACC.

I'd also appreciate it if you can give me a summary of process and timing going forward.

Please get in touch should you require any further information.

Kind Regards,

LUCI WARD
PLANNING ADVISOR
(in office Monday, Wednesday and Thursday)

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Enquiries: Helen Dand 8203 7380
CoA Ref: S10/25/2019
SCAP Ref: 020/A015/19

25 June 2019

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/25/2019
Applicant: LUSTRO
Address: 278 SOUTH TERRACE, ADELAIDE SA 5000
Description: DEMOLITION OF EXISTING STRUCTURES AND CONSTRUCTION OF EIGHT (8) STOREY RESIDENTIAL FLAT BUILDING WITH ANCILLARY CAR-PARK, LANDSCAPING AND BIKE STORAGE

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

TECHNICAL COMMENTS

**ROADS / FOOTPATHS
ENGINEERING**

- 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.
- Extent of make-good works to be agreed on site between Council and the contractor, then formally submitted via email for Council to accept, prior to works commencing.
- Council will inspect the works after completion for standards and specification compliance.
- All new, or alterations to existing crossovers, firstly require Council approval outside of the development application process. They need to be to Council's standards and specifications via the City Works Guidelines.
- Existing boundary (back of path) levels must not be modified. Finished floor levels and entry point levels should be based around retaining the existing back of path levels. **COUNCIL WILL NOT ALTER FOOTPATH LEVELS TO SUIT THE DEVELOPMENT.**
- Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.



TORRENS & STORM WATER

No objections to this development, subject to the following matters being addressed:

- This development is in a **known flood risk area** from Brownhill Keswick Creek flowing through the southern Park Lands. It is the responsibility of the developer to seek further advice to prevent flooding of the development. This may require the developer to engage a consultant to confirm the impact of 100-year ARI flood impacts and the mitigation measures for this site.
- The levels of any proposed grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level. Generally, this is assumed to be at the top of kerb level adjacent to the stormwater discharge point in Charlotte Street, however this is subject to the stormwater assessment above.
- Property boundary levels for the driveway to the proposed car park and car lift in Charlotte Street must provide an adequate freeboard to the 1% AEP flood level. Generally, this is assumed to be equivalent to the top of kerb level adjacent to the driveway ramp in Charlotte Street, to ensure adequate flooding protection to the basement, however this is subject to the stormwater assessment above.
- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to Council's underground drainage network in Charlotte Street, via a single connection into the existing catch pit nearest to the intersection with South Terrace.
- Council's stormwater management systems (minor and major rainfall events) have been designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Council's stormwater management systems to equivalent gravitational flows.
- Any collected seepage water from basement groundwater collection systems must be either discharged to the sewer or a proposed building recycled water system. Collected untreated groundwater seepage must not be discharged to the property stormwater system.
- Any collected irrigation seepage water from landscape areas, green walls, planter boxes or rooftop gardens must be either discharged to the sewer or an irrigation recycled water reuse system. Collected seepage water should not be discharged to the building stormwater system. "Seepage" water does not include

stormwater runoff from landscaped areas which can be discharged to the property stormwater system.

- Council supports the capture, storage and reuse of stormwater runoff for irrigation of landscaped elements and toilet flushing throughout the building.

**LIGHTING /
ELECTRICAL / CCTV**

No objections to this development, subject to the following matters being addressed:

- The proposed development works may impact on the public lighting within the proximity of the development site. The existing street lighting installed along South Terrace is owned and maintained by SA Power Networks and consists of a stobie column, with lights attached and overhead cabling. The street lighting installed along Charlotte Street is owned by Council and consists of post top luminaires with associated underground cabling and pits.
- All works to be undertaken to be fit for purpose in the public realm.
- 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.
- 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.) they shall meet Council's requirements. The works shall be carried out to meet Council's requirements and all costs borne directly by the developer.
- 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 consultant required to confirm compliance. In addition, the applicant should provide a relevant lighting calculation grid detailing property boundary lines for Council's review and records.
- Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- All damage to Council's infrastructure, including damage to public lighting and underground ducting etc. caused by projects works or loading of any site crane onto pathways will be repaired to

meet Council's requirements and the cost of the developer.

- If building mounted lit signage is to be installed onto the building, further review and approvals will be required by Council.
- If any modifications to CCTV camera owned and maintained by Council are required, the applicant should contact Council for further advice on process. SAPOL monitor these cameras and will also be required to be consulted with for their approval.
- All assets to be handed over to Council to own and maintain shall be constructed to Council's requirements and applicable legislative standards and requirements. All equipment gifted shall be Council's standards and applicable requirements.

**TRAFFIC /
TRANSPORT**

No objections to this development, subject to the following matters being addressed:

- The car parking layout needs to be compliant with the requirements of AS2890.1:2004. Whilst not intended as a comprehensive list, the following deficiencies have been identified (noting that corrections could result in a loss of car parking yield):
 - Clearances from car parking spaces do not comply with section 5.2 of AS2890.1:2004 including the following:
 - Columns obstruct door opening zones
 - Walls are closer than 300mm to the marked space at some locations
 - The end of aisles generally do not include the one metre extension required under section 2.4.2(c) of AS2890.1:2004.
- The applicant needs to ensure sight lines for pedestrian safety can be achieved in accordance with AS2890.1:2004.
- Confirmation is required that the headroom requirements of AS2890.6:2009 can be achieved, namely the headroom above the accessible parking bay at a minimum of 2.5m.
- The traffic report notes an additional car parking space to be used for waiting for the lift or loading activities, but this is not identified on the lodged plans.
- The proposal provides car parking at a rate less than that required by the development plan with 25 spaces for 23 apartments. Further reductions to carparking could result from changes that are required to achieve compliance. A lesser provision of parking could exacerbate the situation in which case the parking demands

for the site could be very difficult to resolve.

- The car parks provided are at minimum widths and permit restricted door opening (front door, first stop). The 2.4m widths will make the spaces very difficult for use with vehicles larger than a B85 (including but not limited to large SUVs, vans, some 'utes' and 4WDs).

WASTE

- The waste management plan meets design requirements to achieve desired function and servicing and is supported.

STREET TREES

No objections to this development, subject to the following matters being addressed:

- All works around street trees completed in accordance with AS 4970-2009 Protection of Trees on Development Sites.
- Any requirement to prune Council trees is to be done **ONLY** by Council staff, once permission is granted.
- Tree removal will only be allowed when all alternative development options have been exhausted.
- Tree removals will activate the application of the Council's Amenity Tree Valuation Formula. The resultant valuation will be added to all other tree removal/replacement costs to be borne by the developer.

PLANNING RELATED COMMENTS

Council Administration has not undertaken a thorough planning assessment of the proposal but makes the following comments in relation to the proposed development:

ENCROACHMENTS

It is noted that there are encroachments incorporated into the design. These do not meet the current Encroachment Policy, endorsed in March 2019. It is understood that this application was lodged with SCAP prior to the endorsement of the new policy. On this basis, the encroachments are considered acceptable.

Yours faithfully

Helen Dand

PRINCIPAL PLANNER - PLANNING ASSESSMENT

Gormly, Will (DPTI)

From: Helen Dand <H.Dand@cityofadelaide.com.au>
Sent: Thursday, 15 August 2019 1:12 PM
To: Gormly, Will (DPTI)
Subject: RE: DA 020/A015/19 - 278 SOUTH TERRACE ADELAIDE Response to Reps, ACC and ODASA

Hi Will

I have referred the applicant's response to our traffic team for further comment. They have advised the following:

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

- *Sight distance in accordance with figure 3.3 of AS2890.1:2004 to be provided at the entry point and abutting lane.*
- *The waiting bay for the car lift is to be clearly delineated and must not be allocated to residential parking.*

The other matters addressed in the response do not appear to require a response, other than to say they are noted.

Please contact me if you have any queries or wish to discuss.

Kind regards

Helen Dand
Principal Planner - Development Assessment
Planning Assessment
4th Floor 25 Pirie Street
Adelaide, South Australia, 5000
TEL: +61882037380
F. +61882037575
E. H.Dand@cityofadelaide.com.au



www.cityofadelaide.com.au



Think before you print!

South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

RECEIVED 19 JUN 2019

Applicant: Lusto c/- Intro Architecture
Development Number: 020/A015/19
Nature of Development: Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.
Development Type: Merit
Zone / Policy Area: City Living Zone / South Terrace Policy Area 30
Subject Land: 278 South Terrace, Adelaide
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 20 June 2019

My Name: Derek + Patricia Harvey My phone number: 8387 9970

Primary method(s) of contact: Email: derekharvey06@gmail.com
Postal Address: 3 The Lane Postcode: 5158
O'Halloran Hill

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one)

☒ owner of local property
☐ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is:

278 268 South Tce. Adelaide Postcode 5000

My interests are:
(please tick one)

☐ I support the development
☐ I support the development with some concerns
☒ I oppose the development

The specific aspects of the application to which I make comment on are:

It will block our apartments view
Amount of Dust.
Unit will be in Shade.

I: ☒ wish to be heard in support of my submission
(please tick one) ☐ do not wish to be heard in support of my submission
(Please tick one)

By: ☒ appearing personally
(please tick one) ☐ being represented by the following person
(Please tick one)

Signature: A Harvey
Date: 16-6-2019

**South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant: Lusto c/- Intro Architecture
Development Number: 020/A015/19
Nature of Development: Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.
Development Type: Merit
Zone / Policy Area: City Living Zone / South Terrace Policy Area 30
Subject Land: 278 South Terrace, Adelaide
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 20 June 2019

My Name: Richard Maltby and Ruth Vasey My phone number: 08 8398 3138

Primary method(s) of contact: **Email:** Richard.Maltby@flinders.edu.au
Postal Address: 14 Benjamin Way **Postcode:** 5251
Mt. Barker

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one) ☒ owner of local property
☐ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is:

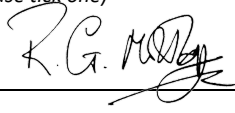
33/274 South Terrace, Adelaide **Postcode** 5000

My interests are:
(please tick one) ☐ I support the development
☐ I support the development with some concerns
☒ I oppose the development

The specific aspects of the application to which I make comment on are: The non-complying height, scale and mass of the proposed building, its impact on the streetscape, Park Lands and Frome Street bikeway, and impact on the access to light, privacy and outlook of adjacent residences.

I: ☒ wish to be heard in support of my submission
(please tick one) ☐ do not wish to be heard in support of my submission
(Please tick one)

By: ☒ appearing personally
(please tick one) ☐ being represented by the following person
(Please tick one)

Signature: 

Date: 19 June 2019

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or
Email: scapreps@sa.gov.au

Overview

The proposed development occupies a position directly facing the Park Lands on South Terrace between Pulteney Street and Hutt Street, in the South Terrace Policy Area 30 (City Living Zone). This stretch of South Terrace is characterised by low-rise development set back from the street. While of varied architectural styles, many are terrace-style buildings dating back to the nineteenth century. None of the existing buildings facing South Terrace between Stewart Place and Hutt Street are higher than four stories. Together they form an interesting, historically significant and human-scale interface between the parklands and the city fringe. Recent multi-storey residential apartments in this precinct have respected the special character of the South Terrace strip; most obviously, the development at 272 South Terrace has maintained the integrity of the heritage-listed former Royal South Australian Deaf Society Headquarters, and the construction of the Parkview Apartments on the corner of South Terrace and Hutt Street has been accompanied by the restoration of the façade of the historic mansion “Davaar” facing South Terrace.

Although there is provision for development to 22 metres in the South Terrace Policy Area 30, the most recent Community Response exercise conducted by the City Council records that “There is minimal support for development above four stories, including along East Terrace and South Terrace.” It also records the DPA response that “Buildings to 6 storeys (ground level mixed use) are envisaged on South Terrace (Pulteney to Hutt) to make use of the Park Lands frontage and taking into account residential interface” (*Development Plan Amendment by the Council/Adelaide City Council/Residential and Main Street/(Explanatory Statement_and Analysis/February 2013/pp. 33-4)*

The proposed development would impose a towering glass-and-concrete edifice nine storeys high upon the very heart of this historic strip, completely at odds with the appearance and scale of the existing precinct. It disregards many of the City Council’s developmental guidelines that are designed to protect the character of the area. It proposes a heavy structure that exceeds mandated height restrictions in the area by 40% and that is massively disproportionate to its neighbours in terms of its overall bulk. It would dominate and diminish the entire surrounding section of the city/Park Lands interface. The proposal is so inimical to the character of the area that we cannot see any way in which this project in its current form could or should be approved.

The proposal largely ignores its impact on its geographical and cultural context and presents information that is misleading and/or incomplete. In addition to glossing over the completely inappropriate bulk and scale of the project, the submission fails to address its impact on the Frome Street Bikeway, the Park Lands and the amenity of neighbouring residents, as detailed below.

Scale and Bulk

In a Policy Area where the height limit is mandated as 22 metres, this proposal is for a towering structure 40% taller, at 30.6 metres. No justification is offered for this overreach (beyond the frankly ridiculous proposition that the building should be viewed as “a piece of

understated art"). Unlike the development at 272, the property certainly does not qualify as a Catalyst Site, as its footprint is less than half the area required.

The Adelaide City Council's policy guidelines recommend "a transition in building scale down to adjacent existing low scale residences." The site in question immediately abuts East Terrace Policy Area 31 to the north, where the mandated height is eleven metres. Far from constituting "stepped" development, this building would be three times as tall as its adjacent northern neighbours, as well as more than twice as tall as its immediate neighbours on South Terrace. This "striking addition to the south Adelaide skyline," as its developers would have it, would constitute a perennially jarring anomaly in the streetscape that would undoubtedly generate considerable outrage in the broader community.

The buildings currently occupying the development site extend to the edge of the boundary with no setback, but given their low-rise scale they do not unduly dominate their environment. The same cannot be said of a building that extends straight up 30.6m into the air over the site's entire footprint. The proposal's combination of an unjustified and non-compliant height with an absolute lack of setback results in a structure of hyper-inflated scale and bulk, especially on the north-south axis.

Furthermore, not content with literally pushing the boundaries at ground level, the architect has included upper-level balconies that partially overhang the public streetscape in Charlotte Street, in contravention of the City of Adelaide's Encroachment Policy, which lists "above first floor balconies" as unacceptable encroachments (see City of Adelaide Encroachment Policy, 26 March 2019). (We note in passing that the building also contravenes minimal floor-to-ceiling height on its first floor, as specified in *South Terrace Policy Area 30/Principles of Development Control/Design and Appearance/6.*)

The developers cynically attempt to use sleight-of-hand to disguise the disproportionate scale of this project in the drawings that they have submitted. For example, in their "South West Corner" illustration (Drawing DA 100 on p. 63 and p. 94) the proposed building appears not much larger than the four-storey building adjacent (274 South Terrace) when it is actually more than twice its total height. A wide-angle effect, clearly evident in the distorted window arches of 274 South Terrace, is used to give an impression of ample space between the two buildings, which is actually only 9.3m from boundary to boundary. The proposal's cover picture, similarly, represents Charlotte Street as being approximately as wide as the proposed building, when it is in fact half the width. This presumably deliberate attempt to misrepresent the scale of the proposed building is evident in the bizarrely elongated vehicle included in this picture. A more accurate impression of the relationship between the two buildings can be seen in "Southern Elevation" (DA 101 on p. 64 and p. 95) in which the proposed development can be seen to overshadow its neighbours and dominate the streetscape. In this illustration, however, the tree in front of the development has miraculously grown from its current height of 10-11m to an improbable 15m, in a transparent attempt to soften and domesticate the overblown scale of the apartment block. This is about as convincing as the proposal's disingenuous claim that "the bulk of the building is attenuated by a vertical recessed element running the full height of the eastern and western facades, interrupting the horizontal bands and visually dividing the tower mass in two." The "South Elevation" picture (DA 52 on p. 54 and 84) more accurately represents

both the height and the mass of the tree, which reaches no higher than the base of the building's level 3, not level 5 as in the "Southern Elevation" picture DA 101.

The claim on p. 13 of the pdf document (numbered p. 10) that "Notwithstanding the higher scale of development ... the development is considered to reinforce and achieve the Desired Character of the Policy Area ... and aligns with the above zone and policy area provision" is patently absurd on its face. This ranks alongside the desperate claim that the development would "enhance the public environment" because "feature art is envisaged to be installed within the building lobby at a position where it can be glimpsed by passing pedestrians" (p.11).

Relevant Sections of Adelaide (City) Development Plan (2018):

- *South Terrace Policy Area 30/Principles of Development Control/Design and Appearance/3:*
Except where located on a site greater than 1500 square metres (which may include one or more allotment), building height should not exceed 22 metres.
- *South Terrace Policy Area 30/Principles of Development Control/Design and Appearance/8:*
Development on land directly abutting the South East Policy Area should avoid tall, sheer walls at the interface by ensuring walls greater than 3 metres in height are set back at least 2 metres from the rear allotment boundary with further articulation at the upper levels.
- *City Living Zone/Principles of Development Control/Form of Development/7:*
Development should not exceed the height prescribed for each Policy Area. The height of new buildings, including the floor to ceiling clearances of each level, should take reference from the prevailing building heights within the locality, with particular reference to adjacent heritage places.
- *City Living Zone/Principles of Development Control/Form of Development/8:*
Where development proposes a building higher than the prevailing building heights that contribute to the desired character of a locality, the taller building elements should be setback from street frontages to avoid a detrimental impact on the prevailing character.
- *Council Wide/Built Form and Townscape/Height Bulk and Scale/Principles of Development Control/169:*
The height and scale of development and the type of land use should reflect and respond to the role of the street it fronts.
- *Council Wide/Built Form and Townscape/Height Bulk and Scale/Composition and Proportion/180:*
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.
- *Council Wide/City Living Zone/Principles of Development Control/Form of Development/9:*
Where consistent building set-backs from front, side and rear allotment boundaries prevail in a locality, new development should be consistent with these setbacks.

Light

The proposal does not discuss the ways in which the building's presence would affect the Park Lands, but its own Shadow Diagrams demonstrate that a 30.6 metre wall immediately to the north of the Himeji Gardens and Osmond Gardens would throw shadow across that area for significant portions of the day. We hope that the Park Lands Authority has been consulted about this development and given an opportunity to express an opinion about the scale of the project, as the Himeji Gardens are considered to be a major attraction of the area.

Meanwhile, having gone into some detail outlining the development's "unimpeded" access to light and sun, the proposal does raise the issue of "solar access" to adjacent properties, only to dismiss it in the following terms:

Given the site's location on a south-west facing corner, overshadowing impacts on adjacent dwellings is considered to be insignificant. ... [T]he development is not likely to unduly impact the existing or potential outlook to views from land in the locality.

This breathtaking assessment chooses not to recognise that at 274 South Terrace there are at least eight East-facing apartments, currently enjoying morning sun and open aspects towards the Hills, which would, in the event of the apartment building being constructed, be instead confronted with the featureless brick face of an edifice 30.6 metres high and 28 metres wide, less than twelve metres from their East-facing windows. In its current form the development would turn the narrow southern end of Charlotte Street into a shaded alley and deprive these units of both morning sun and daylight for 365 days of the year.

The bedrooms and living areas of these units would also be directly overlooked by the lower balconies on the western side of the proposed apartment block, as the proposal's own diagram demonstrates (Drawing Number DA60).

Relevant Sections of Adelaide (City) Development Plan (2018):

- *Council Wide/Environmental/Micro-climate and Sunlight/Principles of Development Control/ 120:*
Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.
- *Council Wide/Built Form and Townscape/Objectives/47(b:)*
Buildings should be designed to maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings.
- *Council Wide/City Living/Medium to High Scale Residential/Serviced Apartment/Principles of Development Control/Visual Privacy/66:*
Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.

- *Council Wide/Economic Growth and Land Use/Principles of Development Control/271:*
Development should not unreasonably restrict the development potential of adjacent sites, and should have regard to possible future impacts such as loss of daylight/sunlight access, privacy and outlook.

Frome Street Bikeway

The fact that the proposal includes two illustrations labelling Charlotte St, wrongly, as a private road, reinforces the impression given in the application that its proposers have very little interest in the neighbourhood beyond their mooted apartment block. In fact, Charlotte St was declared to be a Public Road in 2001, pursuant to Section 210 of the Local Government Act 1999.

Charlotte St also forms part of the network of paths and lanes that make up the Frome Street Bikeway – a fact that equally goes unrecognised by the applicants. The Bikeway runs from Greenhill Road to Fitzroy Terrace and is a key north-south bike route through the city, forming part of the City of Adelaide Bikeways network, and providing “a safe and easy route by bike into the CBD for work, shopping or recreation.” The Bikeway runs through Charlotte St, crosses South Terrace, and continues directly into the Park Lands, by the Himeji Gardens (see attached illustrations).

The applicants’ claim that the replacement of the existing structure with a 23-unit apartment tower may actually reduce traffic to the site is implausible at best, and it is certainly not true of Charlotte St, which is quiet and narrow and offers very limited public parking. Placing the entry/exit to the development’s carpark in Charlotte St is incompatible with the safety of cyclists on the Frome Street Bikeway, particularly at peak hours when maximum traffic movements from the tower would coincide with the peak activity of commuter cyclists. If this development were to go ahead it would threaten the viability of a significant and widely-promoted investment in Adelaide’s cycling infrastructure.

Relevant Sections of Adelaide (City) Development Plan (2018):

- *Council Wide/Transport and Access/Access and Movement/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.
- *Council Wide/Transport and Access/Bicycle Access/Objectives/64:*
Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.
- *Council Wide/Transport and Access/Bicycle Access/Principles of Development/233:*
Development should have regard to the bicycle routes identified with Map/Adel/1 (Overlay 3) [supplied] by limiting vehicular access points.
- *Council Wide/Park Lands/Objectives/86:*
Establish pedestrian and cycle paths that are sympathetic to the Park Lands desired

character to link the paths across Policy Area boundaries and with regional networks in adjacent local government areas as a comprehensive and integrated system.

- *Council Wide/Park Lands/Objectives/92:
Encourage accessibility to the Park Lands through improved public transport and bicycle and pedestrian links.*

Noise

Although the proposal discusses protecting its apartment dwellers from noise disturbance, it does not offer the same consideration to existing residents in the neighbourhood.

If the problems associated with the Bikeway were to somehow be resolved, the residents of Charlotte St, and particularly those at 274 South Terrace, would be perpetually subjected to unreasonable levels of noise from the development's carpark, exacerbated by the fact that residents would access their parks via a mechanical car lift. Every car movement would involve the opening and closing of the roller door plus the operation of the car lift (twice) and any associated noise associated with manoeuvring, accessing and departing from vehicles. This noise would be fed directly through the carpark ventilation louvres and "hit and miss brickwork" into the loungerooms and bedrooms of the residents who would be directly facing the carpark across the narrow street. The Traffic consultant's report (p. 102) estimates that this noise will be generated at least once every ten minutes during peak hours, but of course it would operate day and night, and night-time movements would illuminate the lane with every operation of the roller door.

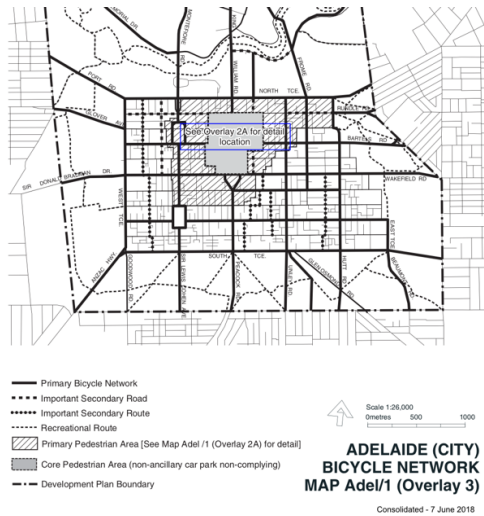
Relevant Section of Adelaide (City) Development Plan (2018):

- *Council Wide/Noise Emissions/Objectives/26:
Development that does not unreasonably interfere with the desired character of the locality by generating unduly annoying or disturbing noise.*

Conclusion

The site at 278 South Terrace is the wrong site for the kind of development that is being proposed. The site is too small to accommodate the density of apartments that the developer has in mind, and the location right on the dress circle of the Park Lands in an area of unusual historical and cultural significance requires a lighter, more sensitive touch, far more responsive to the special status of the city/Park Lands interface. A development on this site should at the very minimum respect the mandated requirements for height limits, and encroachments over public spaces, and if this means fewer apartments and fewer gross profits, so be it. There is no justification for abandoning the uniquely Adelaide, human-scaled qualities of this precinct for the sake of heavy, anonymous, developer-driven megabuildings with no connection with their communities, and accompanied by blatant contempt for the welfare of both neighbouring residents and community infrastructure.

FROME ST BIKEWAY



A bicycle path directly opposite Charlotte St now connects the Frome Street Bikeway with the Park Lands bicycle network, as shown. Charlotte St is one-way (northwards) for vehicular traffic, but two-way for bicycles.



South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant: Lusto c/- Intro Architecture
Development Number: 020/A015/19
Nature of Development: Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.
Development Type: Merit
Zone / Policy Area: City Living Zone / South Terrace Policy Area 30
Subject Land: 278 South Terrace, Adelaide
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 20 June 2019

My Name: Rebecca Francis & Simon Brown My phone number: 0400678781

Primary method(s) of contact: Email: bec@ifcreativity.com.au
Postal Address: 7 Charlotte Place Adelaide SA Postcode: 5000

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one)

- ☒ owner of local property
☐ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is:

7 Charlotte Place, Adelaide Postcode 5000

My interests are:
(please tick one)

- ☐ I support the development
☐ I support the development with some concerns
☒ I oppose the development

The specific aspects of the application to which I make comment on are:

☒ BUILDING DESIGN } AS EXPANDED UPON WITH
☒ TRAFFIC & PARKING } SPECIFICS IN THE
☒ WASTE MANAGEMENT } ATTACHED

I: ☒ wish to be heard in support of my submission
(please tick one) ☐ do not wish to be heard in support of my submission
(Please tick one)

By: ☒ appearing personally
(please tick one) ☐ being represented by the following person
(Please tick one)

Signature: [Signature]

Date: 20/06/2019

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or
Email: scapreps@sa.gov.au

19 June, 2019

RESPONSE TO DEVELOPMENT APPLICATION:
020/A015/19
278 SOUTH TERRACE ADELAIDE

Specific aspects of the application to which we make comment:

BUILDING DESIGN

- The proposal exceeds the maximum building height allowable (22m) by 8.6m
- The exceeding of height restrictions is not compensated by Design Excellence: external materials and finishes are medium to low quality, and a search of the website of the design firm does not demonstrate appropriate experience by this firm through examples of any completed/built projects or that the firm employs qualified practicing architects.
- Overlooking onto properties north of the development is not adequately addressed. The only attempt to reduce overlooking of adjacent properties through the use of obscure glass to balcony balustrades is only applied to levels 2,3 and 4.
- No shutters or screens for sun and wind control are proposed on the north facing glass facades. This is likely to increase use of mechanical air conditioning systems. Details on noise attenuation of the roof air conditioning units are not provided.
- Privacy drawing (DA70) shows Charlotte Lane to be 3.6m wide. The lane is 3.3m wide.
- Obscure glass balcony balustrades, as well as section so the northern glass façade without balconies, will present issues of sun glare onto properties north of the development.
- Drawings of louvred treatment on north façade of carparking levels are not shown angled to prevent headlight glare from vehicles into adjacent properties
- Louvre treatment at ground level will inadequately screen views into services areas and fire tank spaces. Elevations show climbing plants but no landscape areas are provided. Drawings appear to lack doors/access into service areas near bike store.
- Northern façade at Mezzanine Level appears to show sections of blank wall in the plan drawings, but openings are shown on the elevations. Which is correct?
- Cars parking on Level 1 will be visible through louvres from the building's South Terrace street frontage
- The ground level façade on Charlotte Street has an unsafe nook near the car park entry/exit that presents a safety/CPTED issue for pedestrians

TRAFFIC AND PARKING

- Neither the DA Report (Intro) or the Traffic and Carparking Statement (Phil Weaver and Associates) provides detail on the proposal to remove two on-street parking spaces on Charlotte Street. Justification for loss of car park spaces needs to be provided.
- There is a shortfall in the number of car park spaces required (29) in the current design. The claim that the application provides a "significant car parking credit" is not supported.
- There is a shortfall in the number of bicycle parking spaces required (25-26) in the current design.
- The one remaining car park space on Charlotte St adjacent the site will not be available when waste removal vehicles visit are operating at the site. The application needs to provide detail on what restrictions will apply to this carparking space
- The Traffic and Carparking Statement (Phil Weaver and Associates) does not adequately address potential issues with the congestion at the building's carparking entrance/exit when multiple vehicles are attempting to enter and/or exit the building at the same time, and in particular at times when the car lift is occupied or not functioning

WASTE MANAGEMENT

- The application states the Waste Storage Room will be mechanically ventilated to 'remove odours' but details are not provided. Details on proposed ventilation to be provided.
- Three different options for washing of 1100L bins are discussed without one option being formally proposed. Of the three options: washing within the building at ground level, washing on the street, or washing off site, only the latter option is supported.

**South Australian
DEVELOPMENT ACT 1993
REPRESENTATION ON APPLICATION – CATEGORY 2**

Applicant: Lustro c/- Intro Architecture
Development Number: 020/A015/19
Nature of Development: Demolition of all existing structures on the site, and construction of a nine level (including ground and mezzanine car park level) residential flat building with ancillary car parking and landscaping.
Development Type: Merit
Zone / Policy Area: City Living Zone / South Terrace Policy Area 30
Subject Land: 278 South Terrace, Adelaide
Contact Officer: Will Gormly
Phone Number: 08 7109 7370
Close Date: 20 June 2019

My Name: EMILY BIRD My phone number: 0451 953522

Primary method(s) of contact: Email: e_bird@yahoo.com
Postal Address: 40/274 SOUTH TCE Postcode: 5000
ADELAIDE SA

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one)

- ☒ owner of local property
☒ occupier of local property
☐ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is:

40/274 SOUTH TCE, ADELAIDE Postcode 5000

My interests are:
(please tick one)

- ☐ I support the development
☐ I support the development with some concerns
☐ I oppose the development

The specific aspects of the application to which I make comment on are:

My concerns are in relation to =
Construction - vehicle access, disposal of waste materials, noise, dust and
time frame. No affordable housing. Access to building for cars on Charlotte
Street. Noise of roller door. Waste collection timing. Visual privacy -

I: ☒ wish to be heard in support of my submission
(please tick one) ☐ do not wish to be heard in support of my submission
(Please tick one)

By: ☐ appearing personally
(please tick one) ☐ being represented by the following person
(Please tick one)

Signature: Emily Bird
Date: 20/6/19

effectiveness of obscure
glazing - overlooking issue.
Parking restriction
amendments - what is
proposed for
Charlotte Street.
Overshadowing.

INTRO

31 July 2019

Will Gormly
Senior Planning Officer – City & Inner Metro Development Assessment
Planning and Land Use Services
Department of Planning, Transport and Infrastructure

will.gormly@sa.gov.au

Dear Will,

DA 020/A015/19 - 278 SOUTH TERRACE ADELAIDE
RESPONSE TO REPRESENTATIONS
RESPONSE ODASA AND COUNCIL REQUESTS FOR INFORMATION

Intro Architecture is pleased to provide a response to the representations received with respect to the proposed development at 278 South Terrace, Adelaide pursuant to the Category 2 public notification process. This correspondence has been prepared in response to the referral responses received from ODASA and Council.

In response to the feedback from representors, Council and ODASA representations, the following changes have been made to the architectural plans:

- the car parking layout has undergone minor amendments in line with comments by Council Traffic Engineers;
- the door to the south of the access drive has been shifted west to align with the garage door which will remove a place of potential pedestrian concealment or entrapment along the Charlotte Street interface whilst providing a level of pedestrian to vehicle sightlines at the car park egress;
- the profile of Louvre Detail 4 has been amended to perforated metal to provide a higher degree of screening to the plant room and car park;
- openings and articulation levels to the western façade of the base have been rationalised to co-align for improved cohesion;
- hit and miss brickwork has been continued up to the Level 1 parapet and wraps around the south and western facades to strengthen the visual weight and horizontality of the building base;
- the balcony ribbons have been notionally continued across the recessed core with an inverse effect of darker grey prefinished concrete to retain the vertical delineation in massing whilst tying together the overall form;
- the Level 1 car park floor to under slab height has been increased to 2700mm to enable future adaptability to residential;
- the ground floor apartment storage has been relocated from the terrace to the dining area;
- the canopies, balustrades and facades of the penthouse apartments have been further stepped back from the north and south boundaries by compressing the lobby space at this level;
- the heights of the car park levels have been rationalised to provide a 3000mm floor to floor height at the Level 1 car park which is suitable for future residential adaptive reuse, this results in an increase in overall building height of 100mm.

The following additional information is provided:

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- the floor to ceiling clearance is annotated on the ground floor car park to demonstrate compliant clearance over the DDA car parking space is achieved;
- a revised Materials and Finishes Schedule and board;

I provide a response to the request for information (RFI) matters raised within ODASA's letter dated 5 July 2019 and Adelaide Council's letter dated 25 June 2019 below:

ADELAIDE CITY COUNCIL

ITEM 01: ROADS / FOOTPATHS ENGINEERING

We note and accept all items raised.

ITEM 02: TORRENS + STORMWATER

We note that the development is in a known flood risk area and can confirm that the proponent will engage a suitably qualified civil engineer to ensure that the building is engineered to a level that will mitigate the impacts of a 100-year ARI flood.

We note and confirm that all Council comments will be adhered to in the detailed design of the proposed development.

ITEM 03: LIGHTING / ELECTRICAL / CCTV

We confirm that the required works would be undertaken during the detailed design process and construction to ensure that the development will meet all of Council's comments pertaining to lighting.

We confirm that the Lighting Design will be undertaken during the detailed design process and signed off by a lighting Consultant to confirm compliance with AS 4282 – 1997 to control the obtrusive effects of outdoor lighting.

The level of permeability and nature of the hit and miss brickwork to the car parking levels ensures that nuisance would not be caused by headlights of vehicles or internal lighting to the car park. Internal lighting of the car park would create an interesting effect after daylight hours highlighting the perforation.

ITEM 04: TRAFFIC / TRANSPORT

Phil Weaver + Associates have provided car parking advice in response to Council's comments. The car parking plans have been adjusted in line with advice provided by the consulting traffic engineers.

The amended car park plans are within Appendix 01 that address Council's comments. A detailed response to Council comments has been prepared by Phil Weaver + Associates and forms Appendix 02 of this correspondence.

ITEM 05: WASTE

We note Council's support with regards to the Waste Management Plan.

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ITEM 06: STREET TREES

We note and will adhere to Council's requirements for the protection of the street trees within proximity of the development on South Terrace.

ITEM 07: ENCROACHMENTS

We note Council's acceptance of the encroachments proposed as part of the subject development.

ODASA

Below, I provide a response to comments provided by the Government Architect.

ITEM 01: OVERLOOKING TO THE NORTH

ODASA has expressed concerns of overlooking of properties to the north of the site from the north facing balconies that are proposed to be set back by two metres from the northern boundary and has recommended review of the setbacks from the north to mitigate overlooking impacts.

RESPONSE:

North-facing balustrades at Levels 2 and 3 are to provide obscure glazing to screen the private open space at 13 Charlotte Street and 7 and 7a Charlotte Place to the north of the site when viewed from the interior of the proposed apartments. Given the configuration of 7 and 7a Charlotte Place, the rear-loading garages will screen a portion of their private open space. Further, their rear facing windows are more than 15 metres from the proposed balconies, affording adequate privacy cognisant of the city context.

The dwelling at 13 Charlotte Street has one second-storey window overlooking the laneway at its southern boundary and the opaque glazing to the balustrades is considered to afford this window appropriate privacy.

The proposed development provides obscure balconies where there is the potential for passive overlooking to occur, that is, within 15 metres of the dwelling on the opposite side of the private lane. The purpose of the obscure balustrade is to prevent casual overlooking in to the private open space.

I am of the view that the existing balcony design and alignment is such that the potential overlooking impacts to properties to the north is reasonably mitigated. Mandating obscure glazing to the balustrades of the north-facing balconies at Levels 4 to 7 would, without due benefit, compromise the predominate outlook from north-facing apartments' living areas over the Adelaide skyline.

ITEM 02: ARCHITECTURAL EXPRESSION

Further review of the expression of the of the stair and lift core, specifically the singular materiality has been recommended:

- *to reinforce the brick base; and*
- *to reinforce the horizontality of the upper levels through continuing the horizontal ribbon elements across the lift and stair cores.*

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ODASA also recommends further review of opportunities to rationalise and reduce the internal penthouse apartment footprints with a view to ensure adequate shading and assist in mitigating the bulk and scope of the development through a recessive built form.

RESPONSE:

In response to ODASA's comments, the horizontality of the upper built form has been further reinforced by referencing the banding of the balconies across the recessed core to provide an inverse effect of the ribbons returning into the core. This is achieved with a darker grey stripe to prefinished concrete to align to with the balcony ribbons. The design intent is to retain the vertical delineation of the north and south elements whilst tying the overall form together and reinforcing their collective horizontality.

In order to reduce the perceived height and scale of the proposed apartment building, the penthouse canopy overhang and balustrades as well as the facades have been further set back from the lower level canopies. The northern penthouse façade has been setback by a further 1.5 metres, whilst the southern façade has been recessed by a further 0.5 metre.

The penthouse 3-bedroom typology has been retained as it can provide high amenity housing suitable for families to live in the city who will benefit from the site's proximity to the Park Lands.

The penthouse living areas are oriented to the east and are not directly subjected to afternoon solar heat loads in the summer months.

ITEM 03: ACCESSIBLE STORAGE AND CAR PARKING

ODASA recommends review of the outdoor storage area and car parking to ensure safe access.

RESPONSE:

The accessible car park is appropriately dimensioned and located at ground floor level and can be safely accessed from the ground floor apartment. Cognisant of the car park design parameters, Adelaide City Council Traffic Engineers are supportive of this location.

In lieu of the outdoor storage cupboard, built in storage is proposed in the dining area to achieve the requisite 8m³ of storage for a one-bedroom apartment.

ITEM 04: PODIUM

ODASA recommends rationalisation of the design to achieve consistent datum heights and material finishes for doors and service elements.

RESPONSE:

The western elevation of the brick base has been rationalised to provide a continuous and cohesive façade expression.

ITEM 05: INTEGRATION OF ABOVE GROUND CAR PARK SCREENING

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ODASA supports above ground car parking contingent on the successful integration of screening of this function. Review of the materiality of the south west corner of the site with the view to provide a singular built form, materiality and expression to the base element.

RESPONSE:

In response to ODASA's concerns, Louvre 3 detailing to the car park's south-western corner has been altered to a hit and miss brick pattern that references height data in the streetscapes.

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ITEM 06: ADAPTABILITY

The ceiling height of the upper level car parking could be increased to allow for future adaptability.

RESPONSE:

In order to design in adaptability for a future of diminished car dependence, the floor to floor height of the Level 1 car park has been increased to 2.9 metres and the Mezzanine decreased to 2.6 metres. This will result in an overall building height increase of 100mm that, on balance is deemed to be a positive planning outcome.

ITEM 07: APARTMENT MIX

ODASA supports the proposed apartment configurations. ODASA suggests exploring further diversification of the apartment mix to achieve northern balcony setbacks, and natural light, ventilation and outlook from central lobbies.

RESPONSE:

The existing apartment mix has been determined as compatible to market demand for its location adjacent the Adelaide Park Lands and thus the internal layouts will remain as previously proposed. The penthouse apartments have been shifted with greater setbacks from the north and south boundaries by compressing the lobby space.

ITEM 08: DETAILING OF THE CURVED BALUSTRADES

ODASA recommends consideration of the materiality and technical detailing requirements of the glazed balustrades to ensure delivery of the design intent.

RESPONSE:

Should SCAP deem this necessary, the detailing of the glazed balustrade can be provided to ODASA's satisfaction as reserved matter to Planning Consent. This will allow the project architects to investigate this element in greater detail.

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RESPONSE TO REPRESENTATIONS

As a result of the public notification process, five representations were received, one of which was invalid and all of which were opposed to the development.

The Representors are as follows:

Derek + Patricia Harvey	38/268 South Terrace ADELAIDE
Rebecca Francis + Simon Brown	7 Charlotte Place ADELAIDE
Richard Maltby + Ruth Vasey	33/274 South Terrace ADELAIDE
X Li – <i>invalid representation</i>	39/274 South Terrace ADELAIDE
Emily Bird	40/274 South Terrace ADELAIDE

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I respond to the key concerns in the representations below.

HEIGHT, BULK AND SCALE

Summary of issues:

- *The proposed building exceeds the maximum building height by 8.6m without compensation by way of Design Excellence. External materials and finishes are of a low to medium quality.*
- *The proposal's height, bulk and scale will dominate the local City – Park Lands interface.*

It is acknowledged that the proposal is taller than the maximum height envisaged for the Zone and Policy Area. Cognisant of this, the design architects have conceived of a building that achieves design excellence through:

- its massing by using a podium and tower form, with podium height referencing that of the prevailing built form within the South Terrace streetscape and immediate context;
 - a scale which is appropriate cognisant of the site's spatial relationship with the Adelaide Park Lands and proximity to numerous catalyst sites, namely: 260, 274 and 285-295 South Terrace where a higher intensity of development is envisaged by the Development Plan;
 - the design quality demonstrated through the recession of the two cores and the extrapolation of the façade to envelope these elements;
 - a selection of materials and finishes that is robust throughout and provides a streetscape interface of recycled red bricks laid in a considered variation of patterns
 - a restrained, contemporary palette of glass and prefinished materials to the upper levels to reinforce the discrete nature of the upper levels; and
 - the glazed balconies proposed, provide a high-quality feature.
- *Height, scale and mass of the proposed building will detrimentally impact the streetscape, characterised by low rise development set back from the street*
 - *Building elements higher than prevailing built form should be setback from street*

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frontages to avoid a detrimental impact on the prevailing character

The Development Plan espouses development of height and density greater than the prevailing built form within the City Living Zone and South Terrace Policy Area in order to avail more efficient city living opportunities at appropriate locations. Given the unique and high amenity outlook and proximity to public open space offered by the Adelaide Park Lands, the site presents an excellent opportunity to adapt a site of non-residential land use to a higher, residential infill use that activates and addresses the Park Lands interface.

The height of the proposal is thought to be sensitively massed and articulated to respond to its context. The base form, with projected entrance element and recycled red brick materiality provides adequate contrast to the upper glazed levels to enable the tower element to be extended to the boundary whilst being understood as discrete from the base. The penthouse, facades, balustrades and canopies have been recessed further from the north and south balconies to further reduce the perceived height of the building.

The proposed apartment building is to be constructed to the site boundaries retaining the existing setback of the existing built form on site. The Desired Character for the South Terrace Policy Area 30 advocates for buildings with no or minimal setbacks along South Terrace to provide a sense of address to the Park Lands. The proposed development aligns with the Desired Character in this regard.

- *Does not provide a step down to the South East Policy Area 31 to the north where 11 metres is the nominated maximum height*

Levels 2 to 6 are set back from the northern boundary by 2 metres to provide a total distance of 5.3 metres from the neighbouring allotments to the north (30 Charlotte Street). This distance provides adequate separation from the Policy Area to the north particularly given the aspect negates overshadowing to the lower density Policy Area 31.

- *Misleading 3D render of South West corner make proposed building appear much shorter and 274 South Terrace proportionately larger. Street tree to 278 South Terrace also shown relatively larger.*

The 3D renders are provided for illustration purposes only in order to depict the experience of the building in the streetscape. For reference to relative scale of the proposal against surrounding built form, I direct the representor to the Streetscape Elevations (DA 54 and 55) within the architectural drawing package.

OBSTRUCTION OF VIEWS AND ASPECT

Summary of issues:

- *Obstruction of views to the Adelaide Hills to the east from upper level east-facing apartment 268-274 South Terrace*
- *Impact on open aspect from 268-274 South Terrace east-facing apartments and visual bulk of the building presentation to Charlotte Street.*

The minimum height of development within the subject Policy Areas is of 4 storeys and thus any envisaged development of the subject site to within the height range espoused by the Development Plan would somewhat interrupt the current views of the Adelaide Hills from 274 South Terrace irrespective of additional building height.

The proposed apartment building will create a pedestrian scale at Charlotte Street through the use of materiality and design. The balconies project to horizontally attenuate the upper

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level façade and provide for a dynamic interplay of light and shadow whilst interrupting down draughts to Charlotte Street. A visually recessed core also breaks the upper built form along its north-south axis in response to advice received from ODASA in March.

SUNLIGHT ACCESS

Summary of issues:

- *Significantly reduces morning daylight access to east-facing dwellings at 274 South Terrace*

Evergreen shrubs and deciduous trees are planted in the eastern setback of 274 South Terrace and these cast shade over a substantial portion of the east facing ground floor apartments' eastern faces over the morning hours in the summer months. The proposed built form would further impact the solar access to the east-facing apartments at 274 South Terrace directly across Charlotte Street until approximately 10.15am and only until 9am at winter solstice. This is depicted in the attached Solar Analysis.

The south-facing apartments at 274 South Terrace have living area windows orientated to the south overlooking the Park Lands. The ground floor apartment's more minor north and east facing windows would be impacted by shadow until approximately 11am across the year.

With regards to the south-facing apartments, it is important to note that a building to the height envisaged by the Development Plan of 22 metres in the South Terrace Policy Area would have similar overshadowing impacts of these dwellings, particularly over the winter months. The impacts are, thus not beyond what is expected in the Policy Area context.

The orientation of windows of apartments at 274 South Terrace is depicted in Figure 01. below for context.



Figure 01 – The orientation of windows to apartments at 274 South Terrace

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BALCONY ENCROACHMENT

Summary of issues:

- *The encroachment of balconies that overhang Charlotte Street is in contravention of City of Adelaide Encroachment Policy (26 March, 2019)*

As acknowledged by the Adelaide Council planners in their correspondence to SCAP dated 25 June 2019, the subject development application was lodged with SCAP prior to the endorsement of the new encroachment policy. On this basis, the encroachments are in compliance with the preceding encroachment policy and are considered acceptable.

SUN AND WIND IMPACTS

Summary of issues:

- *Possible glare impacts upon dwellings to the north of the development with sun hitting glass elements to the northern façade and balcony balustrades*
- *No shutters or screens for sun and wind control are proposed on the north facing glass façade increase reliance on mechanical air conditioning*

The projecting balconies will provide both solar shading and interruption of down-draughts to the northern façade.

As indicated on the elevations, the obscure glass balustrades at Levels 2 and 3 will be matte finished to the outside (as etched glass or similar) which will decrease possible glare to dwellings to the north. We would agree to this forming a condition of Development Plan Consent.

LIGHT SPILL

Summary of issues:

- *Light pollution to neighbouring dwellings from vehicles within the car park and the car park entrance when open.*
- *Louvred treatment to northern façade of car parking levels will not prevent headlight glare onto adjacent properties*

A brick treatment to the northern and western facades will effectively prevent glare from car headlights within the car park impacting upon the locality.

We propose that a lighting plan for the car park be conditioned to ensure that lighting within the car park itself will not cause nuisance to the locality through light spill.

PRIVACY

Summary of issues:

- *Impact on privacy of dwellings to the north and west of the development not*

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adequately addressed. Obscure glass to balcony balustrades is only applied to Levels 2, 3 and 4.

- *Privacy drawing (DA70) shows Charlotte Lane to be 3.6m wide. The lane is 3.3m wide.*

Whilst the laneway width is annotated at nominally 3.6 metres, it is modelled at 3 metres in width. Cognisant of this error, the privacy diagram depicts the overlooking impact in a conservative manner.

The dwellings interfacing the subject site are described in the Section 2.2 Subject Locality of the Planning Report. Those immediately across the private lane to the north and Charlotte Street to the west are configured as follows:

- 30 Charlotte Street to the north is built to the southern site boundary and presents one second storey window overlooking the lane to the south;
- 7 and 7a Charlotte Place directly north of the subject site presents two two-storey terrace buildings built over the northern portion of their allotments and both with garages built to the southern laneway. Shade trees have substantial canopies across the majority of the intervening private courtyards; and
- a number of four storey residential flat buildings to the west of the subject site, at 274 South Terrace present generous fenestration with clear glazing to east-facing apartments overlooking Charlotte Street and the subject site.

At Levels 4 to 7, the distance from the proposed northern balcony edge is greater than 15 metres to adjacent at grade private open space to the north. This distance combined with the angle of view line from these balconies to the rear windows of 7 Charlotte Place mean that appropriate privacy of habitable rooms and courtyards of dwellings to the north would be retained.

I am of the opinion that conditioning obscure glazing to the balustrades of the north-facing balconies at Levels 4 to 7 is not required and would unnecessarily compromise the predominate outlook from north-facing apartments over the distant views across the Adelaide skyline.

With regards to dwellings at 274 South Terrace, it is reasonable to expect that windows facing the public realm could be overlooked by development on the opposing side of the street or lane. On this basis the apartment building as proposed without privacy screening on its street-facing balconies is considered acceptable.

Council Wide PDC 67 of the Development Plan pertaining to Visual Privacy to Medium to High Scale Residential developments requires a 3-metre setback of balconies or habitable rooms from side and rear boundaries to provide an adequate level of amenity and privacy. Based on this, it is accepted by the Development Plan that a 6-metre separation between habitable spaces provides an adequate level of amenity and privacy to each dwelling.

The minimum separation distance of the proposed balconies from the 274 South Terrace apartments' eastern façade would be some 9.5 metres and would therefore retain an adequate level of amenity and privacy to those dwellings.

CONSTRUCTION IMPACTS

Summary of issues:

- *Noise impacts to neighbouring dwellings during construction*
- *Vehicle access, disposal of construction waste and dust*

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A Construction Environment Management Plan will be prepared and will form part of the Development Approval documentation. This will detail the appropriate measures to be put in place to mitigate noise and dust impacts on the locality and will be adhered to by all constructors on site.

NOISE IMPACTS

Summary of issues:

- *Noise impact of roller door, car lift and vehicular movement on residents within the locality*
- *Noise impacts of the roof air conditioning units are not provided*

60 daily vehicle trips are estimated within the Traffic Statement. Further advice provided by Phil Weaver + Associates projects that 0.4 movements would occur between 10-11pm, 0.2 movements between 11pm and midnight and 6pm less than 0.05 between midnight and 6am. This is the equivalent to one movement every 20 nights.

When considering the small magnitude of the predicted movements, and considering the duration and time, we consider that noise emissions can comply with the requirements of the noise EPP.

A low noise car park door and lift will be selected for the proposed development. During the detailed design phase, an Acoustic Report and specifications will be prepared and adhered to ensure that the mechanical equipment associated with the proposed building will have suitable plant specification as well as noise attenuation measures to ensure that noise levels are compliant cognisant of the sensitive nature of the locality.

STREET INTERFACE

Summary of issues:

- *Louvre treatment at ground level will inadequately screen views into service areas*
- *Cars parked on Level 1 will be visible through louvres from the building's South Terrace frontage*

Louvre 4 detail has been amended to a treatment that provides improved screening into service areas to both the north and west elevations. The amended plans form Attachment A of this response.

The treatment to the south and west of the base of the building has been altered to improve the presentation of the and cohesion of the base element when viewed at its south western corner.

LAYOUT

Summary of issues:

- *Drawings lack access into service areas near bike store*

The current drawing set dated 01/08/2019 and provided to SCAP depicts access into the service areas.

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- *Northern façade at mezzanine level – are the plans or elevations correct?*

The façade treatment to the base element has been amended and will offer adequate screening to the car park.

CPTED

Summary of issues:

- *Recessed nook to Charlotte Street presents a safety issue for pedestrians*

The currently inset door has been relocated to align with the car park door and removes the recessed area in line with representors concerns. Whilst this will slightly compromise the lines of sight at the car-pedestrian interface of the access point, this is considered acceptable by Phil Weaver + Associates especially given that additional warning is provided to pedestrians via the operation of the motorised car park door and given that cars will exit in a forward direction.

TRAFFIC AND CAR PARKING

Summary of issues:

- *Justification for loss of two on-street car parking spaces should be provided*
- *Require details on what restrictions will apply to the remaining car parking space given that it is required for waste collection*
- *Traffic and Carparking Statement does not adequately address potential congestion issues at entrance / exit when car lift is occupied*

These concerns are addressed in the attached response prepared by Phil Weaver and Associates.

- *Vehicular access to building on Charlotte Street will impact the safety of cyclists along Frome Street Bikeway and will threaten the viability of the bikeway.*

Advice provided by Phil Weaver + Associates in their advice dated 13 May 2019 indicates that the vehicle trips generated by the proposed development would be less than that potentially generated by the existing office use on site. Further, the proposal results in the removal of two on-street car parks on Charlotte Street. The removal of the on-street car parking, reduction in trip generation and ability for all vehicles to exit the site in a forward direction would improve the safety of the bicycle route along Charlotte Street.

WASTE MANAGEMENT

Summary of issues:

- *Details regarding the mechanical ventilation to waste storage room to be provided*
- *Washing 1100L bins either at ground level or on the street is not supported. Bins should be washed offsite.*
- *When will waste collection occur?*

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The waste room will be mechanically ventilated via ducting to the roof.

The waste room will be appropriately banded and sealed to facilitate washing of the 1100L bins on site. This is a preferred outcome from a traffic and waste management perspective.

Waste collection will occur outside of noise sensitive hours. The collection schedule will be prepared in consultation with Adelaide City Council Traffic Engineers to ensure that the on-street parking space required for loading will be available at the most suitable times.

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AFFORDABLE HOUSING

Summary of issues:

- *No affordable housing is provided*

The proponent will investigate dwelling pricing at a later date, however, anticipates that stock will be provided which falls within the range of “affordable housing”.

CONCLUSION

We hereby permit SCAP to provide a copy of this response to the representors and proceed with the assessment of the application.

It is for the following reasons that the proposed apartment building on South Terrace is considered to warrant Development Plan Consent being granted:

- the proposal represents the redevelopment of a currently underutilised commercial property to increase residential density in the Policy Area accommodating a mix of households at a high amenity location located adjacent to the Adelaide Park Lands in line with the Desired Character of the Policy Area;
- cognisant of the restricted site, the proposed scheme has been rationalised and optimised and presents design excellence in both its internal amenity and its presentation to the City's southern edge to the Park Lands;
- the brick base of the building references the scale and materiality of the heritage items within the streetscape;
- safe and functional car parking is proposed and is supported by Adelaide City Council traffic engineers;
- an adequate quantum of storage is provided to each apartment;
- the development will not result in unreasonable overlooking impacts to adjacent residential properties;
- an Acoustic Report and Specification will be prepared and adhered to during detailed design to ensure that the car park door and lift will not result in unacceptable noise impacts to dwellings within the locality;
- the proposed height of the building at 6.8 metres over the nominated maximum height in the Policy Area creates only minor additional overshadowing impacts relative to a 22-metre tall building which is envisaged at this location and thus this is considered to present a minor variance;
- the recessed penthouse facades, canopy and balustrades reduce the perceived height and scale of the building; and

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- a Construction Environmental Management Plan will form part of the Development Approval package and will outline measures to mitigate impacts of the construction works on the locality.

I trust that the response is sufficient for you to finalise your assessment. Should you require further information, please do not hesitate to contact the undersigned on 0406 603 123.

Yours sincerely



Luci Ward
PLANNING ADVISOR

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Attachments

1. Architectural Drawing Set
2. Traffic Response

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ATTACHMENT 01

ARCHITECTURAL PLANS

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File: 18-180

4 July 2019

Mr Anthony Gatti
Senior Planning Advisor
Intro Architecture Pty Ltd
PO Box 207 Rundle Mall
ADELAIDE SA 5000

Dear Anthony,

**PROPOSED RESIDENTIAL DEVELOPMENT – 278 SOUTH TERRACE, ADELAIDE –
SCHEDULE 10 REFERRAL RESPONSE AND REPRESENTATIONS**

I refer to the traffic/transport comments provided within the ***Schedule 10 Referral Response*** provided by the City of Adelaide to the State Commission Assessment Panel in a letter dated 25th June 2019.

I note that various design aspects relating to the car parking elements of the proposed development were raised in the above letter. I have reviewed the relevant comments and have provided my response directly below each of the items raised within that letter, as follows:-

No objections to this development, subject to the following matters being addressed:

- *The car parking layout needs to be compliant with the requirements of AS2890.1:2004. Whilst not intended as a comprehensive list, the following deficiencies have been identified (noting that corrections could result in a loss of car parking yield):*
 - *Clearances from car parking spaces do not comply with section 5.2 of AS2890.1:2004 including the following:*
 - *Columns obstruct door opening zones*
 - *Walls are closer than 300mm to the marked space at some locations*

The issue of column location was acknowledged within the traffic and parking report and it was addressed in the report as follows:-

"I understand that the location of the columns will be reviewed during the detailed design phase in order to ensure that these locations fully conform to the geometric requirements of Figures 5.1 and 5.2 of AS/NZS 2890.1:2004."

I understand that these car park design aspects will be addressed by minor changes to the plans. To that end, we have reviewed this issue in further detail and have provided modified copies of the drawings as identified by the plans included provided as an appendix to this letter.

The following design alterations were made in these concept plans:

- No changes to the ground and,
- Relocated columns 750mm from the aisle edges on the mezzanine and first floors;
- Moved the three spaces to the immediate north of the stairwell 50mm to the north in order to provide 300mm clearance to the stairwell wall. As such, the column is shown in a rectangular shape as opposed to a square shape in order to accommodate this minor dimensional shift; and
- Moved the two spaces to the immediate north of the car lift 80mm north in order to provide 300mm clearance to the car lift wall. As such, the aisle extension for the northernmost space will be reduced by 80mm. Assessment of the previously completed turning paths indicate that this would not adversely impact accessibility out of this space due to the wider aisle width and the resultant 800mm aisle extension in the key reversing area.

A less desirable alternative could apply to the final two points above, in that classification of the two spaces immediately adjacent to the stairwell and car lift as small car spaces (as is the case on the first floor) would result in the 300mm clearance requirements being satisfied, as such spaces would be 100mm narrower than standard parking spaces.

The attached concept designs would alleviate Council's concerns, noting that example door opening design envelopes have been shown in *Figure 3 (First Floor)* in red identifying that appropriate clearances would be satisfied.

- *The end of aisles generally do not include the one metre extension required under section 2.4.2(c) of AS2890.1:2004.*

The provision of an aisle extension at the end of a blind car parking aisle provides an opportunity for a driver reversing from an end space to do so without making multiple turns. While the depth of the aisle extensions at the southern end of the first-floor car park is slightly less than the one metre aisle extension identified within the relevant off-street car parking standard, this is more than compensated for by the wider aisle (6.9m) between the two rows of car parking at this location. On the basis of the turning path diagrams provided in our report dated 13th May 2019, it is clearly identified that such movements are achievable based on the current design.

- *The applicant needs to ensure sight lines for pedestrian safety can be achieved in accordance with AS2890.1:2004.*

This aspect is addressed by the provision of glass panels on both sides of the vehicular access point on the Charlotte Street frontage.

- *Confirmation is required that the headroom requirements of AS2890.6:2009 can be achieved, namely the headroom above the accessible parking bay at a minimum of 2.5m.*

The design provides a floor slab to floor slab differential between the ground floor and the mezzanine level (located directly above the ground floor) of 2900mm. Based on a maximum slab and beam thickness of 400mm above the location of the accessible (disability) parking space and adjoining shared area, the minimum required clearance of this area of 2500mm would be provided.

- *The traffic report notes an additional car parking space to be used for waiting for the lift or loading activities, but this is not identified on the lodged plans.*

The use of one of the two car parking spaces within the ground floor of the building was recommended on the basis that this would provide:-

- A delivery area within the ground floor of the car park, and
- A waiting area when a driver entering the car park is waiting for the car lift to descend from the upper car parking levels within the building.

It is understood that this will be reflected on the amended plans.

- *The proposal provides car parking at a rate less than that required by the development plan with 25 spaces for 23 apartments. Further reductions to carparking could result from changes that are required to achieve compliance. A lesser provision of parking could exacerbate the situation in which case the parking demands for the site could be very difficult to resolve.*

On the basis of the above design aspects there should be no reduction in the car parking provision from that identified previously within the traffic and parking report.

- *The car parks provided are at minimum widths and permit restricted door opening (front door, first stop). The 2.4m widths will make the spaces very difficult for use with vehicles larger than a B85 (including but not limited to large SUVs, vans, some 'utes' and 4WDs).*

In relation to the above matters, the design of the car parking area meets or exceeds the dimensional requirements of the relevant off-street car parking standard relating to a **User Class 1a** parking facility. Such a category of car parking is appropriate for residential, domestic and employee parking within a development such as that proposed. While the standard contemplates that this User Class would potentially require additional entry and exit movements when drivers accessing car parking spaces, the turning (swept) path diagrams included within an appendix to our report dated 13th May 2019 clearly identifies that the driver of a B85 vehicle would be able to enter and exit each car parking space without any need for additional turning movements.

This reflects both the 8.1m wide aisle on the ground floor and the effective width of the car parking aisles on both a mezzanine and first floor areas which are approximately 6.9m adjacent to the majority of the car parking spaces on these levels. Hence, the design provides a significantly greater degree of accessibility into and out of each car parking space above than suggested within Council's assessment.

Furthermore, I am aware that this category of car parking (**User Class 1a**) has previously been accepted by Council on other developments accommodating residential and/or employee parking within the City of Adelaide.

Representations

I have also considered the traffic and parking related matters raised by the representors, which I believe can be summarised as follows:-

- 1. Comment on the potential reduction of two on-street car parking spaces on the eastern side of Charlotte Street adjacent to the subject site should be provided;*
- 2. Comment on what restrictions would apply to the remaining car parking space given that it is required for waste collection;*
- 3. Address potential congestion issues at entrance / exit when the car lift is occupied.*

In response to the above three matters:-

1. The first matter was addressed in the traffic and parking report which identified that the existing land use provides no on-site car parking, with car parking demands associated with the historical use of the subject development have therefore been entirely met on-street.

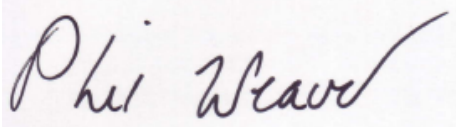
The existing building on the subject site has a ground floor area of approximately 440m² and a first-floor area of approximately 300m². On the basis that the existing development was previously operated as an office, I understand that there would be a requirement to provide approximately 22 car parking spaces based on Council's requirement of 3 spaces per 100 square metres of building floor area for such a land use within the **City Living Zone**.

Hence, despite the proposed reduction in on-street car parking directly adjacent to the subject site, there will be a significant improvement in the shortfall of car parking from that of the existing development on the subject site compared to that of the proposed development.

2. In relation to the second of the above matters, the potential use of the on-street parking area on the eastern side of Charlotte Street, adjacent to the subject site, was discussed with Council staff prior to preparation of the traffic and parking assessment report. The potential use of this area for servicing of waste and recycling was supported by Council staff given that the periods when this area would be required will be limited. It was previously suggested that this would be required only in morning periods between 7:00am and 10:00 am. On this basis, this area could be used for parking outside of collection periods.

3. In relation to the final matter, any potential for congestion at the entrance / exit of the car park would be addressed by the use of the car parking space on the southern side of the lift as a waiting / service bay as identified in our previous report. This proposed arrangement was supported by Council's traffic engineering staff.

Yours sincerely

A handwritten signature in dark ink, reading "Phil Weaver". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc:

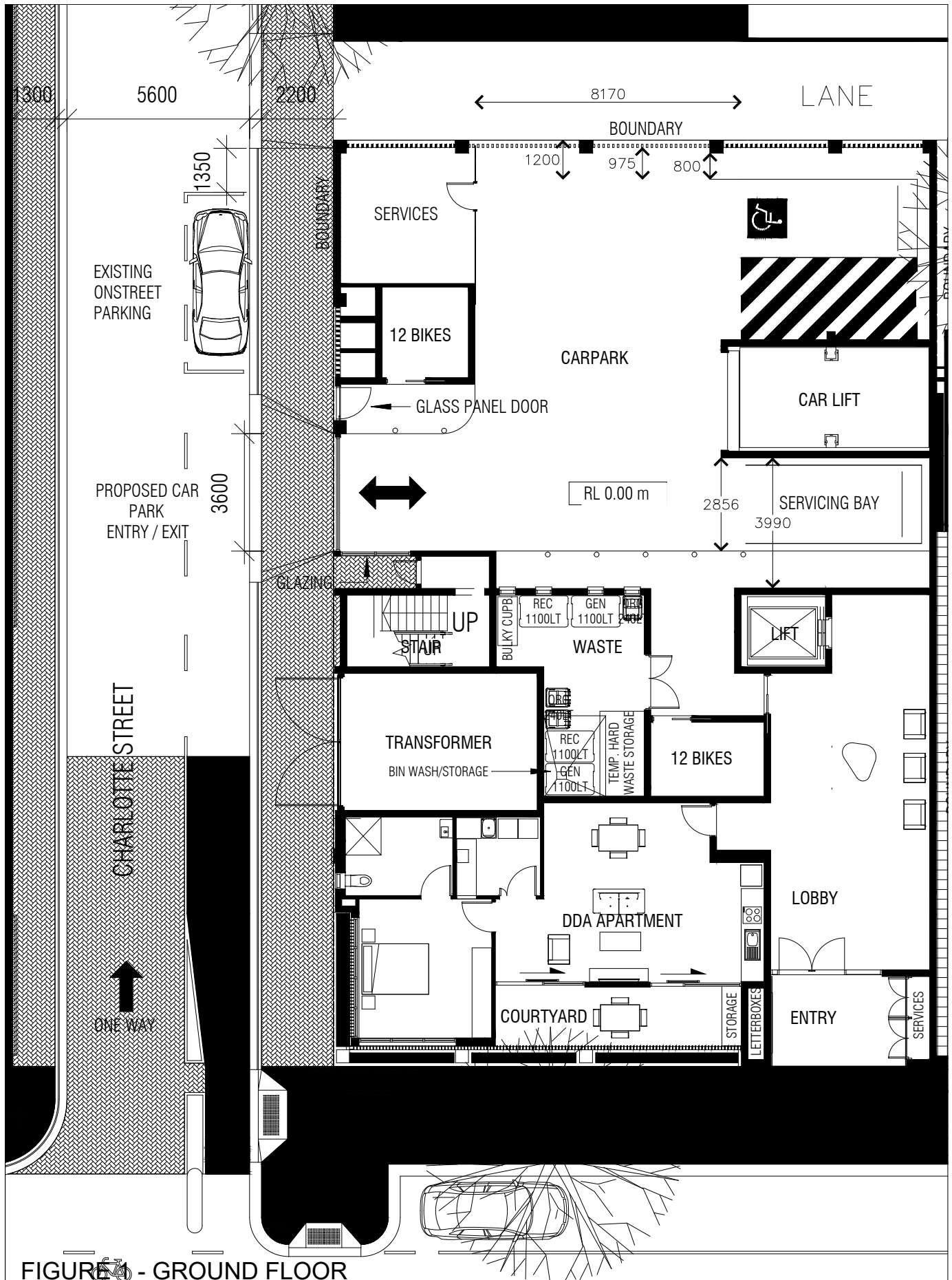


FIGURE 1 - GROUND FLOOR

PHIL WEAVER & ASSOCIATES

TRAFFIC ENGINEERING CONSULTANTS



For: Intro Architecture

Address: 278 South Terrace
Adelaide

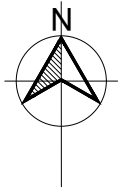
REF: 18-180

DATE: 04/07/19

DWG BY: AH

CHK BY: PW

204 Young Street
UNLEY SA 5061
P: 08 8271 5999
E: mail@philweaver.com.au



1:150 @ A4

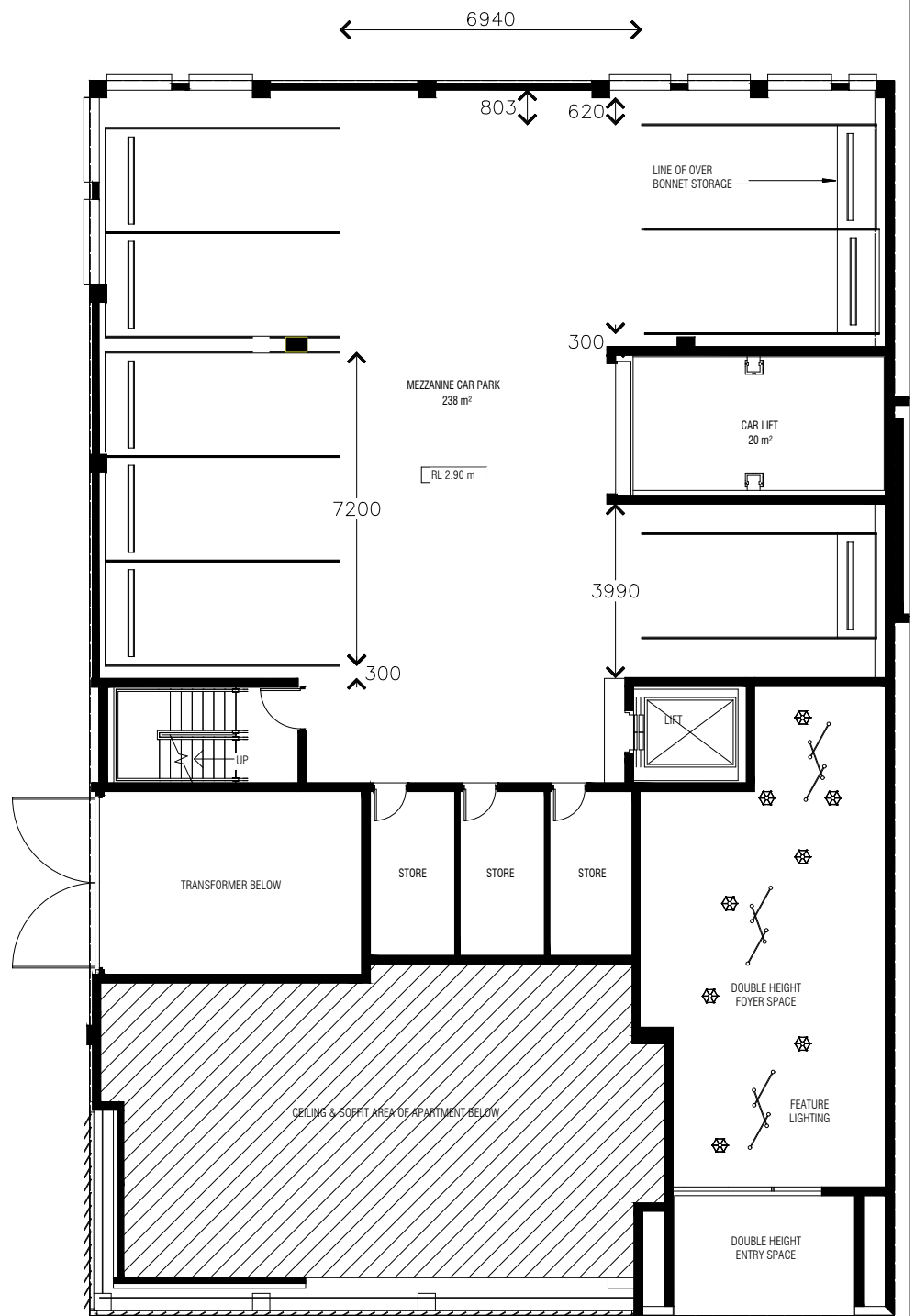


FIGURE 2 - MEZZANINE

PHIL WEAVER & ASSOCIATES

TRAFFIC ENGINEERING CONSULTANTS

For: Intro Architecture

Address: 278 South Terrace
Adelaide

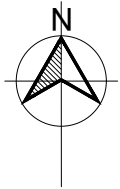
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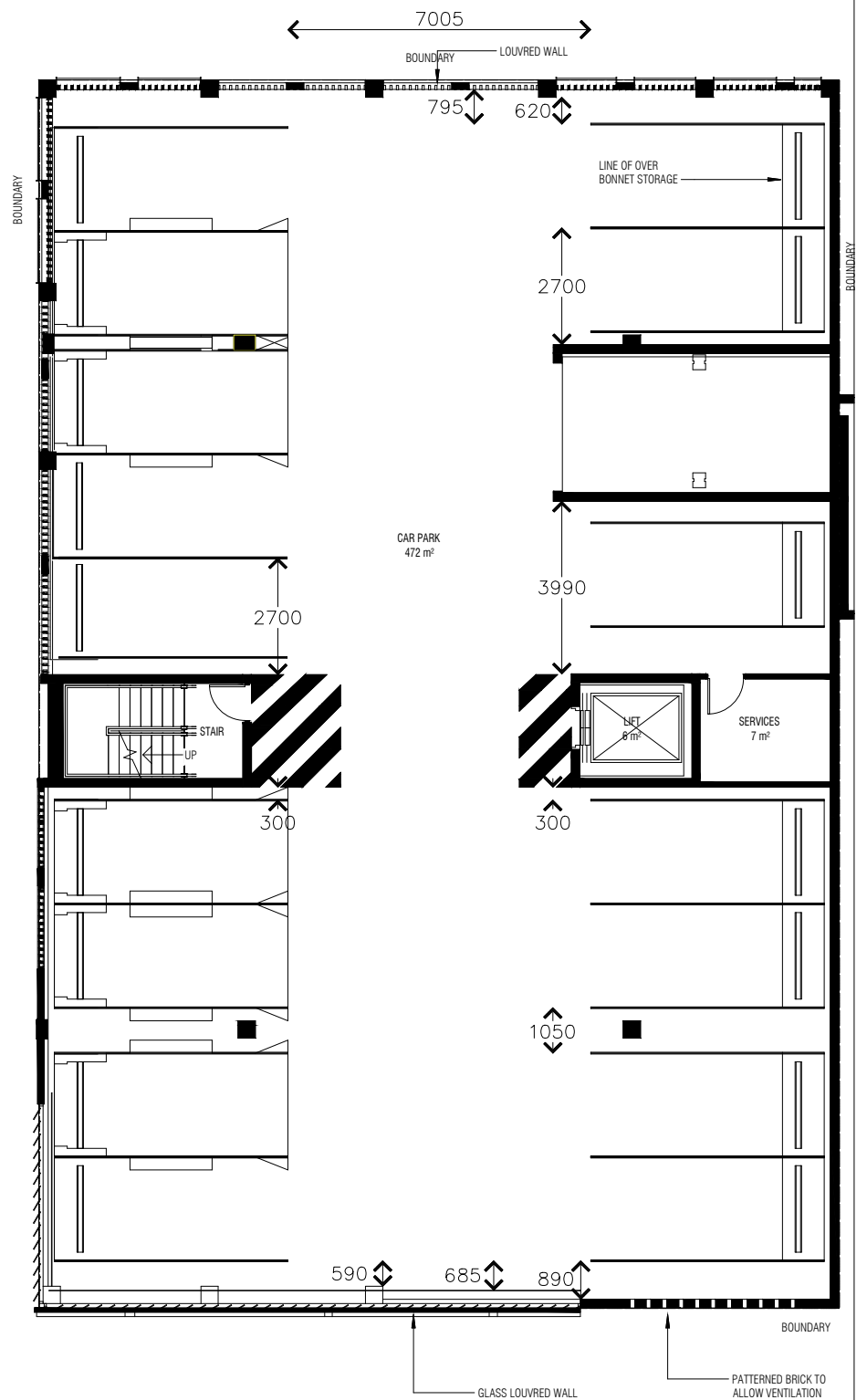


FIGURE 3 - FIRST FLOOR

PHIL WEAVER & ASSOCIATES

TRAFFIC ENGINEERING CONSULTANTS

For: Intro Architecture

Address: 278 South Terrace
Adelaide

REF: 18-180

DATE: 04/07/19

DWG BY: AH

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Development Plan Provisions

Extracted from
Adelaide (City) Development Plan
Consolidated 7 June 2018

278 South Terrace, Adelaide

COUNCIL WIDE

City Living

Housing Choice

OBJECTIVES

- Objective 6:** A variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of all existing and future residents.
- Objective 7:** A range of long and short term residential opportunities to increase the number and range of dwellings available whilst protecting identified areas of special character and improving the quality of the residential environment.

Medium to High Scale Residential/Service Apartment

OBJECTIVE

- Objective 22:** Medium to high scale residential (including student accommodation) or serviced apartment development that:
- (a) has a high standard of amenity and environmental performance;
 - (b) comprises functional internal layouts;
 - (c) is adaptable to meet a variety of accommodation and living needs; and
 - (d) includes well-designed and functional recreation and storage areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Building Entrances

- 1** Entrances to medium to high scale residential or serviced apartment development should:
 - (a) be oriented towards the street;
 - (b) be visible and easily identifiable from the street; and
 - (c) provide shelter, a sense of personal address and transitional space around the entry.
- 2** Entrances to individual dwellings or apartments within medium to high scale residential or serviced apartment development should:
 - (a) be located as close as practical to the lift and/or lobby access and minimise the need for long access corridors;
 - (b) be clearly identifiable; and

avoid the creation of potential areas for entrapment.

Daylight, Sunlight and Ventilation

- 3 Medium to high scale residential or serviced apartment development should be designed to maximise opportunities to facilitate natural ventilation and capitalise on natural daylight and minimise the need for artificial lighting during daylight hours.

Design Technique (this is ONE WAY of meeting the above Principle)

50.1 Design solutions may include:

(a) corner dwelling/apartment

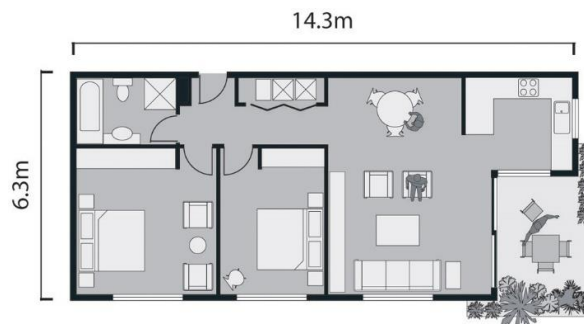


Figure 50.1 - two bedroom corner dwelling.

(b) double aspect dwelling/apartment.

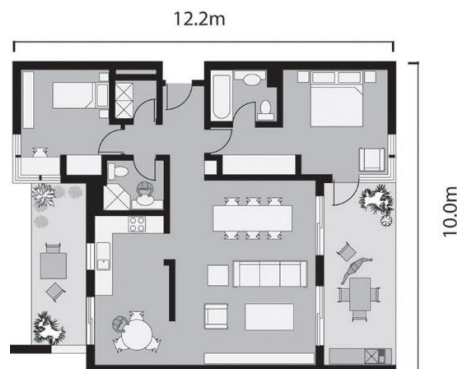


Figure 50.2 - two bedroom double aspect dwelling/apartment.

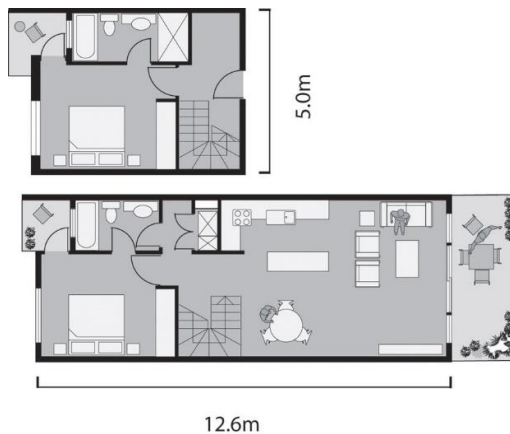


Figure 50.3 - two bedroom double aspect dwelling/apartment.

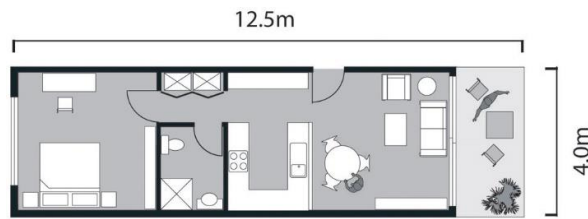


Figure 50.4 - one bedroom double aspect dwelling/apartment.

(c) *split level dwelling/apartment.*

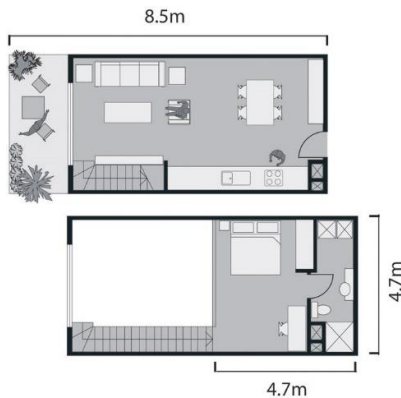


Figure 50.5 - one bedroom split level dwelling/apartment.

(d) *shallow, single aspect dwelling/apartment limited in depth to 8 metres from a window*

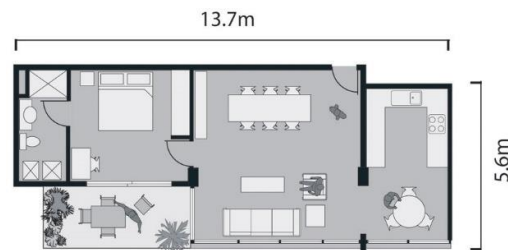


Figure 50.6 - one bedroom single aspect dwelling/apartment.

Note: If over 15 metres deep, the width of the dwelling/apartment should be 4 metres or greater to ensure sufficient natural daylight.

- 4 Medium to high scale residential or serviced apartment development should be designed and located to maximise solar access to dwellings and communal open space on the norther facade.
- 5 Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.

Design Technique (this is ONE WAY of meeting the above Principle)

52.1 Design solutions may include:

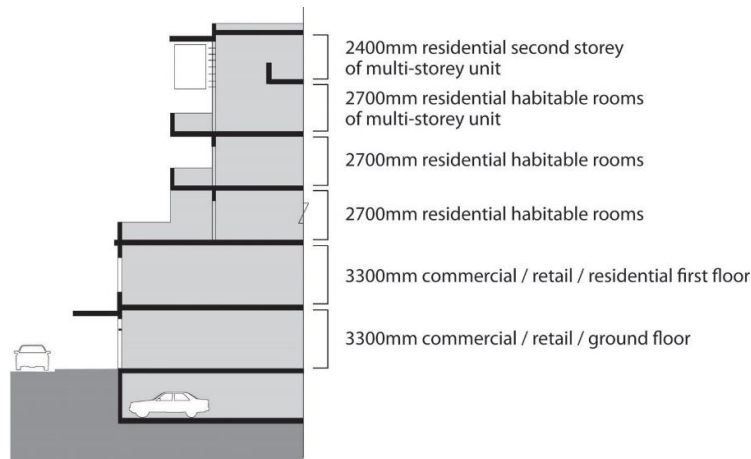


Figure 52.1 - appropriate ceiling heights for mixed use buildings.

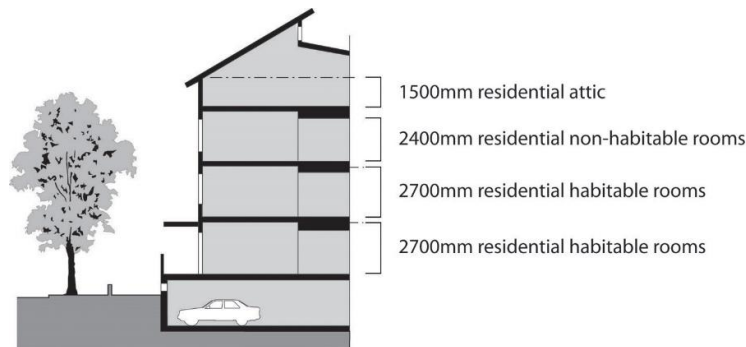


Figure 52.2 - appropriate ceiling heights for medium to high scale residential or serviced apartment development.

- 6 All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.
- 7 The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8 metres.
- 8 Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.
- 9 Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.
- 10 Medium to high scale residential or serviced apartment development should locate living areas, private open space and communal open space, where such communal open space provides the primary area of private open space, where they will receive sunlight and, where possible, should maintain at least two hours of direct sunlight solar time on 22 June to:
 - (a) at least one habitable room window (excluding bathroom, toilet, laundry or storage room windows);
 - (b) to at least 20 percent of the private open space; and

- (c) communal open space, where such communal open space provides the primary private open space for any adjacent residential development.

11 Natural cross ventilation of habitable rooms should be achieved by the following methods:

- (a) positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;
- (b) installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;
- (c) installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;
- (d) selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;
- (e) ensuring the internal layout minimises interruptions to airflow;
- (f) limiting building depth to allow for ease of cross ventilation; and/or
- (g) draught proofing doors, windows and other openings.

Design Techniques (these are *ONE WAY* of meeting the above Principle)

58.1 In relation to Principle of Development Control 58(e):

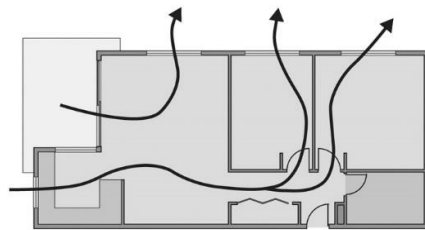


Figure 58.1 - effective layout for an upper level corner dwelling/apartment.



Figure 58.2 - optimal layout allowing air flow directly from one side of a dwelling/apartment to the other.

Private Open Space

12 Medium to high scale residential development and serviced apartments should provide the following private open space:

- (a) studio (where there is no separate bedroom): no minimum requirement but some provision is desirable.
- (b) 1 bedroom dwelling/apartment: 8 square metres.
- (c) 2 bedroom dwelling/apartment: 11 square metres.

(d) 3+ bedroom dwelling/apartment: 15 square metres.

A lesser amount of private open space may be considered appropriate in circumstances where the equivalent amount of open space is provided in a communal open space accessible to all occupants of the development.

Private open space for 2 or more bedroom dwellings/apartments may be divided into different areas whilst private open space for studios or 1 bedroom dwelling/apartments should be in a single area.

Areas used for parking of motor vehicles are not included as private open space.

Note: In the City Living, Main Street and Institutional Zones, specific landscaped open space and private landscaped open space provisions apply.

- 13** Medium to high scale residential (other than student accommodation) or serviced apartment development should ensure direct access from living areas to private open space areas, which may take the form of balconies, terraces, decks or other elevated outdoor areas provided the amenity and visual privacy of adjacent properties is protected.
- 14** Other than for student accommodation, private open space should have a minimum dimension of 2 metres and should be well proportioned to be functional and promote indoor/outdoor living.

Design Techniques (these are ONE WAY of meeting the above Principle)

61.1 *Design solutions for balconies may include:*

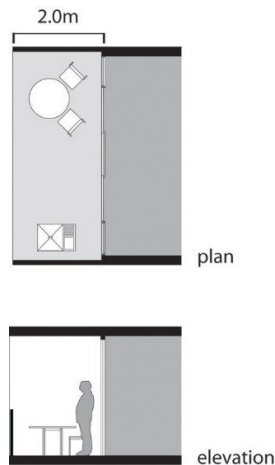


Figure 61.1 - a minimum depth of 2 metres

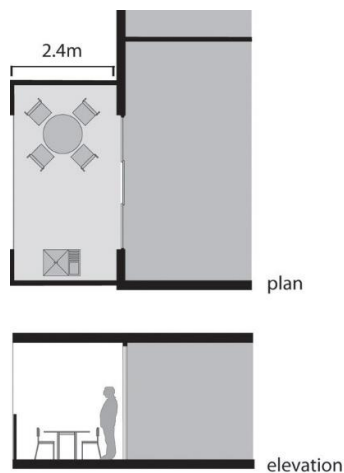


Figure 61.2 - a 2.4 metre deep balcony is needed for a table and four chairs.

- 15 Balconies should be integrated into the overall architectural form and detail of the development and should:
 - (a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;
 - (b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;
 - (c) be of a depth that ensures sunlight can enter the dwelling below; and
 - (d) allow views and casual surveillance of the street while providing for safety and visual privacy.
- 16 Secondary balconies, including Juliet balconies or operable walls with balustrades should be considered, subject to overlooking and privacy, for additional amenity and choice.
- 17 For clothes drying, balconies off laundries or bathrooms and roof top areas should be screened from public view.
- 18 The incorporation of roof top gardens is encouraged providing it does not result in unreasonable overlooking or loss of privacy.

Visual Privacy

- 19 Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.
- 20 A habitable room window, balcony, roof garden, terrace or deck should be set-back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

Noise and Internal Layout

- 21 Medium to high scale residential or serviced apartment development close to high noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.
- 22 Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.

Minimum Unit Sizes

- 23** Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:

- (a) studio (where there is no separate bedroom): 35 square metres.
- (b) 1 bedroom dwelling/apartment: 50 square metres
- (c) 2 bedroom dwelling/apartment: 65 square metres
- (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

Note: Dwelling/apartment "unit size" includes internal storage areas but does not include balconies or car parking as part of the calculation.

- 24** Internal structural columns should correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.

Adaptability

- 25** Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:

- (a) a range of activities and privacy levels between different spaces;
- (b) flexible room sizes and proportions;
- (c) efficient circulation to optimise the functionality of floor space within rooms; and
- (d) the future reuse of student accommodation as residential apartments through a design and layout that allows individual apartments to be reconfigured into a larger dwelling or other alternative use.

Design Technique (this is ONE WAY of meeting the above Principle)

72.1 *Design solutions may include:*

- (a) windows in all habitable rooms and to the maximum number of non-habitable rooms;
- (b) adequate room sizes or open plan dwellings which provide a range of furniture layout options; and/or
- (c) dual master bedrooms that can support two independent adults living together or a live/work situation.

Outlook

- 26** All medium to high scale residential or serviced apartment development should be designed to ensure the living rooms have a satisfactory external outlook. Living rooms that do not have an outlook or the only source of outlook is through high level windows or a skylight are not considered to provide an appropriate level of amenity for the occupiers.

Note: Outlook is a short range prospect and is distinct from a view which is more extensive and long range to particular objects or geographic features.

- 27** Light wells may be used as a source of daylight, ventilation, outlook and sunlight for medium to high scale residential or serviced apartment development provided that:

- (a) living rooms do not have lightwells as their only source of outlook;
- (b) lightwells up to 18 metres in height have a minimum horizontal dimension of 3 metres or 6 metres if overlooked by bedrooms; and
- (c) lightwells higher than 18 metres in height have a minimum horizontal dimension of 6 metres or 9 metres if overlooked by bedrooms.

On-Site Parking and Fencing

OBJECTIVE

Objective 23: Safe and convenient on-site car parking for resident and visitor vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 28** To ensure an adequate provision of on-site parking, car parking should be provided for medium to high scale residential (other than student accommodation) or serviced apartment development in accordance with [Table Adel/7](#).
- 29** Garages and parking structures associated with medium to high scale residential or serviced apartment development should be located so that they do not visually dominate the street frontage.
- 30** Car parking areas should be designed and located to:
 - (a) be close and convenient to dwellings/apartments;
 - (b) be lit at night;
 - (c) be well ventilated if enclosed;
 - (d) avoid headlight glare into windows; and
 - (e) clearly define visitor parking.
- 31** Where garages are located within a basement or undercroft:
 - (a) the width of access driveways should be kept to a minimum and should not detract from the streetscape;
 - (b) driveways should be designed to ensure safe and convenient access and egress;
 - (c) access should be restricted to one driveway or one point of access and egress;
 - (d) vehicles should be able to safely exit in a forward direction and should not compromise pedestrian safety or cause conflict with other vehicles; and
 - (e) the height of the car park ceiling should not exceed one metre above the finished ground floor level to ensure minimal impact on the streetscape.
- 32** Fencing and walls should:
 - (a) be articulated and detailed to provide visual interest;
 - (b) assist the development to address the street;
 - (c) assist in the provision of safety and surveillance;
 - (d) assist in highlighting entrances; and

- (e) enable visibility of buildings from and to the street.

Storage Areas

- 33** Site facilities should be readily accessible to each dwelling/serviced apartment, complement the development and relevant desired character and should include:
- (a) a common mail box structure located close to the main pedestrian entrance;
 - (b) areas for the storage and collection of goods, materials, refuse and waste including facilities to enable the separation of recyclable materials as appropriate to the size and nature of the development and screened from public view; and
 - (c) external clothes drying areas for residential dwellings that do not incorporate ground level open space.
- 34** Medium to high scale residential (other than student accommodation) or serviced apartment development should provide adequate and accessible storage facilities for the occupants at the following minimum rates:
- (a) studio: 6 cubic metres
 - (b) 1 bedroom dwelling/apartment: 8 cubic metres
 - (c) 2 bedroom dwelling/apartment: 10 cubic metres
 - (d) 3+ bedroom dwelling/apartment: 12 cubic metres

50 percent of the storage space should be provided within the dwelling/apartment with the remainder provided in the basement or other communal areas.

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

- 35** 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.
- 36** Residential development should be designed to overlook streets, public and communal open space to allow casual surveillance.

Design Technique (this is ONE WAY of meeting the above Principle)

83.1 Residential development adjacent to public or communal open space or streets having at least one habitable room window facing such areas with a sill height no greater than 1.5 metres.

- 37** To maximise security and safety, buildings should be designed to minimise access between roofs, balconies and windows of adjacent buildings.

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

- 38** A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- 39** 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.

Energy Efficiency

OBJECTIVE

Objective 30: Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

PRINCIPLES OF DEVELOPMENT CONTROL

All Development

- 40** Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:
- (a) providing an internal day living area with a north-facing window, other than for minor additions*, by:

* Minor additions have a floor area less than 50 percent of the existing dwelling and do not include a day living area.

- (i) arranging and concentrating main activity areas of a building to the north for solar penetration; and
- (ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.
- (b) efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;
- (c) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;
- (d) allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;
- (e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;
- (f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;
- (g) providing an external clothes line for residential development; and
- (h) use of landscaping.

Design Techniques (these are ONE WAY of meeting part of the above Principle)

106.1 *In relation to Principle 106(a), facing the length of the development to the north to maximise solar access with day living areas incorporating a window that faces between 20° west and 30° east of true north; or*

106.2 *In relation to Principle 106(b):*

- (a) *grouping rooms with similar uses and heating and cooling needs;*
- (b) *incorporating doors between living areas and other rooms and corridors; and*
- (c) *placing utility areas such as bathrooms, toilets and laundries as buffer zones to the west.*

106.3 *In relation to Principle 106(c):*

- (a) *dwellings and additions (other than minor additions) having a total window area (including glass doors) of less than 30 percent of the total wall area of the dwelling;*
- (b) *dwellings and additions (other than minor additions) having a total window area facing east and west not exceeding 50 percent of the total window area of the dwelling to avoid heat gain during the summer months and reduce heat loss during the winter months;*
- (c) *shading of north facing windows to allow winter sun access but providing complete shading during summer, such as by eaves overhang, awnings, adjustable louvres, pergola's, shutters or planting of deciduous trees and vines;*
- (d) *external shading is provided to west facing windows; and*
- (e) *designing skylights and high level windows with adjustable louvres, double glazing and shading to minimise heat gain or loss.*

106.4 *In relation to Principle 106(d):*

- (a) *positioning windows and doors to encourage cross ventilation for summer cooling as illustrated below.*

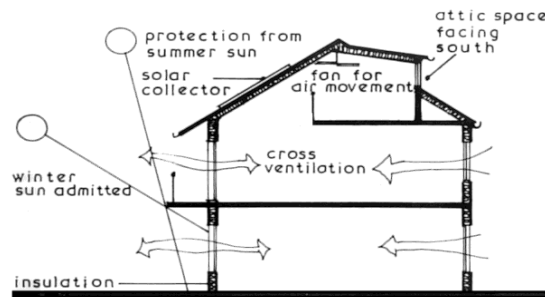


Figure 106.1 - appropriate orientation and design for residential development

106.5 *In relation to Principle 106(h):*

- (a) *using appropriate landscaping to assist in microclimatic management of a site by:*
- (i) *planting of evergreen trees along the eastern and western boundaries to protect from eastern and western sun providing it poses no undue risk of damage to footings; or*
 - (ii) *incorporating low shrubs, lawns, ponds and pools to cool summer breezes.*
- 41** All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.
- 42** Energy reductions should, where possible, be achieved by the following:
- (a) appropriate orientation of the building by:
 - (i) maximising north/south facing facades;
 - (ii) designing and locating the building so the north facade receives good direct solar radiation;
 - (iii) minimising east/west facades to protect the building from summer sun and winter winds;
 - (iv) narrow floor plates to maximise the amount of floor area receiving good daylight; and/or
 - (v) minimising the ratio of wall surface to floor area.
 - (b) window orientation and shading;
 - (c) adequate thermal mass including night time purging to cool thermal mass;
 - (d) appropriate insulation by:
 - (i) insulating windows, walls, floors and roofs; and
 - (ii) sealing of external openings to minimise infiltration.
 - (e) maximising natural ventilation including the provision of openable windows;
 - (f) appropriate selection of materials, colours and finishes; and

- (g) introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.

Design Techniques (these are ONE WAY of meeting part of the above Principle)

108.1 In relation to Principle 108(b) (refer Figure 108.1):

- (a) shading for all windows except for south facing elevation against summer sun penetration, by means such as vegetation, external louvres, external blinds, structural overhangs, low emittance glazing, spectrally-selective glazing and/or window films;
- (b) maximising natural daylight while limiting glare through the incorporation of narrow floor plates, light shelves, shaded skylights, light shafts and/or atriums with daylight sensing control of electric lighting;

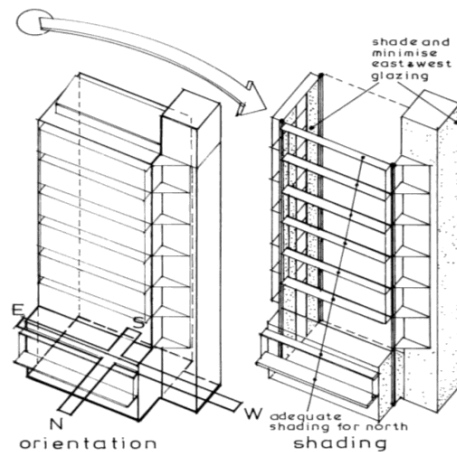


Figure 108.1 - appropriate orientation and shading for commercial buildings.

- (c) integration of solar shading with solar energy collection technology such as solar heat pumps and photovoltaic cells; and/or
- (d) use of high performance glazing.

108.2 In relation to Principle 108(c):

- (a) night purging and fan assisted thermal chimneys to remove heat stored in the building during the day and the recirculation of warm air during winter; and
- (b) adjustable air flow rates for high, but variable, occupancy rates (ie office and conference areas).

108.3 In relation to Principle 108(f):

- (a) use of materials and light colours that reflect rather than absorb solar radiation, whilst ensuring reflective material avoids transferring heat and glare to adjoining properties and/or the pedestrian environment;
- (b) use of well insulated materials; and
- (c) light coloured internal walls and ceilings to assist with effective distribution of daylight.

108.4 In relation to Principle 108(g), geexchange heating and cooling systems including closed loop and open loop systems.

Residential Development

- 43** New residential development and residential extensions should be designed to minimise energy consumption and limit greenhouse gas emissions.
- 44** Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

Stormwater Management

OBJECTIVES

Objective 35: Development which maximises the use of stormwater.

Objective 36: Development designed and located to protect stormwater from pollution sources.

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

- 45** 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.

Materials, Colours and Finishes

- 46** 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.
- 47** 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

- 48** Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 49** 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).

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

- 50** Development should provide safe, convenient and comfortable access and movement.

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.

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.

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.

OVERLAYS

Overlay 1 – Affordable Housing

The following Objectives and Principles of Development Control apply to the designated areas marked on [Map Adel/1 \(Overlays 15a, 15b and 15c\)](#). They are additional to those expressed for the whole of the Council area and those expressed for the relevant Zone and, if applicable, Policy Area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Overlay are in conflict with the relevant Council wide, Zone or Policy Area Objectives and/or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

- Objective 1:** Affordable housing that is integrated with residential and mixed use development.
- Objective 2:** Development that comprises a range of affordable dwelling types that cater for a variety of household structures.
- Objective 3:** Affordable housing that deliver whole-of-life cost savings to the occupants.
- Objective 4:** Affordable housing that is provided in a wide range of locations and integrated into the City.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1** Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.
- 2** Where development includes affordable housing, then the quantitative provisions in respect to the following elements are not applicable to the affordable housing component provided the qualitative outcomes can be achieved:
 - (a) allotment area and dimensions;
 - (b) building height;
 - (c) site area and dimensions;
 - (d) site coverage;
 - (e) front, side and rear setbacks to boundaries;
 - (f) area and dimensions of private open space;
 - (g) minimum unit sizes;
 - (h) minimum storage areas;
 - (i) plot ratio;
 - (j) dwelling unit factor; and
 - (k) landscaped open space.

CITY LIVING ZONE

Introduction

The objective and principles of development control that follow apply in the City Living Zone shown in [Maps Adel/20, 23 to 26 and 29 to 33](#). 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

The Zone is spread across the southern half of Adelaide, flanked to the north by the City's central business area. Mixed use apartment and commercial corridors frame much of the southern and western margins of the Zone which is also bisected by the Hutt Street main street strip, and corridors of core business areas centred on the Squares and the City's main north-south axis roads, Morphett, King William and Pulteney Streets.

The Zone comprises Adelaide's main residential living districts which have developed with a range of stand-alone and paired cottages, terrace or row housing, and low to medium scale contemporary apartment buildings, and with remnant workshops, service trades, offices and mixed uses, particularly west of Hutt Street.

The City Living Zone will provide high amenity residential living environments along with related non-residential uses compatible with residential amenity, as articulated in the Policy Areas. Carefully executed high quality residential infill is envisaged and opportunities are presented for comprehensive redevelopment on larger, particularly non-residential sites, and also on catalyst sites fronting South Terrace and East Terrace. The desired increase in the City's resident population relies, in part, on realising infill housing opportunities with high regard to their context and achieving overall, higher dwelling densities in this Zone.

OBJECTIVES

- Objective 1:** A Zone comprising a range of dwelling types and tenures, including affordable housing.
- Objective 2:** Increased dwelling densities in appropriate locations.
- Objective 3:** Non-residential activities that support city living and amenity with minimal impact on the environmental quality or amenity of living conditions.
- Objective 4:** Development having regard to the potential impacts of building height and activities from land in the adjoining zones.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development

- 1 Development should make a positive contribution to the desired character as expressed by its respective Policy Area.
- 2 The following types of development, or combinations thereof, are envisaged:
 - Affordable housing
 - Community Centre
 - Domestic outbuilding in association with a dwelling
 - Domestic structure
 - Dwelling
 - Dwelling addition
 - Residential Flat Building
- 3 Non-residential land uses should be limited to land lawfully used for non-residential purposes and should comprise land uses more in conformity with the intended residential amenity, except

where envisaged in the relevant Policy Area. Non-residential land uses should be of a scale and role to not prejudice the envisaged development of non-residential zones.

- 4 Development listed as non-complying is generally inappropriate.
- 5 The number of dwellings should be increased by:
 - (a) the redevelopment of poor quality and underutilised buildings or sites which are in discord with the desired character of the Policy Area, provided maintenance of residential amenity and the values of heritage places;
 - (b) the adaptation and conversion of non-residential buildings to residential uses; or
 - (c) development in upper levels of existing buildings, or by increasing the height of buildings or roof volumes, or on sites behind existing buildings.
- 6 Buildings or additions, including those of innovative and contemporary design, should reinforce the Policy Area and demonstrate a compatible visual relationship with adjacent heritage places or the Adelaide Historic (Conservation) Zone in terms of its:
 - (a) bulk, height and scale (i.e. the length and size of unbroken walling and the roof volume and form);
 - (b) width of frontage and the front and side boundary building set-back patterns;
 - (c) overall building proportions and massing (by maintaining the desired horizontal [and/or vertical] emphasis, exhibiting vertical openings and a high solid to void ratio);
 - (d) modelling and articulation of facades; and
 - (e) incorporation of key architectural elements and detailing where a particular construction era and building style prevails as expressed in the desired character (without excessive use or mimicry of decorative elements and ornamentation) i.e. with the inclusion of elements such as porches, verandahs, balconies and fences where appropriate.
- 7 Development should not exceed the height prescribed for each Policy Area. The height of new buildings, including the floor to ceiling clearances of each level, should take reference from the prevailing building heights within the locality, with particular reference to adjacent heritage places.
- 8 Where development proposes a building higher than the prevailing building heights that contribute to the desired character of a locality, the taller building elements should be setback from street frontages to avoid a detrimental impact on the prevailing character.
- 9 Where consistent building set-backs from front, side and rear allotment boundaries prevail in a locality, new development should be consistent with these setbacks.
- 10 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.

Car Parking

- 11 Access to parking and service areas should be located so as to minimise the interruption to built form on street frontages and to minimise conflict with pedestrians. Access, where possible, should be from minor streets, or side or rear lanes provided road width is suitable and the traffic generation does not unreasonably impact residential amenity.

Advertising

- 12 Internal illumination of advertisements should only occur in the major streets and limited to projecting advertising displays located beneath verandahs or awnings extending over the

footpath. Otherwise only external illumination of advertisements will be appropriate. Illumination of advertisements should not detrimentally affect residential amenity.

- 13 Advertisements more than 3 metres above natural ground level or an abutting footpath or street should not occur.
- 14 Advertisements which project from a wall of a building should not occur in minor streets.

Complying Development

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

In addition, the following kinds of development are designated as **complying**:

- (a) Temporary depot for Council for a period of no more than 3 months provided appropriate provision is made for:
 - (i) dust control;
 - (ii) screening, including landscaping;
 - (iii) containment of litter and water; and
 - (iv) securing the site.

Non-complying Development

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

- (a) A change of use to any of the following:
 - Adult entertainment premises
 - Adult products and services premises
 - Amusement machine centre
 - Auditorium
 - Car park except where ancillary to an approved or existing use
 - Cinema
 - Conference centre
 - Hospital
 - Industry
 - Hotel
 - Licensed Premises
 - Licensed entertainment premises
 - Service trade premises not within a building
 - Theatre
 - Warehouse
- (b) A change of use to any of the following except:
 - (i) within the site of a lawfully existing non-residential use
 - (ii) within the site of a heritage place originally constructed for non-residential use
 - (iii) in East Terrace Policy Area 29 or South Terrace Policy Area 30 on sites greater than 1500 square metres in area, which may include one or more allotment
 - (iv) in East Terrace Policy Area 29 fronting Wakefield Street
 - (v) in South Terrace Policy Area 30
 - (vi) in South East Policy Area 31 on a key development area on [Figure SE/1](#)

(vii) in South Central Policy Area 32

(viii) in South West Policy Area 33 fronting Sturt Street

Consulting Room
Office
Restaurant
Shop

- (c) Total demolition of a Local Heritage Place (City Significance) or of the frontage and side wall returns visible from the street of a Local Heritage Place (Townscape).
- (d) Total demolition of a Local Heritage Place, or that portion of a Local Heritage Place comprising its Elements to Heritage Value.
- (e) Total demolition of a State Heritage Place (as identified in [Table Adel/1](#)).
- (f) Advertisements involving any of the following:
 - (i) Animation
 - (ii) Third party advertising
 - (iii) Advertisements at roof level where the sky or another building forms the background when viewed from ground level.

Public Notification

17 For the purposes of public notification in accordance with the procedures and rights established by the *Development Act 1993*, development is assigned to the specified categories as follows:

- (a) **Category 1**, public notification not required:
 - (i) The following forms of development:
 - Carport, domestic outbuilding, garage, pergola, shade sail (or the like) or verandah, in association with a dwelling
 - Domestic structure
 - Dwelling addition (single storey)
 - Dwelling (single storey)
 - Fence
 - (ii) Advertisements (except those classified as non-complying)
 - (iii) a kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.
- (b) **Category 2**, public notification required, third parties may, at the discretion of the relevant planning authority, appear before the relevant planning authority on the matter. Third parties do not have appeal rights:
 - (i) all development, other than development classified as non-complying or which falls within Part (a) of this provision.

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

South Terrace Policy Area 30

Introduction

The desired character, objectives and principles of development control that follow apply to the Policy Area as shown on [Maps Adel/62 and 63](#). 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 Policy Area will primarily contain medium scale residential development that takes advantage of the frontage to the Park Lands. The lower levels of buildings may be developed for non-residential uses where they are of a type, nature and size that make a positive contribution to residential amenity and the street level interface with the Park Lands.

The location and scale of buildings will achieve high quality urban design outcomes with the highest built form along South Terrace facing the Park Lands. Development at the entrance to the City grid on the corner of Hutt Street will create landmark buildings.

Buildings will have minimal or no setback and provide tall walls when viewed from the main road frontage to achieve a consistent built form façade and a sense of address to the Park Lands. Landscaping and small variations in front setback will assist in softening the continuous edge of new built form and provide a higher amenity streetscape and pedestrian environment which is shaded by street trees and other mature vegetation.

Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements. At street level, the use of solid materials will be appropriately balanced with glazed areas to provide visual interest and activity. Building façades will be well articulated with finer details that contribute positively to the public realm, including modelled façades, canopies, fenestration and balconies that make use of light and shade. An interesting pedestrian environment and human scale at ground level which integrates well with the Park Lands will be created.

Catalyst sites provide opportunities for integrated developments on large sites that respond to the development's context and provide opportunities to increase the residential population of the City. Such sites will generally be developed for housing, but may include a small amount of non-residential development such as cafés, restaurants or small-scale shops that create a greater level of activity fronting the Park Lands. Non-residential developments that provide community services and facilities may also occur.

Developments on catalyst sites will exemplify quality and contemporary design that is generally of greater intensity than their surroundings. However, development will be designed to carefully manage the interface with any residential development, particularly with regard to massing; proportions; overshadowing; and traffic and noise-related impacts.

OBJECTIVE

Objective 1: Development that strengthens, achieves and is consistent with the desired character for the Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The Policy Area will primarily comprise residential development or mixed use buildings where non-residential development is appropriate at the ground and or first floor.

Form and Character

- 2 Development should be consistent with the Desired Character for the Policy Area.

Design and Appearance

- 3 Except where located on a site greater than 1500 square metres (which may include one or more allotment, building height should not exceed 22 metres
- 4 Development should have a minimum building height of 4 storeys, except where adjacent to a heritage place, to provide optimal height and floor space yields that activate and frame the Park Lands.
- 5 Buildings (excluding verandahs, porticos and the like) should be built to the primary road frontage with landscaping to maintain and enhance the pattern of development in the locality.
- 6 The ground floors of buildings should have a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including shops, cafés, restaurants or offices without the need for significant alterations to the building.
- 7 Buildings on sites with a frontage greater than 10 metres should be articulated through variations in forms, materials, openings and colours.
- 8 Development on land directly abutting the South East Policy Area should avoid tall, sheer walls at the interface by ensuring walls greater than 3 metres in height are set back at least 2 metres from the rear allotment boundary with further articulation at the upper levels.

Catalyst Sites

- 9 Development on catalyst sites (sites greater than 1500 square metres, which may include one or more allotment) should be comprised of medium to high scale residential.
- 10 Small-scale shops, cafés or restaurants on catalyst sites should generally be integrated with residential development and located at ground or first floor level to increase street level activity facing the Park Lands.
- 11 Catalyst sites should be developed to manage the interface with the residential development with regard to intensity of use, overshadowing, massing, building proportions and traffic to minimise impacts on residential amenity.
- 12 Parts of a development on a catalyst site that exceed the prescribed maximum building height that applies to non-catalyst sites 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.
- 13 The scale of development on a catalyst site should respond to its context, particularly the nature of adjacent land uses and the interface treatments required to address impacts on sensitive uses.
- 14 Where there is an apparent conflict between the catalyst site principles and Zone, Policy Area or Council Wide objectives and principles (including the quantitative provisions) the catalyst site principles will take precedence.