



CK Property Group c/- Ekistics

Construction of a 6-storey tourist accommodation building, with restaurant/bar, retail, car parking and port cochere

2-7 McLaren Parade, Port Adelaide

040/L074/20

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OVERVIEW

Application No	040/L074/20
Unique ID/KNET ID	5006 and 2020/04578/01
Applicant	CK Property Group C/- Ekistics
Proposal	Construction of a 6-storey tourist accommodation building, with restaurant/bar, retail car parking and port cochere
Subject Land	2-7 McLaren Parade, Port Adelaide
Zone/Policy Area	Regional Centre Zone/ McLaren's Wharf Policy Area 44
Relevant Authority	State Planning Commission
Lodgement Date	25/02/2020
Council	City of Port Adelaide Enfield
Development Plan	Port Adelaide Enfield Council Development Plan (Consolidated 6 February 2018)
Type of Development	Merit
Public Notification	Category 2
Representations	One representation (in support)
Referral Agencies	State Heritage Unit Coast Protection Board Government Architect City of Port Adelaide Enfield
Report Author/s	Hannah Connell – Planning Officer Janaki Benson – Senior Planning Officer
RECOMMENDATION	Development Plan Consent, subject to conditions

EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for the construction of a 6 storey mixed-use development comprising tourist accommodation, restaurant/bar, retail, car parking and port cochere at 2-7 McLaren Parade, Port Adelaide.

The proposed development is a merit kind of development that triggers statutory referrals to the State Heritage Unit, the Government Architect and the Coastal Protection Board, with a non-mandatory referral to the City of Port Adelaide Enfield.

The development is located within the *Regional Centre Zone / McLaren's Wharf Policy Area 44* which expressly anticipates tourist development and ancillary restaurant/bar and shop land uses to support the Port's unique maritime and commercial heritage.

The key issues to be addressed as part of this proposal relate to height (exceeding the maximum prescribed), interface and scale relationship with the adjacent State Heritage Area located directly south of the subject site.

The proposal is considered to satisfy the relevant policy provisions of the Development Plan on balance and the application is considered to warrant Development Plan consent, subject to conditions.

ASSESSMENT REPORT

I. BACKGROUND

I.1 Strategic Context

In October 2011, the State Government announced its intention to develop a new masterplan for Port Adelaide and to guide the development of the area through Renewal SA. An extensive community and stakeholder engagement process informed the master planning process. Renewal SA released the Port Adelaide Renewal Project Precinct Plan in January 2014.

In April 2015, the Minister for Planning approved the Port Adelaide Centre Renewal Part 1 Development Plan Amendment, the purpose of which was to implement the key aims and objectives of the Port Adelaide Renewal Project Precinct Plan by introducing new policy intended to:

- increase employment opportunities
- increase population growth
- increase vitality of the historic Port Adelaide business district and waterfront areas
- an overall reduction in building heights while recommending locations for key 'landmark' sites, where building heights will range from 3 to 5 storeys.

I.2 Pre-Lodgement Process

The proponent engaged in a pre-lodgement panel meeting which was undertaken on the 14 November 2019, along with a subsequent design review session.

I.3 Public Realm Works (not forming part of this development application)

The City of Port Adelaide Enfield has initiated early pre-lodgement discussions with the applicant in relation to a collaborative upgrade of McLaren Parade – a road identified by Council as a strategic route for civil and urban design improvements.

Council has recognised that the proposed Hotel development could provide a valuable opportunity to integrate the road upgrade with the proposed car park and port coerce features of this project to facilitate amenity and pedestrian improvements.

The applicant has confirmed that they welcome the opportunity to work collaboratively with Council for an integrated public realm design should Council resolve to allocate the necessary capital works funds, and have provided renders below to assist with identifying the streetscape improvements that may result.

Figure 1 – Indicative Render of McLaren Parade Upgrade





The public realm works are outside the scope of this application and are merely outlined to inform the SCAP of the intended future upgrade of McLaren Parade adjacent the subject site, noting the benefit this will provide if realised.

At this stage, Council have indicated public consultation for the street upgrade is anticipated to occur late July/early August 2020, with the detailed design and Council endorsement to occur after consideration of the consultation process.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

Land Use Description	Multi-storey building comprising tourist accommodation and restaurant/retail at ground.
Building Height	6 storeys (24.5 metres)
Description of levels	Ground Floor: lobby area, restaurant, terrace area, kitchen, back of house facilities , car park , porte cochere and loading bay First Floor: reception and board rooms, gym hotel suites. Second Floor – Fifth Floor: hotel suites Roof level: Plant and services
Apartment floor area (excluding balconies)	Rooms range from 24-35 square metres of floor space. Internally each room will be able to accommodate two bed spaces, ensuite and associated hotel amenities.
Site Access	Vehicular access is provided from McLaren Parade at the southern side of the site. Pedestrian access is provided from McLaren Wharf and Lipson Plaza.
Car and Bicycle Parking	The development proposes 31 car spaces and 16 bicycle spaces.
Encroachments	Outdoor dining and planter boxes are proposed on the promenade (McLaren's wharf) including 3m high canopies.
Entry	Primary hotel entry from McLaren Parade.

3. SITE AND LOCALITY

3.1 Site Description

Plan Parcel	Street	Suburb	Hundred	Title Reference
D52739 A2	McLaren Parade	Port Adelaide	Port Adelaide	6220/548
D52739 A3	McLaren Parade	Port Adelaide	Port Adelaide	6220/549
D52739 A4	McLaren Parade	Port Adelaide	Port Adelaide	6220/550
D52739 A5	McLaren Parade	Port Adelaide	Port Adelaide	6220/551
D52739 A6	McLaren Parade	Port Adelaide	Port Adelaide	6220/552
D52739 A7	McLaren Parade	Port Adelaide	Port Adelaide	6220/553

The subject site consists of 6 allotments, located at 2-7 McLaren Parade, and is situated on the southern side of the Port Adelaide River. The development site is rectangular in shape and has an area of approximately 2464 square metres.



The development site has a primary street frontage of approximately 54.1 metres to McLaren Parade and a frontage of approximately 56.25 metres to McLaren Wharf. The site also has an eastern frontage to Lipson Plaza, a pedestrianised thoroughfare connecting to the promenade.

The subject site is currently vacant and devoid of any buildings or structures.

3.2 Locality

The site is within the Regional Centre Zone, McLaren’s Wharf Policy Area 44. The Port Adelaide State Heritage area is located immediately to the south of the site (highlighted in orange below in Figure 2).

The locality is generally characterised by a range of uses and buildings varying in height from 1 to 3 storeys. The architectural era of the buildings is mixed, however there is strong presence of late 19th Century Colonial administrative buildings in the heart of the State Heritage area and rendered box-style apartments to the east of the development site.

Black Diamond Square is located to the west of the site and includes the State Heritage listed Port Adelaide Lighthouse. Immediately south-east of the site lies the Dockside Tavern - a State Heritage listed place.

Figure 2 – Locality Map



4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 City of Port Adelaide Enfield

Advice was sought from Council’s Administration, where the following points were raised by Council 06 April 2020 in relation to the original proposal:

Planning & Heritage

Outdoor dining on the wharf promenade has been indicated but not discussed. While Council is supportive of outdoor dining to help reinvigorate the area and improve vibrancy, the layout will be key to its success and needs to take into account Disability Discrimination Act requirements as outdoor dining is not usually placed hard up against a property, although it is noted that this would be the best layout in this instance. However, thought needs to be given to how this will interact with



the wharf promenade (whilst maintaining an 8m minimum width in accordance with the Development Plan) and providing a continuous path of travel for the visually impaired (Warning Tactile Ground Surface Indicators would need to be considered and a straight alignment [no dimensions are shown on the provided plans]). There is no advice on whether the outdoor dining furniture should be permanent or temporary – some commentary around this requirement needs to be provided by the Applicant. Alternatively the outdoor dining should be removed from the application and applied for separately after further discussions with Council.

It is acknowledged that the applicant does not have ownership of the vacant allotment between the subject land and lighthouse square. However Council is supportive of the proposed place activation consisting of light projections and murals. It is recommended that this actually forms a condition on any approval to enable these important elements to be assessed in more detail by the relevant authority.

Council supports the sustainability measures detailed on page 20, noting that achievement of the NABERS 5 star energy rating is subject to further detailed design and negotiations with the Clean Energy Finance Corporation post planning consent. In terms of the applicant's intent to explore carbon neutrality, Council encourages the applicant to consider any local opportunities for carbon offsets, including blue carbon offsets opportunities being encouraged in the South Australian Blue Carbon Strategy (<https://www.environment.sa.gov.au/news-hub/news/articles/2019/11/blue-carbon-strategy>).

Council also supports the 'greening' interventions proposed for the development, including the applicant's commitment to green the vertical elements of the north facing facade at street level and the proposed swales in the car park. It is requested however that a condition be placed on any approval in relation to the detailed design process in the soft landscaping of the site to ensure appropriate soil preparation, irrigation and plant selection is done in consultation with Council and to the satisfaction of the relevant authority. Council is encouraged by the architectural design, activation of the ground levels, articulation between the wing elements and the materials proposed, however the development is considered:

- over height with no design technique to resolve the contextual interface or the greater height that is contemplated in the Development Plan;*
- to have resulting vertically proportioned elements and compositions that fall short of connecting visually with adjacent heritage buildings.*

Please see attached Council's Heritage Advisor report, which expands upon and gives context to, the above architectural comments.

Stormwater comments:

- 1. Given the site directly abuts the water's edge there is increased risk of seawater inundation due to wave runoff which has not appear to have been accounted for in the CPR report. The current CPR report states a FFL of 3.45m, it is recommended that FFL's be raised a further 200mm to 3.65m AHD (consistent with other recently completed developments in the Port e.g. Quest Apartments, Dock 1) to protect against wave run-up.*
- 2. The surface level within carparking areas should be designed to minimise the risk of long term sea water inundation by constructing site levels to a minimum of 3.20m AHD (consistent with current CPB objectives for new developments). A majority of carpark areas are proposed significantly lower than this.*
- 3. Calculations are required to confirm that best practice stormwater quality improvement targets (90% GP, 80% TSS, 60% TP, 45% TN) have been met. The current CPR provides no information regarding this and is a critical objective given the development discharges stormwater directly to the Port River. The CPR states that WSUD treatments will be provided within carpark areas however (other than a generic WSUD detail being provided), the CPR concept stormwater management site plan does not demonstrate how all stormwater runoff from hardstand areas can be captured and conveyed through WSUD treatments.*



4. *Rainwater collection and re-use systems should be incorporated into the development and be connected to all toilets, laundry taps and irrigation systems, and where desirable, any washing machines or hot water systems to better satisfy Water Sensitive Urban Design planning objectives.*
5. *Council previously advised that stormwater detention would not be required only if all stormwater from the development was captured and directed to the Port river via a new stormwater outlet. The current design proposes to discharge a large catchment into Council's existing stormwater system. All stormwater needs to be captured and conveyed directly into the Port River (via a new outlet, not connected to Council's drainage system), alternatively the capacity of Council's drainage system will need to be assessed and on-site detention provided to ensure Council's stormwater drainage system is not overloaded.*

Traffic Comments:

6. *The canopies that encroach into the public realm whilst supported would be an encroachment over Council land and as such a licence or lease which would attract an annual fee would be required to accommodate such a proposal.*
7. *No analysis of car parking demand for other similar hotels has been undertaken that demonstrates that 31 carparks for a 180 room hotel in a urban setting is adequate.*
8. *Secure Bike parking and change facilities should be considered for employees (none proposed).*

Council is encouraged by this development and considers that it will make an overall positive contribution to the regional centre. The height, bulk and scale are supported in principle, however it is still considered that if the architectural comments outlined in Council's Heritage, Advisor report, addressing façade design, are given more consideration and adoption, then the proposal would complement the surrounding heritage character and built form of the area to a more justifiable degree than it currently does.

Additional comments received following receipt of amended plans dated 16th June:

Traffic

1. *The western most entrance to the carpark is to be 'in' only*
2. *Interface between hotel development and McLaren Parade layout plans needs to be updated to show that McLaren Parade will not be kerbed and instead be a shared space (artists perspective show this but actual civil and floor plans do not)*
3. *Crossover between eastern most entrance and port cochere eastern entrance to be removed (identified as a red 'x' below) – too many crossovers in such a short distance is not desirable from a traffic and pedestrian safety perspective*
4. *WSUD detail doesn't seem correct – there is no kerbing at the interface of the carpark and also at the interface of the footpath – please modify the detail below to suit the proposed plans*

Stormwater

5. *Council are satisfied with FFL of 3.45m based on support from CPB.*
6. *Where practicable an attempt should be made to maximise the area of hardstand that is above 3.20m AHD as part of reviewing site grading.*
7. *As previously requested, stormwater calculations (e.g. MUSIC) are required in order to justify that the proposed stormwater quality improvement measures will meet best practice stormwater quality reduction targets.*
8. *Site grading indicates that a majority of surface runoff will be conveyed from hardstand areas directly into grated drains, thus completely bypassing the "WSUD areas" (presumed to be bio-filtration systems) all together. Further review and information is required from CPR in the form of revised site grading documentation.*



9. *Every attempt should be made to direct all stormwater directly to the Port River without connecting to Council's existing drainage networks.*
10. *The current CPR design also indicates a connection to Council's existing drainage system in the north east corner of the site. This connection will not be permitted and will need to be removed from design plans prior to Full Development Approval.*
11. *Calculations will also be required to confirm the proposed on-site drainage system is suitable to convey 100 year ARI flows to the Port River.*
12. *Council's preference is for the above matters to be addressed prior to planning consent being granted. In the event planning consent is granted, it is strongly recommended that conditions are attached.*

Heritage

13. *The amended design has maintained the quality of the architectural design, activation of the Ground Levels with streetscape, the articulation between the wing elements and the materials proposed.*
14. *The amended development proposal is considered to:*
 - *provide design techniques to resolve the contextual interface and the greater height contemplated in the Development Plan;*
 - *softened vertically proportioned elements and introduced an element that better connects in scale, materials and visually with adjacent heritage buildings.*
15. *The amended proposal better responds to the more finely grained, horizontally proportioned and robust maritime buildings that are more proximate than the recent distant modern buildings shown in the wharf side streetscape elevations.*
16. *The amended proposal has great merit, with improved façade treatments and modelling that provide the requested contextual reference to Port Adelaide.*

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

5.1 State Heritage Unit, DEWNR

State Heritage is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel (SCAP) must have regard to this advice.

The following aspects of the original proposal were recommended for review and further consideration by the State Commission Assessment Panel:

- *Achieving a transition in scale to the State Heritage Area, in particular the former Harbors Board building and the Dockside Tavern.*
- *Mitigating the visual presence of the southern wing's upper levels and achieving a more contextual design response at the south-eastern corner at the immediate interface with the State Heritage Area.*
- *Mitigating the height and verticality of the brick element at the north-eastern corner of the site to achieve a more satisfactory contextual relationship with the State Heritage Area and State heritage places.*



Comments received following receipt of amended plans dated 16 June 20:

- *Support the amended design as a competent and well-resolved response to its interface with the State Heritage Area and relevant State Heritage Places.*

5.2 Coast Protection Board

Coast Protection Board is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel (SCAP) must follow the direction of this advice, where the following has been provided in regards to the original documentation provided:

- *Clarification of proposed site levels for the entire development area, including clarification of the proposed level for the Porte Cochere (2.55m or 2.9m AHD)*
- *In the instance that recommended site levels of 3.2m are not proposed:*
 - *Explanation as to why building site levels of 3.2m AHD would not be achieved,*
 - *A detailed description of proposed engineering/design measures to mitigate the effects of any inundation associated with an extreme storm surge event, and assurance that any mechanical or electrical equipment can be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD.*

Comments received following receipt of amended plans dated 16 June 20:

The Board has since indicated no objection to the proposed development, provided recommended conditions and notes (or similar) be applied to the consent should the application be approved by the SCAP (see ATTACHMENTS for recommended conditions and notes).

5.3 Government Architect

The Government Architect (GA) is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The State Commission Assessment Panel (SCAP) must have regard to this advice.

The GA strongly supports the aspiration to deliver a new destination for the Port and the benefit the hotel, food and beverage uses and increased daily population could bring to the precinct. The GA is of the opinion that the development should capitalise on the potential of the unique context and deliver a high benchmark for design and have due consideration of the proposal's built form massing, architectural expression, materiality, contribution to the public realm and expression relative to its State heritage context and has offered the following comments (on the original design) for the SCAP's consideration:

- *Review of the height, massing, proportions, architectural expression and precast material of the Lipson Plaza wing, including the McLaren Parade elevation, with the view to provide a more convincing transition from the waterfront corner to the State heritage precinct and the predominantly low scale and fine grain character.*
- *Review of the articulation of the south west elevation of the waterfront building wing that may remain highly visible from Black Diamond Square.*
- *Review of the design and articulation of the top levels and roof of the two building wings to fulfil the design intent for recessive and separated building elements.*
- *Further consideration of a plant room that is integrated into the overall built form.*
- *Provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users.*
- *A high quality of external materials suitable for the marine environment, supported by a physical sample board.*



Comments received following receipt of amended plans dated 16 June 20:

- *In relation to the Lipson Plaza wing and McLaren Parade elevation, I support the design intent for the inclusion of brickwork and additional fenestration to provide further articulation and fine grain character at this interface, however in my view, the revised composition and architectural expression of the Lipson Plaza wing emphasises the visual prominence of the development when viewed from Lipson Street. I remain of the view that further consideration of the height, massing and proportions of the building wing is required to provide a convincing response from the waterfront corner to the predominantly low scale character of the State heritage precinct.*
- *Review of the design and articulation of the top levels and roof of the two building wings to fulfil the design intent for recessive and separated building elements*
- *Further consideration of a plant room that is integrated into the overall built form*
- *Provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users*
- *Further review of opportunities to articulate the south west elevation of the waterfront building wing in addition to the proposed podium level steel elements*

Overall, I remain concerned by the potential impact of the built form and height of the Lipson Plaza wing on the established low scale streetscape character. It is critical that the development achieves a high quality design outcome, particularly in terms of built form massing, architectural expression, materiality and contribution to the public realm, and expression relative to its State heritage context.

6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to the Procedural Matters section of the *Regional Centre Zone* given that the development proposes to exceed the maximum height (5 levels) identified within *Concept Plan Map PAdE/36*.

Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) where one (1) representation was received in support of the development.

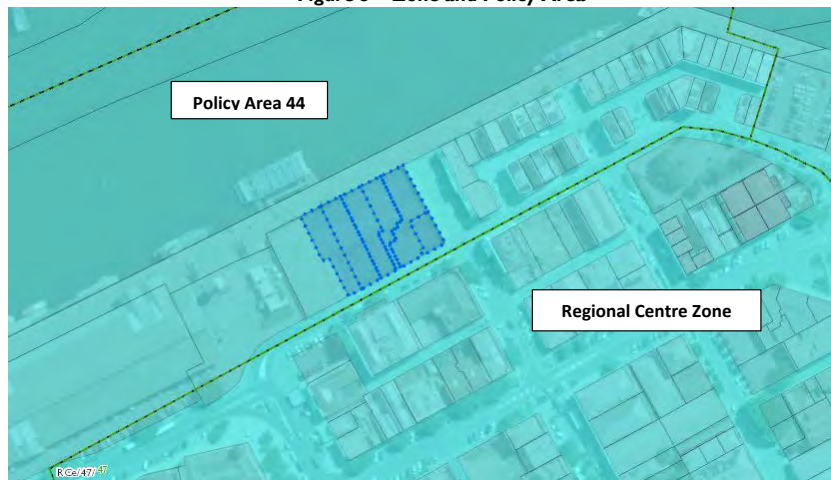
A copy of the representation is contained in the ATTACHMENTS.

7. POLICY OVERVIEW

The subject site is within the *Regional Centre Zone / McLaren's Wharf Policy Area 44* as described within the *Port Adelaide Enfield Development Plan*, consolidated 06 February 2018.

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

Figure 3 - Zone and Policy Area



7.1 Policy Area

The policy area seeks to encourage mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront.

The desired character seeks the area be the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Street at the Waterfront, Lighthouse Square, will be the focus of the policy area, with tourism activities, markets and small scale retailing located around the Square.

Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the heritage centre beyond.

Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.

7.2 Zone

The Zone seeks to promote a centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.

In addition, it encourages a more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River and the rehabilitation of blighted and underutilised waterfront land.

The further development of tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.

7.3 Council Wide

Relevant Council-wide provisions provide guidance with respect to crime prevention, energy efficiency, hazards (flooding), design and appearance, heritage, landscaping and public realm, occupant amenity, traffic, access and parking, noise, waste, noise, wind, coastal protection, stormwater, site contamination, signage, overshadowing and lighting.

Overlays

7.3.1 Affordable Housing

The proposal is subject to the affordable housing Overlay.

7.3.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Port Adelaide Enfield Development Plan, which are contained in Appendix One.

8.1 Quantitative Provisions

Site Area 2464m ²	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	5 storeys	6 storeys	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to section for discussion
Land Use	Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront.	Tourist accommodation restaurant/bar and retail.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Land uses are consistent with the envisaged in the Zone and Policy area.
Car Parking	Table PAdE/5A does not specify the car park rate for tourism development.	31 spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Achieved
Bicycle Parking	19 spaces	16 spaces	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	3 space shortfall, but deemed acceptable
Waterfront setback	8m	10.8m	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Achieved

8.2 Land Use

The applicant seeks development plan consent for the construction of a 6 storey hotel (tourism accommodation) with restaurant/bar, retail, car parking and port cochere.

The *Regional Centre Zone* policies anticipate tourist development, restaurant and shop land uses. Furthermore, PDC 10 and 13 of the zone encourage tourism development along the Port Adelaide River waterfront and within *McLaren's Wharf Policy Area 44*.

The proposed restaurant/bar and retail units are proposed to be sited at ground floor level, facilitating an active frontage on three sides. The proposed uses are expected to complement the desired character of the zone, promoting a variety of visitors to the Port.

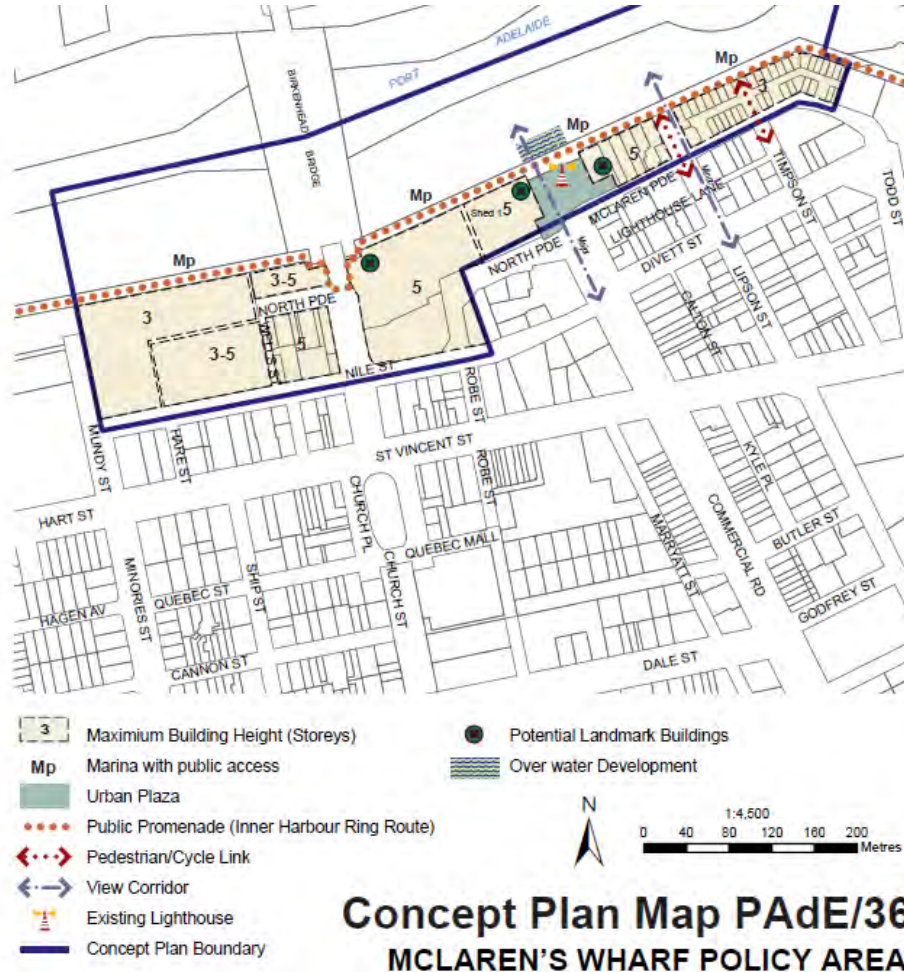
Given the above, the proposed land uses are consistent with those expressly desired within the Zone and Policy Area.

8.3 Building Height

Concept Plan Map PAdE/36 stipulates that the proposed site should have a maximum building height of 5 storeys – see Figure 4 below. In this case, the development proposes 6 storeys/24.5m height (including an additional 2.45 metres to the rooftop plant) and as such exceeds the maximum height anticipated in this locality by 1 storey.



Figure 4 – Concept Plan



Concern was raised during the planning assessment by Council's heritage advisor, the GA and the SHU in relation to the proposed height in relation to its built form interface with the State Heritage Area and listed items located directly south.

Particular concern was raised with the building's Lipson Plaza elevation/southern wing located to the McLaren Parade boundary and its expression. The SHU also raised concern with the verticality of the building expression to its northern elevation in relation to its State Heritage Area 'backdrop' when viewed from across the Port River.

While up to 5 storeys is anticipated in this location, qualitative design measures also seek development be cognisant of the overall variation in heights and perceived heights of adjacent heritage buildings, not just solely as a measurement of the number of storeys but also in their design and context. Hence, while 5 storeys may be possible, this is only considered appropriate where development also relates to its context (noting 6 storeys is proposed in this case).

The GA has indicated support for the approach for the height to exceed the maximum height but this support is contingent on further refinement of the presentation of the Lipson Plaza wing relative to the State Heritage Area. Noting the design amendments that have occurred, the GA still remains concerned with the built form and height of the Lipson Plaza wing on the established low scale streetscape character. Conversely, Council's heritage advisor and the SHU now considered the height appropriate for this context, with the current design considered to successfully provide a



satisfactory scale relationship with the State Heritage Area notwithstanding the height exceeds the 5 storey maximum. A delineated visual step-down in scale, modulated horizontal and vertical proportioning and use of materials in the current design is considered to achieve this according to the SHU and Council's heritage advisor and is further discussed below under *Heritage* and *Design and Appearance* sections.

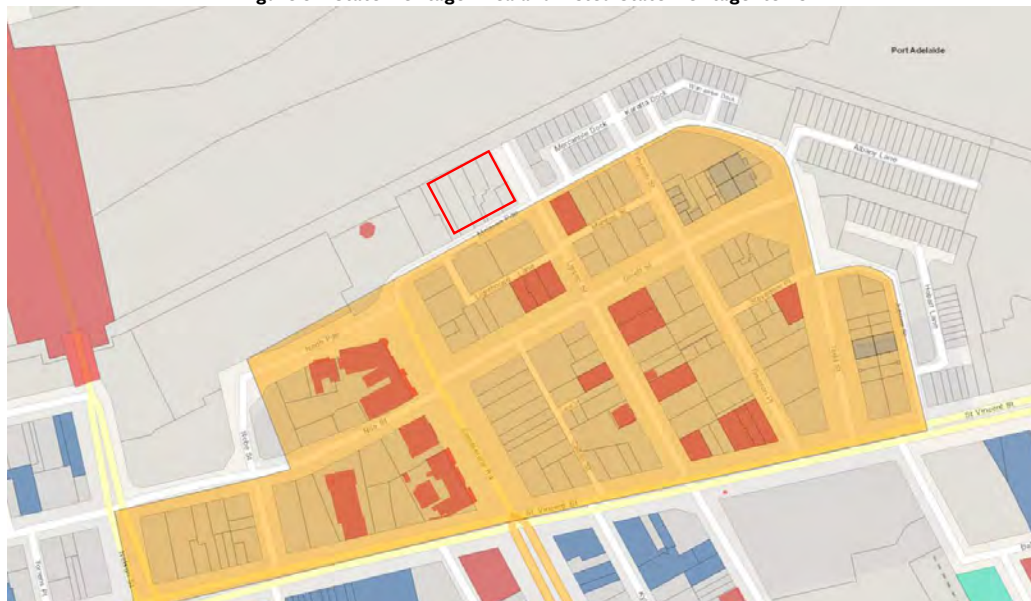
8.4 Heritage

The subject site directly abuts the Port Adelaide State Heritage Area to the south and adjacent listed State Heritage Places, as shown below in Figure 5.

The State Heritage Unit (SHU) have outlined in referral advice to SCAP that '*...Port Adelaide's State Heritage Area is an area of architectural and historical significance containing South Australia's most substantial and continuous grouping of colonial buildings, many of which have direct associations with Port Adelaide's functions the State's major port.*

The heritage precinct contains more buildings of continuous scale and historic character than anywhere else in South Australia. This extensive group, of predominantly stone buildings, presents streetscapes representative of nineteenth century commercial areas. All streets within the State Heritage Area have significant building facades, but it widely recognised that sections of Both Divett and Lipson Street display colonial architecture of an integrity that is rare in South Australia.'

Figure 5 – State Heritage Area and Listed State Heritage Items



Policy area PDC 10 seeks '*New buildings respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.*' The Desired Character of Regional Centre Zone also prescribes that '*Development including landmark buildings will be designed to carefully manage the interface with heritage buildings, particularly with regard to massing proportions; overshadowing, scale and appearance. Development will also be cognisant of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context*'.



The proposal seeks the construction of a 6 storey hotel building with its southern wing to extend to the McLaren Parade boundary, forming the immediate built form interface with the State Heritage Area. At grade car parking is also proposed to take up a majority of the McLaren Parade frontage and directly interface with the State Heritage Area.

Of particular importance to the SHU is the long-range views from the wharf-front looking south along Lipson Street with the State Heritage Area in the background and looking north along Lipson Street from the vicinity of the former Bank of Australia on Divett Street. The 'utilitarian function' of the car parking area adjacent the SHU was also outlined by the SHU to be a 'disappointing' interface outcome. Notwithstanding this, the SHU have also acknowledged that the landscaping design and material specification may mitigate the '*...reluctant paucity of townscape contribution at the interface with the State Heritage Area...*' via the coordinated design exercise anticipated to occur across the car parking area on the site and street upgrade of McLaren Parade.

Given the above, the SHU recommended review of the vertical expression of the north-eastern and south-eastern corners of the building – that were not considered to result in a compatible transition, scale relationship and design response with the adjacent listed places/heritage area (in particular the former Harbors Board Building and the Dockside Tavern).

Council's heritage advisor also raised concern with design in regards to its height, façade treatments and subsequent vertically proportioned expression. Like the SHU, the design was considered by Council to fall short in regards to connecting visually with adjacent horizontally proportioned heritage buildings in the State Heritage Area (see ATTACHMENTS for Council's detailed response).

In response to this, the applicant has amended the design to address agency concern and has included the following design changes:

- Lipson Plaza Wing:
 - A two-storey brick element has been introduced to respond more strongly to the streetscape context and scale;
 - Above the brick element, a glazed horizontal band at level 2 separates the levels above;
 - A negative joint has been introduced to the inside corner of the L-shaped floor plan to allow a break in the façade to shift between the two wing compositions;
 - Additional windows have been introduced to the south-east elevation with the same rhythm as other façade

Figure 6 – Lipson Plaza Wing Original V's Current





- North-East Corner Brick Element
 - Horizontal articulation has been introduced in three locations – levels 2 & 4 and the eave line of the adjacent wings;

Figure 7 – North-East Corner Element - Original V's Current



as submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



- South-East Elevation
 - Steel elements continuing around the building from the adjacent facades have been introduced to the south-east podium elevation;

Figure 8 – North-East Corner Element - Original V's Current



- Western Elevation
 - Darker tones and eaves overhang to level 5 enhanced;

Figure 9 – Western Elevation - Original V's Current



- Level 5 and Roof Plant
 - The roof pitch has increased slightly;
 - Lift access to roof plant has been deleted;
- Materials
 - Precast colour adjusted to a mid-grey sandblasted finishes; and
 - A sample board is to be provided for SCAP's review (in consultation with the Government Architect).

The SHU have considered the design amendments and have confirmed that these have capably addressed the issues and concerns identified in their original referral advice.

Subsequently, the proposal is now supported by the SHU as is now described as '*...a competent and well-resolved response to its interface with the State Heritage Area and relevant listed State Heritage items.*' To summarise, the SHU have outlined:

- The articulation of the north-eastern corner brick element successfully modulates horizontal and vertical proportioning to shift the visual perception of height in favour of a more satisfactory scale relationship with the built form characteristics of the State Heritage Area;
- The three-sided brick arched based now proposed to the southern wing is considered to:
 - ground the building that is suitability referential to the general scale and materiality of the State Heritage Area;
 - unify the composition of the Lipson Street elevation by referencing the materiality and the level 2 horizontal articulation datum of the north-eastern corner element;
 - delineate a visual step-down in scale from north to south for a more responsive transition to the State Heritage Area;



- relate comfortably to the Harbors Board building and the Dockside Tavern from the west approach along McLaren Parade;
- the reduction in height of the concrete-faced element from 2 to 3 levels, additional fenestration pattern and glazed band worked together to favourably modify the visual mass of the building's south-east aspect and interface with the State Heritage Area;
- the reduced concrete-faced element to the west elevation of the southern wing modulates the building's bulk and assists its visual transition and interface;
- additional articulation to the western elevation assists with the building's interface with the State heritage listed lighthouse in Black Diamond Square until such time as an intervening site is developed.

Council's heritage advisor also concurs that the amendments better satisfy the relevant heritage policies and assist with adjusting the previous overly strong vertical expression of the north-eastern corner to provide an effective visual connection with the traditional centre of Port Adelaide and the waterfront. In particular, the amended proposal is considered by Council to:

- *'provide design techniques to resolve the contextual interface and the greater height contemplated in the Development Plan; and*
- *softened vertically proportioned elements and introduced an element that better connects in scale, materials and visually with adjacent heritage buildings'.*

While the proposed building is one storey higher than that contemplated, the fine grained, horizontally proportioned, highly modelled amended design response is considered to provide an appropriate contextual and transitional response to the lower scale State Heritage Area and items located directly south according to the SHU and Council.

8.5 Design and Appearance

The proposed design results in a 6 storey L-shaped built form addressing three street frontages – Lipson Plaza, McLaren Parade and the Wharf promenade. A vacant allotment abuts the subject site to its west.

The development includes ground floor lobby, restaurant, retail tenancy, porte cochere, car parking and associated back of house service areas. The activation of the promenade and Lipson Street Plaza through publicly accessible ground plane with retail and food and beverage facilities is strongly supported. The finish floor level of the ground has been designed to accommodate flood mitigation and a series of ramps are proposed to manage the 150mm site level difference from the promenade to the ground floor level and a series of steps to manage the additional site level differences at the northern corner. Provision of universal access directly from Lipson Plaza to the lobby is also provided. The activation of the ground and connection to the public frontages are supported by the GA.

Vehicle access, at grade car parking/car stackers, on-site waste collection and various back of house functions are proposed via McLaren Parade which is currently a two-way street. The porte cochere is also located on-site and at the south-eastern corner of the site. While the building does not provide a strong built form presence to this street and its relationship with the State Heritage Area not ideal (as discussed above under *Heritage*), it is acknowledged that a back of house function is required and a hierarchy of importance has been assigned to each of the street frontages. The GA has also acknowledged the future public realm upgrade and opportunities for hard and soft landscaping treatments to the at grade car park to distinguish this space as a shared use/pedestrian area and provide a positive contribution to the streetscape of McLaren Parade.

The development is expressed via two corner brick elements flanked by two building wings, one wing with a frontage to the waterfront, and the second wing with a frontage to McLaren Parade and Lipson Street Plaza. The two brick corner element are intended to be distinctive from the building wings through materiality, proportion and architectural expression with curves and vertically proportioned fenestration and arches. The two building wings are setback from the corner elements to further define these corner elements. The GA supports the design intent in principle to define the



waterfront corner and with materiality and proportions that counterpoint the wing elements. The use of authentic and robust materials are also considered a contemporary response to the contextual references. Other materials to be used comprise steel and timber and are also supported, noting a condition that will seek a final materials board be provided to ensure the high quality materials proposed are realised.

The two wings that flank the corner elements are expressed as horizontal elements to counterpoint the vertically proportioned corner elements and reflect the adjacent lower scale State Heritage Area. Above the lower glazed areas, the hotel rooms are expressed as a solid orthogonal elements of dark grey coloured pre-cast concrete and windows with sun shading hoods. The uppermost level is glazed with the intent to be expressed as a recessive element, where the GA is yet to be convinced of this design approach to the top levels. The west elevation, fronting Black Diamond Square, will include pre-cast and an opportunity for a mural/artwork and/or opportunities for art projections.

While design amendments have occurred, alleviating the initial concerns of the SHU and Council in relation to its heritage interface, the GA remains of the view that the design approach at the corner at McLaren Parade and Lipson Street Plaza requires further consideration. While the GA '*...support the design intent for the inclusion of brickwork and additional fenestration to provide further articulation and fine grain character at this interface, however in my view, the revised composition and architectural expression of the Lipson Plaza wing emphasises the visual prominence of the development when viewed from Lipson Street. I remain of the view that further consideration of the height, massing and proportions of the building wing is required to provide a convincing response from the waterfront corner to the predominantly low scale character of the State heritage precinct.*

The GA also remains of the view that the the design of rooftop plant requires consideration to ensure its integration and reduce its visibility in the round – demonstrated in the long view perspectives from Commercial Road and across the Port River.

There is currently a tension between the views of the referral agencies in relation to the response at the heritage interface. However, when assessed on balance, the design approach is considered acceptable overall. Heritage advice has outlined that the development is now considered to provide design techniques that resolve the contextual interface and the greater height contemplated in the Development Plan.

8.6 Landscaping and Public Realm

One of the key objectives of the zone is the improvement of the image and amenity of the area via the upgrading of public streets and the public promenade via landscaping and reduction of conflicts between vehicular and pedestrian movements.

The applicant has engaged Birdseye Studio Landscape Architects to provide a landscape design shown below in Figure 10, which include trees/planter boxes to the outdoor dining areas and car park.

Figure 10 – Landscape Plan



A number of paving/surface treatments are also shown and there is an intention to provide street furniture on the pedestrian facing frontages (outdoor table and chairs).

It is noted that outdoor dining, planter boxes (and 3m high canopies are proposed to encroach) into the public promenade along the waterfront. Council has indicated that while the canopies are supported a separate encroachment permit will be required from Council to formalise their location and will form part of an advisory note in the event of SCAP support.

As outlined above, the applicant has confirmed that they welcome the opportunity to work collaboratively with Council for an integrated public realm design outcome to McLaren Parade, which is also intended to be a one-way 'shared use zone'.

Given the above, the landscaping proposed on-site is considered to result in a high quality outcome and one that will significantly improve the image and amenity of the pedestrian environment and promenade as desired in the zone – particularly if the public realm works are realised.

8.7 Occupant Amenity

The Regional Centre Zone is generally silent on policies relating to short-term tourist accommodation, as such Council Wide policies were used in this section. On Levels one to 5, a total of 131 hotel rooms are proposed in varying forms and layouts. The floorplate of the proposed development has been oriented to provide natural light and ventilation to the internal circulation space and hotel suites, which is a positive design outcome.

The proposed development features 13 DDA compliant rooms, providing suitable accommodation to those who are mobility, visually and/or speech and hearing impaired.

All hotel suites have access to natural light and ventilation, which is considered a positive design feature. The provision of a ground-floor lobby featuring a lounge and dining area should provide good amenity. Considering the above, the proposed development offers occupants a suitable level of amenity.



8.8 Traffic Impact, Access and Parking

The applicant has provided a Traffic Impact Assessment (TIA), undertaken by GTA traffic consultants. This TIA report has undertaken an assessment of the anticipated vehicle and bike parking demand, impact on the surrounding road network/existing on-street parking and traffic volumes, access arrangements and vehicle manoeuvring associated with the proposed uses.

Access, Layout and Manoeuvring

Three access points are proposed from McLaren Parade which consists of two x two-way access points and one porte cochere. The porte cochere is proposed at the south-wing of the building and will include a valet service where hotel patrons will be picked-up and dropped-off.

The access points have been designed to accommodate the largest vehicles anticipated – a Medium Rigid Vehicle (MRV - 8.8 metres or less in length) to accommodate on-site waste collection. Swept path diagrams have been provided to demonstrate the turning paths for all vehicles and adherence to Australian Standards, with the Medium Rigid Vehicle proposed to enter the site via the middle access way to service the waste loading area in the north-western corner of the car park. The swept path diagrams for the MRV provided by GTA show two-way movement along McLaren Parade and a no stopping zone proposed on the southern side of this street. Subsequently, the one-way shared zone anticipated for McLaren Parade will require re-assessment by Council to ensure appropriate manoeuvring can occur for MRV's in the event of the public realm upgrade.

GTA have also outlined the parking layout has been designed in accordance with Australian Standard/New Zealand Standard, Parking Facilities, Part 1: Off-Street Parking AS/ZS 2890.1:2004 and AS/NZS 2890.6:2009 Part 6: Off-Street Parking for People with Disabilities in regards to aisle and parking dimensions.

Council has reviewed the TIA and has requested the western most entrance to the car park is to be 'in only', removal of the crossover between the eastern car park entrance and port cochere eastern entrance and the '*...interface between hotel development and McLaren Parade layout plans needs to be updated to show McLaren will not be kerbed and instead be a shared space*'. In response to this, the applicant has amended the plans to show 'IN' only on the western most entrance, added bollards to restrict potential vehicle access from this crossover of concern and accepts a condition that the final interface and design of the development with McLaren Parade will be detailed once final civil design and the Council public consultation for the road upgrade process has been undertaken.

Car Parking

The site is located within *Table PAdE/5A – Off Street Vehicle Parking Requirements for Designated Areas*. Table PAdE/5A does not specify a minimum or maximum car park rate for tourism development. Notwithstanding this, zone PDC 21 still seeks that development demonstrate '*...sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality*'. PDC 21 does however acknowledge that the lesser rate is suitable where a car parking fund is established or an agreement is reached between Council and the applicant for a financial contribution in lieu of the shortfall of required car parking – which is not the case here.

The development proposes 31 vehicle parking spaces on-site, of which 17 will be located at grade abutting McLaren Parade with a further 14 to be located on a two-level car stacker system. The TIA states that the parking proposed on-site is anticipated to typically cater for staff and guests based on a valet parking system (and likely incur a cost to the guest).

Council has raised concern with the car parking numbers proposed given they consider no analysis of car parking demand for other similar hotels has been undertaken that demonstrates that the 31 parks for a 180 room hotel in a urban setting is adequate. In response to this concern, the applicant has outlined that car parking opportunities were explored early in the design phase



(basement/podium level car parking for example) given the applicant has acknowledged that there is some potential for the development to generate more parking than can be accommodated on site.

Site restraints such as sub-level structural issues (including high water table), the inefficiencies of podium car parking, along with the potential impact of a car park design/interface issues with the adjacent State Heritage Area to the south have resulted in the current approach to car parking according to the applicant. In this case, the hotel's operations are expected to ensure parking demand is catered for with the planning and traffic reports outlining that the proposed 31 car parking spaces are expected to accommodate the anticipated parking demand generated with:

- The site well serviced by public transport;
- Hotel guests to be made aware of the parking and transport options (bus and rail) at the site prior to booking;
- A shuttle-bus service to be provided by hotel management to take the guests to and from the airport and local tourist and business destinations daily such as Semaphore and Osborne;
- The use of rideshare services, in conjunction with taxi services (as result of rideshare completion), to avoid the associated burden of parking coats, self-driving stress and cost of hire car; and
- Opportunity for short and long term parking at Fisherman's Wharf approximately 150 metres west of the site (pay and display ticket parking).

Noting there is no minimum or maximum car parking rate prescribed for tourism development in this location, it is considered it has been demonstrated that there is sufficient off-street car parking to meet the anticipated demand with the hotel management operations in place.

Bicycle Parking

Table PaE/4 – Off Street Bicycle Parking Requirements seeks that 19 spaces should be provided for both employee and visitors for the land uses proposed. In this case, eight bicycle rails (accommodating 16 spaces) are proposed at the eastern edge of the site, meaning there is a theoretical shortfall of three bike parks.

While the 3 space shortfall is considered negligible, GTA traffic consultants have outlined the lesser amount is considered acceptable on the basis that there will be degree of overlap with the proposed land uses. In addition, it is anticipated that most people staying at the hotel would not be coming by bicycle and the 16 spaces provided will meet the anticipated demand.

Impact to Surrounding Road Network

The report compared the traffic generation rates of two hotels in the Adelaide CBD which ranged from 98 rooms to a 378 room hotel. The average trip generation rate resulted in rate of 0.22 trips per room in the typical AM peak hour period ('check out' time). Based on the above, the proposed 180 room hotel is expected to generate 40 vehicle trips in the AM peak hour and 400 daily vehicle trips.

It is expected that the majority of trips will use Commercial Road as means to accessing the site and travel east down McLaren Parade. Therefore it is predicted that McLaren Parade can expect to see an increase in traffic volume by 300 trips per day and 100 trips on the surrounding roads (Divett Street/Todd Street) notwithstanding GTA consider the predicted number of trips generated by the proposed use would not adversely impact the surrounding road network.

8.9 Environmental Factors

8.9.1 Crime Prevention

It is considered that the proposed development has been designed to maximise surveillance around the site and reduce the opportunities for unsociable behaviour. In particular the activation of the ground floor with restaurant and retail uses will increase the pedestrian activity



around the site and create greater opportunities for passive surveillance. The incorporation of hotel windows to the northern and eastern facades will further activate the pedestrianised areas along McLaren Wharf and Lipson Street.

The entrances to the building will not include any concealed areas for loitering and the car parking area is proposed to be managed by hotel staff with the assistance of smart lighting/CCTV.

Overall, it is considered that the proposed development complies with the Council Wide Section – Crime Prevention.

8.9.2 Noise

An acoustic report prepared by Bestec was submitted with the application. A Noise Survey was conducted between 11:20AM - 11:40AM, on 5 December 2019 and between 10:00PM – 10:15PM, on 12 December 2019. The assessment considers the ambient noise level from two measurement positions surrounding the application site. The survey found that the dominant noise source was generated mainly from traffic noise on Divett Street and Tom Diver Derrick Bridge, the 'Dolphin Explorer' on Port River and nearby pubs (Dockside Tavern, Lighthouse Wharf Hotel).

The development also proposes noise generating activities from hotel patrons using the site, pre-recorded music in the function rooms and general deliveries/waste collection.

In order to meet SA *Environment Protection (Noise) Policy 2007* standards, the continuous noise levels must not exceed 52dB(A) during the daytime and (0700-2200) and 45 dB(A) in bedrooms during the night-time (2200-0700) in the *Regional Centre Zone*. The report also recommends noise level guidance for intermittent and music noise.

Based on the above, it is recommended that the proposed development incorporates noise mitigation measures to achieve the SA Environment Protection (Noise) Policy 2007 standards. This includes performance glazing and appropriate insulation of the walls and floors separating the hotel suites/function rooms. Furthermore, it is recommended that the waste collection deliveries to the site are restricted between (7:00am – 22:00pm) Monday to Friday and after 9:00am on Saturday and Sunday.

With the above attenuation measures in place, it is considered that the proposed development will achieve *Environment Protection (Noise) Policy 2007* standards.

Relevant conditions are attached to ensure the development complies with the noise attenuation measures outlined above, in the event of SCAP support.

8.9.3 Waste Management

A dedicated waste storage/loading area is proposed at the north-western section of the car park. The waste loading area will include storage for all the proposed uses (hotel/retail and restaurant) and be serviced on-site. A general layout of the bin storage area has been included within the waste management report. It demonstrates that there is sufficient space (22 sqm) to provide a total of 12 x 660L bins and 2 x 240L bins for the proposed uses.

Hotel rooms will be provided with single bins that will be collected on daily basis by hotel management and sorted into the appropriate waste streams. The waste will then be transported to the ground floor waste storage area.

The waste loading area has been designed to accommodate movements by vehicles up to 8.8 metres (Medium Ridge Vehicle). The waste area will be suitably screened from the public by timber cladding and sited away from the hotel entry. The waste management report submitted with the application anticipates that waste will be collected by a private contract approximately 2 times a week.



Given the above, it is considered that the waste management for site is acceptable and is in accordance with PDC 5 and 6 of the Council Wide Section – Waste.

8.9.4 Energy Efficiency and ESD Initiatives

A sustainability report undertaken by Wood & Grieve was commissioned by the application to explore sustainability options for the development and provide engineering solutions to enable a high performance sustainability measures.

This report details the sustainable measures proposed by the development and include at a minimum:

- A high performing façade reducing heating and cooling loads and increasing occupant comfort;
- Large roof top solar PV array to reduce energy consumption and CO2 emissions;
- Minimum 4 star NABERS hotel rating;
 - Represents an increase of >30% reduction in predicted carbon emissions;
 - 1st NABERS rated hotel in South Australia in 4+ years, and most efficient on record;
- High efficiency mechanical plant and equipment with multi-stage chillers for increased part-load performance;
- High Efficiency Domestic Hot Water system;
- High WELS rated fixtures and fittings to reduce water and energy consumption;
- Integrated Building Management Systems to allow for energy efficient booking strategies and building operation;
- LED Lighting throughout with smart sensors and controls;
- Onsite training of staff and management to ensure design outcomes are realised; and
- Heat Recovery for reduced energy consumption associated with conditioning outside air.

The applicant has also indicated they intend to pursue post-planning consent ESD initiatives as part of the next phase of design development in the event of SCAP support, where these measures detailed in the Wood & Grieve report in the ATTACHMENTS.

Wood and Grieve have outlined the '*...hotel development is seeking to substantially increase sustainability outcomes from a business-as-usual position...*' and, at a minimum, will provide significantly enhanced outcomes for a hotel development such as this on a local and national scale. Given this, the relevant Objectives and PDC's under *Energy Efficiency* are considered achieved.

8.9.5 Wind

Council Wide PDC 22 under *Environmental* seeks that development of 5 or more storey, or 21 metres or more in building height, should be designed to minimise the risk of wind tunnelling effects on public areas by providing a canopies or podium at the base of a tall tower to deflect wind away from the street.

The GA sought clarity in the referral advice on wind impacts to ensure the enjoyment and use of the external spaces adjacent the promenade/ in this marine environment. A wind report has not been provided by the applicant notwithstanding the planning consultant considers that wind will be appropriately managed. Façade articulation and the inclusion of canopies, recesses, window reveals and canopies at the lower level are considered by the applicant to disseminate wind movement down the building façade to achieve safe and comfortable criteria for the site and surrounding area.



8.9.6 Stormwater and Flood/Coastal Protection

Stormwater

The applicant engaged CPR consultants to provide a storm water management plan for the proposed development.

The proposed development intends to capture and discharge stormwater from the 1645 sqm roof catchment area directly to the Port River via a new outlet at the north-east corner. Council has indicated that it is its preference for all stormwater to be captured and conveyed directly into the Port River (via a new outlet), not connected to Council's drainage system. Alternatively, the capacity of Council's drainage system will need to be assessed and on-site detention provided to ensure Council's stormwater system is not overloaded.

Council recommended and sought the applicant demonstrate the following water sensitive initiatives during the planning assessment:

- Calculations to confirm best practice stormwater quality targets, which is considered critical given the development discharges stormwater directly to the Port River;
- MUSIC modelling; and
- Stormwater retention and water re-use (i.e. toilets, laundry taps and irrigation systems).

In response to this, the applicant has confirmed that advice has been sought from BESTEC in relation to the potential for stormwater retention and reuse at the site. The design now includes a 10,000 litre rainwater reuse tank, filter and pump to service the ground floor public toilets – to be located above the public toilets on the ground level. Notwithstanding the inclusion of the rainwater tank for re-use, water sensitive targets and modelling desired by Council have not been demonstrated at this point, where Council has recommend conditions that seek a detailed stormwater plan including MUSIC modelling and stormwater quality improvement systems.

The applicant accepts conditions to deal with these unresolved stormwater matters (post-approval stage) and has recommended the following conditions be attached to the consent in the event of SCAP support:

1. *Prior to the granting of Development Approval the Applicant shall submit a detailed Engineering Siteworks Plan and calculations including a stormwater quality improvement system which demonstrates the following reduction targets are achieved: 90% gross pollutants (greater than 50mm), 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen (TN) and demonstrated reduction of hydrocarbons (oils and greases).*
2. *All surface stormwater runoff from car parking and vehicle manoeuvring areas shall be directed through bio-filtration systems or on-site pollutant treatment devices capable of removing and capturing oils, silts, greases, gross pollutants and nutrients to Council satisfaction, prior to discharging to Council's stormwater drainage system.*

With the above stormwater conditions in place, it is considered that adequate the stormwater management can be designed for the site and ensure adherence to the relevant Council Wide Stormwater policies, noting Water Sensitive Design initiatives are not intended for the site.



Flood

In terms of flooding, the finished floor level of the ground floor has been designed with a FFL above 3.45m AHD. This is consistent with PDC 75 of the Zone policy and supported by the CPB.

PDC 20 of the General Section – *Coastal Areas* states that development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level. CPR predicts that sea levels may increase up to approximately 0.7m over the next 100 years. The proposal has taken this into account, with generous floor to ceiling heights included in the design, should the floor need to be raised in the future.

Information about site levels was originally unclear and concern was raised by the Coastal Protection Board (CPB) and Council. However, the applicant has since clarified the proposed site levels for the entire development is generally 3.2 AHD and 2.9 AHD for the porte cochere - given this area seeks to match in with the surface levels of McLaren Parade. Based on this, the CPB have outlined that some sections of the car park and landscape areas are at levels that will become subject to inundation in extreme events. The CPB and Council have now accepted this approach and raise no objection to the proposed development levels – subject to conditions and advisory notes (shown in the ATTACHEMNTS).

Given the above, it is considered the proposed flood mitigation measures are acceptable.

8.9.7 Site Contamination

Council Wide (Hazards –Site Contamination) policy recommends that where there is evidence or reasonable suspicion that land may have been contaminated, development should only occur where it is demonstrated that the land can be made suitable for its intended use prior to commencement of that use.

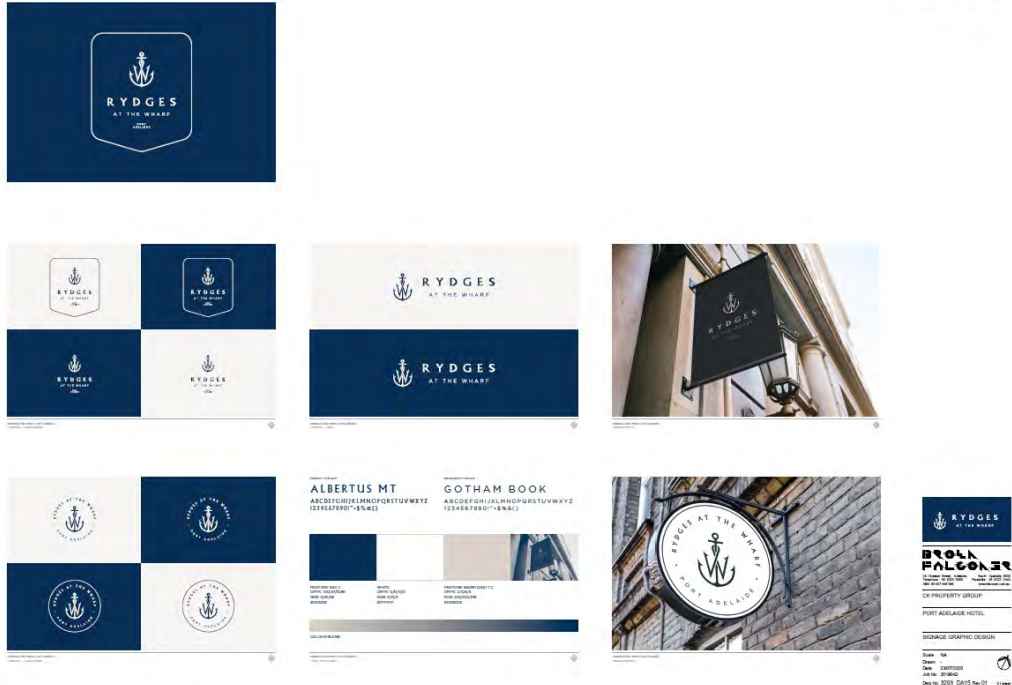
A Site History report has not been provided at this stage by the applicant to demonstrate the site is suitable for its intended use or if further testing and remediation will be required. A condition is proposed to be assigned to the consent however, in the event of SCAP support that a statement from a suitably qualified environmental engineer be provided that demonstrates suitability of the site for its intended use be provided prior to the commencement of construction.

8.10 Signage

The applicant has provided indicative signage designs and locations on the northern, western and southern façade for information purposes, seen below in Figure 11. At ground, signage is intended to be incorporated above the porte cochere and main entrance fronting McLaren Parade. The western facade also includes an area set aside for a community artwork/mural – the final design of which is still to be resolved.

Figure 11 – Indicative Signage

FOR INFORMATION



While indicative signage has been provided and shows a co-ordinated approach, these have not been assessed nor do they form part of this planning application (given these details were provided some time after referrals and notification had taken place).

An advisory note is therefore recommended, in the event of SCAP support, to ensure the final signage strategy (and mural) is appropriately assessed as part of a separate development application, consistent with PDC 1 Advertisements-General Section.

8.11 Overshadowing and Lighting

The site is physically separated from any adjoining sensitive uses. Immediately surrounding the site includes a variety of offices and educational facilities. The nearest sensitive uses (residential) is located 35 metres to the east on the promenade.

The built form results in a 6 storey L-shape design. The majority of the overshadowing impacts will be directed toward the site itself (over hotel carpark). During the winter solstice there will be overshadowing onto the adjacent properties to the south and south-east of the site, however this is somewhat anticipated with the mixed use zoning of the site. Even so, the shadowing impacts will only be prevalent for short intervals throughout the day and is not continuous in nature. On balance, it is not considered that the overshadowing impacts are unreasonable in this context.

Lighting is proposed to be controlled via condition to ensure that there is no unreasonable light spill or brightness that might would adversely impact upon nearby residents.

9. CONCLUSION

The proposed redevelopment of this vacant site will enable the construction a 6-storey building comprising tourist accommodation, along with active uses at ground that will rejuvenate this waterfront area via an increase in tourist population at the Port, as desired by the zone and policy area.



While the development proposes to exceed the 5-storey maximum anticipated in this location (at 6-storey + roof top plant) referral agencies including Council and the State Heritage Unit have indicated their support for the current design and its architectural expression that is considered to be a contemporary, contextual response that provides an appropriate transition to the adjacent State Heritage Area and listed heritage items. The Coastal Protection Board has also indicated support for the site and floor levels proposed in relation to its proximity to the Port River. While the Government Architect (GA) has indicated strong support for the aspirations of the project, the GA still remains concerned with the built form and height of the Lipson Plaza wing on the established low scale streetscape character within the State Heritage Area, contrary to the position of the SHU and Council's heritage advisor. Other matters such as the resolution of the upper floors and rooftop plant integration have also been raised by the GA.

Further information on the final mural design and technical matters such as stormwater and vehicle manoeuvring (in the event McLaren Parade is upgraded) is also required to ensure the development can function appropriately.

On balance, it is considered that the overall development will deliver a high quality development that is consistent with the envisaged land use within the Regional Centre Zone / Policy Area 44. The development is considered to be consistent with the Development Plan and support is recommended.

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 City of Port Adelaide Enfield Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by CK Property Group c/- Ekistics for the construction of a 6-storey tourist accommodation building, with restaurant/bar, retail, car parking and port cochere at 2-7 McLaren Parade, Port Adelaide, subject to the following conditions of consent and advisory notes.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details, plans and reports submitted and stamped with Development Application No 040/L074/20.
Reason: to ensure the development is undertaken in accordance with the approved documentation.
2. Prior to Development Approval for superstructure works, the applicant shall submit a final detailed schedule of external materials and finishes to the satisfaction of the State Planning Commission in consultation with the Government Architect.
Reason: to ensure the final material quality is realised.
3. A statement by a suitably qualified professional that demonstrates that the land is suitable for its intended use (or can reasonably be made suitable for its intended use) shall be submitted to the State planning Commission prior to any superstructure works.
Reason: to ensure the site is suitable for its intended use.
4. 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: to ensure landscaping is provided and nurtured at all times.



5. A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.
Reason: to ensure landscaping is provided and nurtured at all times.
6. 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) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Planning Commission prior to the occupation or use of the development.
Reason: to ensure Australian Standards are met.
7. All car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of the City of Port Adelaide Enfield.
Reason: to ensure parking areas are maintained.
8. The acoustic attenuation measures recommended in the BESTEC report, rev. dated 16 February 2020 shall be fully incorporated into the building rules documentation to the reasonable satisfaction of the State Planning Commission. Such acoustic measures shall be made operational prior to the occupation or use of the development.
Reason: to ensure acoustic attenuation measures are achieved.
9. The hours for waste collection vehicles to enter and exit the site shall be restricted to Monday to Friday: between 7am and 10pm and between 9am and 10pm Saturday and Sunday.
Reason: to ensure the amenity of the locality.
10. Prior to the granting of Development Approval the Applicant shall submit a detailed Engineering Siteworks Plan and calculations including a stormwater quality improvement system which demonstrates the following reduction targets are achieved: 90% gross pollutants (greater than 50mm), 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen (TN) and demonstrated reduction of hydrocarbons (oils and greases) to the satisfaction of the SCAP.
Reason: to ensure stormwater management is designed appropriately for the development.
11. All surface stormwater runoff from car parking and vehicle manoeuvring areas shall be directed through bio-filtration systems or on-site pollutant treatment devices capable of removing and capturing oils, silts, greases, gross pollutants and nutrients to Council satisfaction, prior to discharging to Council's stormwater drainage system.
Reason: to ensure the appropriate treatment and stormwater quality.
12. The applicant shall provide an updated traffic report that reviews the access arrangements in conjunction with and prior to the upgrade of McLaren Parade (to result in one-way movement) to the satisfaction of the State Planning Commission.
Reason: to ensure traffic movement is still achievable at the site in the event of the McLaren Parade street upgrade.
13. The final mural design to the western elevation shall be provided for State Planning Commission's review and endorsement prior to its instalment.
Reason: to allow review of the final mural design.

Coastal Protection Board Conditions

14. Mechanical and electrical equipment shall be made safe from water ingress or raised in accordance with the Board's recommended minimum site level of 3.45 metres AHD.
Reason: to ensure mechanical and electrical equipment shall be made safe from water ingress

15. Any imported fill to be used shall be free of weeds and pathogen's to ensure that noxious weed or contamination sources are not introduced into the coastal environment.
Reason: to ensure noxious weed or contamination sources are not introduced into the coastal environment
16. All stormwater design and construction shall be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.
Reason: to ensure stormwater does not adversely affect the marine environment.
17. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).
Reason: to ensure the amenity of the locality via light spill.

ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Planning Commission.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Port Adelaide Enfield (Council) and implemented throughout construction in accordance with current industry standards including the *Local Nuisance and Litter Control Act 2016*, the EPA publications "*Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition*" and, where applicable, "*Environmental Management of On-site Remediation*" – to minimise environmental harm and disturbance during construction. The management plan should incorporate, without being limited to, the following matters:
 - o timing, staging and methodology of the construction process and working hours;
 - o traffic management strategies;
 - o control and management of construction noise, vibration, dust and mud;
 - o management of infrastructure services during construction and re-establishment of local amenity and landscaping;
 - o stormwater and groundwater management during construction;
 - o site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
 - o disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
 - o protection and cleaning of roads and pathways; and
 - o overall site clean-up.
- e. Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land on which the development is situated, including the riverbed, may have the potential to develop acid sulfate conditions if exposed to oxygen. Spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in



place, via an appropriate soil expert. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at: https://www.environment.sa.gov.au/our-places/coasts/Coastal_hazards/Coastal_acid_sulfate_soils

- f. The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Sanctuary Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- g. Signage does not form part of this consent and the final signage strategy must be assessed as part of a separate development application.
- h. The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.
- i. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
- j. The applicant is informed of the following requirements of the *Heritage Places Act 1993*.
 - a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.For further information, contact the Department for Environment and Water.
- k. The applicant is inform of the following requirements of the *Aboriginal Heritage Act 1988*.
 - a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

Hannah Connell
Planner
METRO and REGIONAL DEVELOPMENT ASSESSMENT

Janaki Benson
Senior Planner
INNER METRO DEVELOPMENT ASSESSMENT

McLaren Wharf Port Adelaide - Hotel Development

DA ISSUE

Rev/ Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	19.02
POST-LODGE MENT DESIGN CHANGES	05.06
POST-LODGE MENT DESIGN CHANGES	17.07




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Contents

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DA05	3D Perspectives	02	05.06.2020
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DA10	Ground Floor Plan	04	17.07.2020
DA11	Level 1 Plan	02	05.06.2020
DA12	Levels 2 - 4 Plan	02	05.06.2020
DA13	Level 5 Plan	03	17.07.2020
DA14	Roof Plan	03	17.07.2020
DA15	Signage Graphic Design - FOR INFORMATION ONLY	01	23.07.2020





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PORT ADELAIDE HOTEL

COVER PAGE

Scale N/A
 Drawn MG LP ER
 Date 19/02/2020
 Job No 2019042
 Dwg No 3293 DA01 Rev 04 At sheet

McLaren Wharf Port Adelaide - Hotel Development Context Analysis + Project Aspiration

Locality



Sun and Views



Key Locations

- Legend**
- Subject Site
 - Guest Hotel
 - Port Adelaide Backpackers
 - MH Motel
 - 4 Hart's Mill
 - 5 Queen's Wharf
 - 6 Fishermen's Market
 - 7 Lighthouse
 - 8 McLaren Wharf
 - 9 Lipson Street Plaza
 - 10 One and All Ship
 - 11 Clipper Ship
 - 12 Dockside Tavern
 - 13 Maritime Museum
 - 14 Town Hall
 - 15 Visitor's Centre
 - 16 Port Admiral Hotel
 - 17 Port Mall



Site Analysis

- Legend**
- Front of House
 - Back of House
 - Active Node
 - Activated Frontage
 - Sight Lines
 - Boundary

Cultural Context



Heritage Context



Historic Context



Art Context

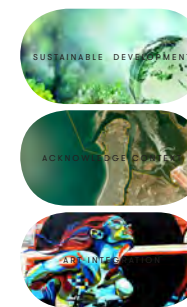


Design Principles

*Agreed with the local community through significant and comprehensive community consultation events during the McLaren Wharf Master Plan project, Renewal SA and Tract

- Celebrate the Waterfront
- Activate the Plaza
- Enhance City Streets
- Support a Diverse Community
- Promote Port's History
- Provide a Welcome for Visitors
- Facilitate Coming and Going
- Ensure a City for People

Project Principles



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CONTEXT ANALYSIS AND PROJECT ASPIRATION

Scale: N/A
 Drawn: MG LP ER
 Date: 14/02/2020
 Job No: 2019042
 Dwg No: 3293 DA02 Rev 01 At sheet

Rev/Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE MENT DESIGN CHANGES	06.08
POST-LODGE MENT DESIGN CHANGES	17.07

McLaren Wharf Port Adelaide - Hotel Development
Form, Sun Study + Long Views

Form



Gesture 1
Allow for future expansion

Gesture 2
Corner feature with recessive wings

Gesture 3
Two storey finer grain with recessive top level

Long Views



Corner of Commercial Rd and St Vincent St
Corner of Commercial Rd and Nile Street



Sun Study : Winter Solstice - 21st of June



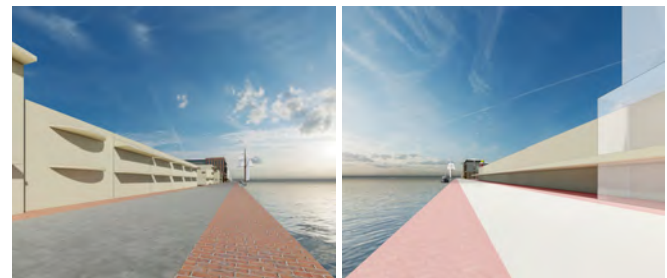
Sun Study : Equinox - 20th of March



Sun Study : Summer Solstice - 21st of December



Corner of Lipson St and St Vincent St
Birkenhead



McLaren Wharf near Warrawee Dock
Queens Wharf



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PORT ADELAIDE HOTEL

FORM, SUNSTUDY AND LONG VIEWS

Scale	N/A
Drawn	MG LP ER
Date	14/02/2020
Job No	2019042
Dev No	3293 DA03 Rev 03

03/2020/DA03/Rev 03 McLaren Wharf Hotel Development/DA03/Rev 03/2020/11/20/20/11/20/20/11/20/20/11/20/20

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev/Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE MENT DESIGN CHANGES	05.08
POST-LODGE MENT DESIGN CHANGES	17.07



McLaren wharf looking south-west



McLaren wharf promenade



Fishermen's Wharf looking north-east



Lipson Street looking north-west



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PORT ADELAIDE HOTEL

3D PERSPECTIVES

Scale N/A
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA04 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev/ Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE/MENT DESIGN CHANGES	05.20



McLaren Wharf facade



McLaren Parade



Lipson Plaza colonnade



McLaren Parade entrance



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PORT ADELAIDE HOTEL

3D PERSPECTIVES

Scale: N/A
Drawn: MG LP ER
Date: 14/02/2020
Job No: 2019042

Dwg No: 3293 DA05 Rev 02 At sheet

McLaren Wharf Port Adelaide - Hotel Development

Streetscape Elevations

DATA ISSUE

Rev/ Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE MENT DESIGN CHANGES	06.08
POST-LODGE MENT DESIGN CHANGES	17.07



North Streetscape (McLaren Wharf)
Scale - 1:500



East Streetscape (Lipson Street)
Scale - 1:500



South Streetscape (McLaren Parade)
Scale - 1:500



West Streetscape (Commercial Road)
Scale - 1:500



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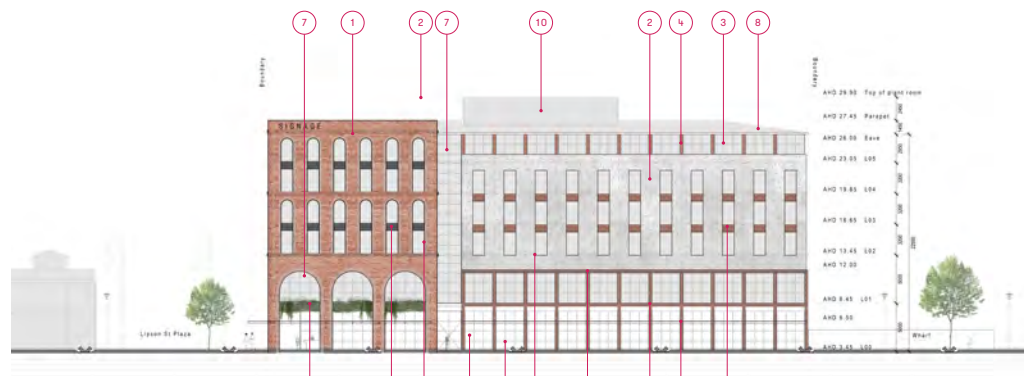
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PORT ADELAIDE HOTEL

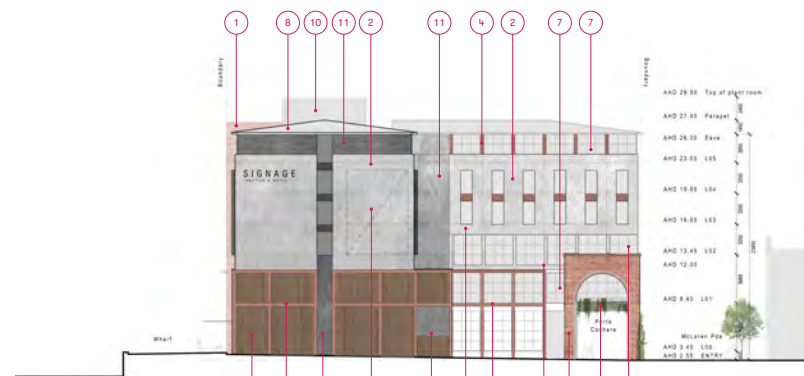
STREETSCAPE ELEVATIONS

Scale 1:500
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dig No 3293 DA06 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development Elevations



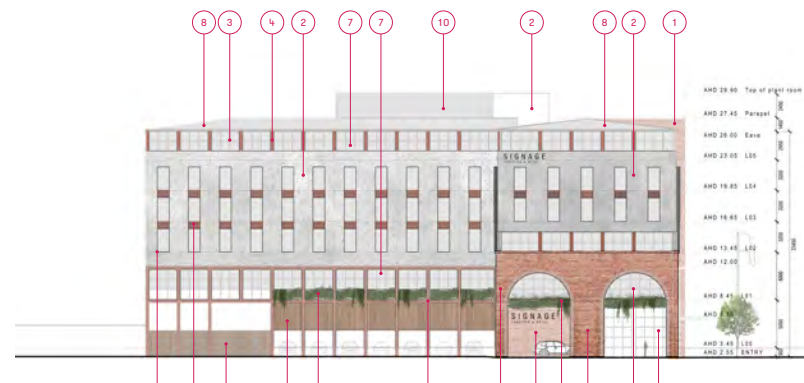
North Elevation
Scale - 1:250



West Elevation
Scale - 1:250



East Elevation
Scale - 1:250

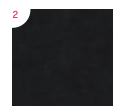


South Elevation
Scale - 1:250

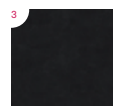
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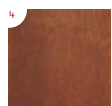
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PGH CRAFTED SANDSTOCK BRICK. COLOUR: BLACKETT



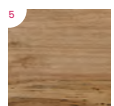
2
PRECAST CONCRETE. MID GREY OXIDE MIX, SANDBLASTED FINISH



3
STEEL (CHARCOAL). COLOUR: DULUX DURATEC ELEMENTS MONUMENT



4
STEEL (OCHRE). COLOUR: DULUX DURATEC ELEMENTS WEATHERED STEEL



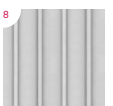
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TIMBER CLADDING



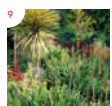
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HIGH PERFORMANCE DOUBLE GLAZED WINDOWS. LOW-E NEUTRAL



7
HIGH PERFORMANCE DOUBLE GLAZED WINDOWS. LOW-E TINTED



8
ROOF SHEETING. COLOUR: COLOURBOND SURFMIST



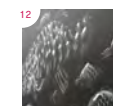
9
LANDSCAPE INTEGRATION - PLANTERS OR GREEN WALL



10
WARM GREY 2 STAGE LOUVRES TO ROOF PLANT



11
PRECAST CONCRETE DARK GREY OXIDE MIX, SANDBLASTED FINISH



12
ART INTEGRATION OR VISUAL DISPLAY OPPORTUNITY



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PORT ADELAIDE HOTEL

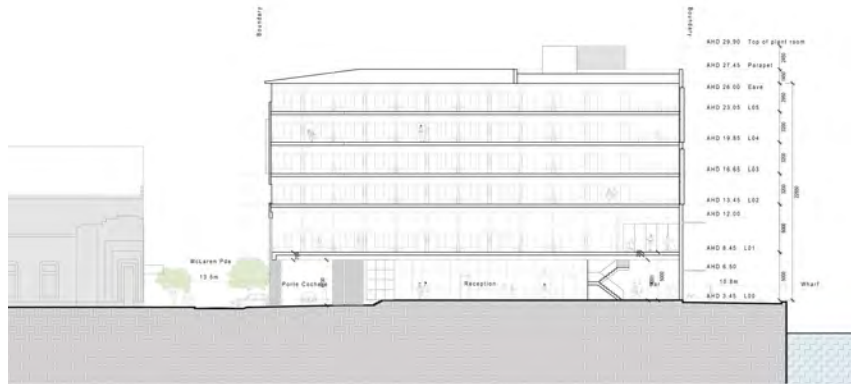
ELEVATIONS

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Date: 14/02/2020
Job No: 2019042

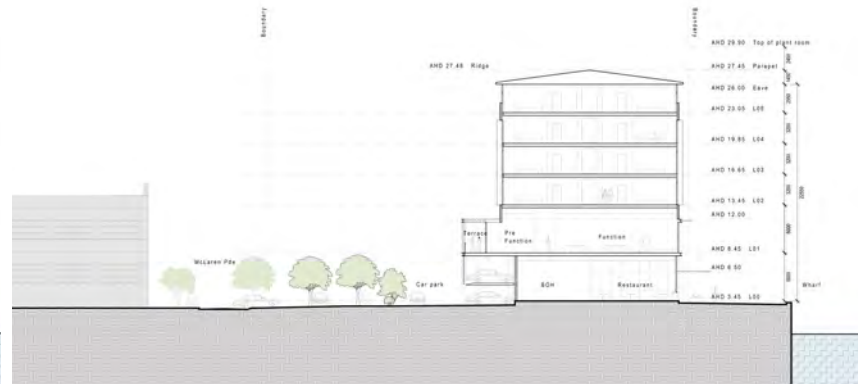
Proj No: 3293 DA07 Rev 03 At sheet

Rev/Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02.2020
POST-LODGE MENT DESIGN CHANGES	05.08.2020
POST-LODGE MENT DESIGN CHANGES	17.07.2020

McLaren Wharf Port Adelaide - Hotel Development
Sections + Photomontages



Section A
Scale - 1:250



Section B
Scale - 1:250



Photomontage 01
Corner of Parade N and Commercial Rd looking north-east



Photomontage 02
McLaren Wharf looking west



Photomontage 03
Lipson St looking north-west



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SECTIONS AND
PHOTOMONTAGES

Scale 1:250
Drawn MG LP ER
Date 14/02/2020
Job No 2019042

Draw No 3293 DA08 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development
Site Plan



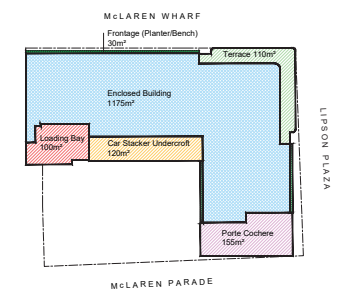
Proposed building footprint shown hatched

Potential extent of Council's McLaren Parade upgrade shown hatched

Site Plan
Scale - 1:500

Level	King	Double/DDA	Suite	1 Bed Suite	Car Parks	Keys	GFA
L00	-	-	-	-	31	-	1175
L01	11	1	3	1	-	16	1580
L02	30	3	6	2	-	41	1500
L03	30	3	6	2	-	41	1500
L04	30	3	6	2	-	41	1500
L05	30	3	6	2	-	41	1500
TOTALS	131	13	27	9	31	180	8755m²

Ground Floor Area Plan
Scale - 1:500



RYDGES
AT THE WHARF

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PORT ADELAIDE HOTEL

SITE PLAN

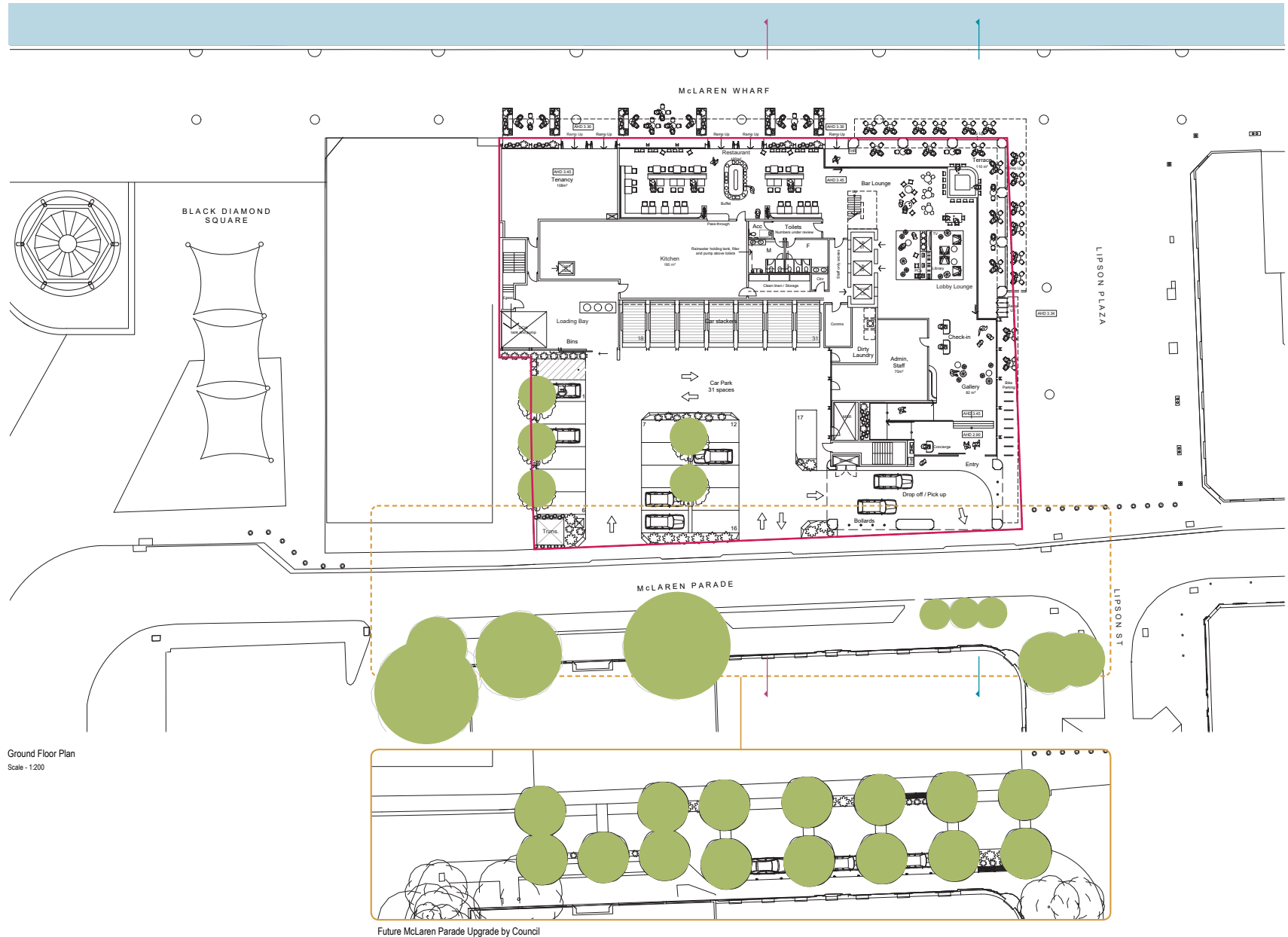
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Date: 14/02/2020
Job No: 2019042

Dwg No: 3293 DA09 Rev 02 At sheet

McLaren Wharf Port Adelaide - Hotel Development Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	19.02
2	POST-LODGE MENT DESIGN CHANGES	06.06
3	POST-LODGE MENT DESIGN CHANGES	17.07



Ground Floor Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1



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PORT ADELAIDE HOTEL

GROUND FLOOR PLAN

Scale: 1:200
Drawn: MG L.P.E.R.
Date: 19/02/2020
Job No: 2919042
Desk No: 3293 DA10 Rev 04 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Assessment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT		14.02
POST-LODGE/MENT DESIGN CHANGES		05.08



Level 1 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

LEVEL 1 PLAN
Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA11 Rev 02 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUES FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02.2020
2	POST-LODGE/MENT DESIGN CHANGES	05.03



Level 2-4 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1



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PORT ADELAIDE HOTEL

LEVELS 2-4 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA12 Rev 02 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUES FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
2	POST-LODGE MENT DESIGN CHANGES	06.08
3	POST-LODGE MENT DESIGN CHANGES	17.07



Level 5 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

LEVEL 5 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042

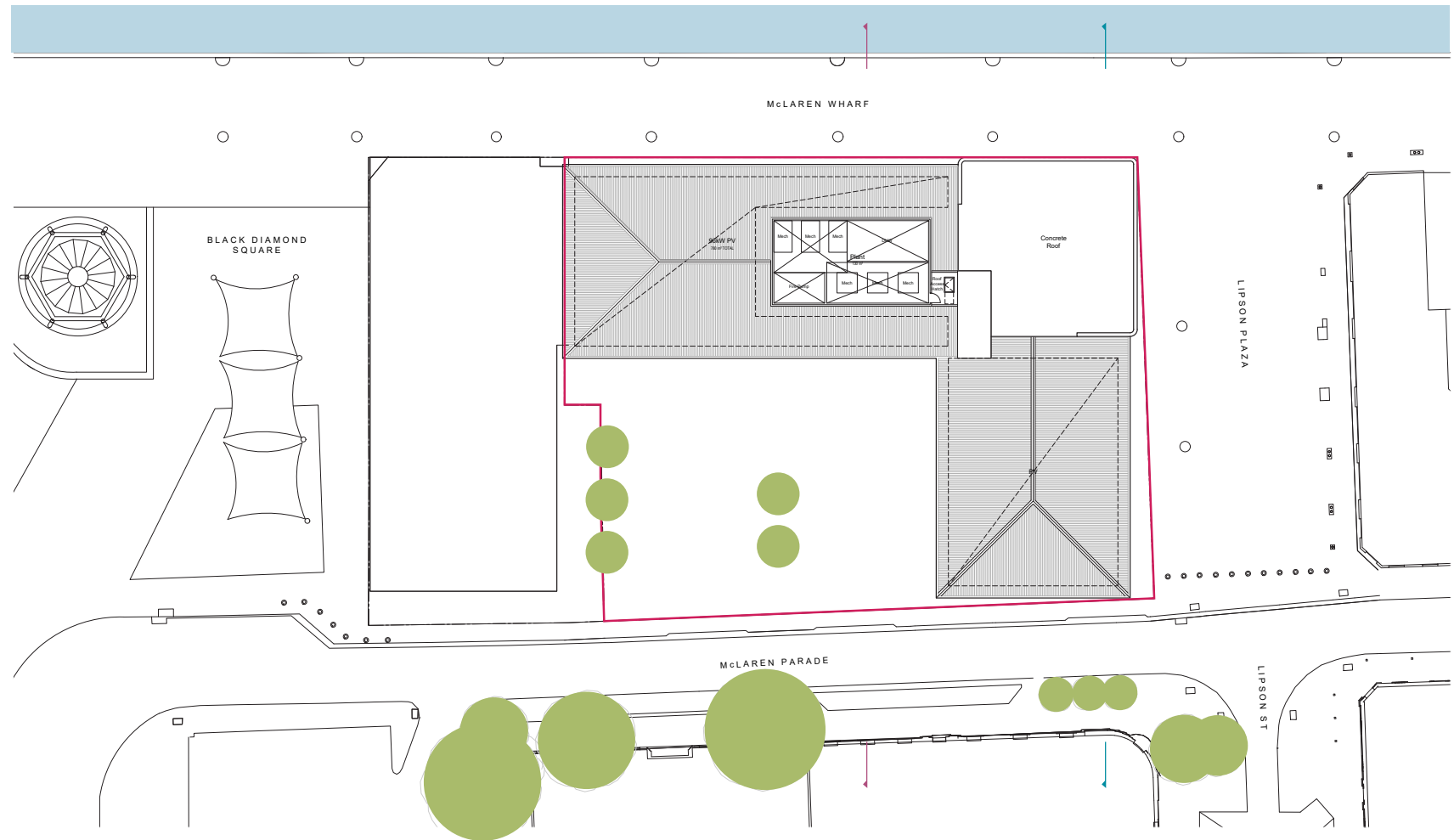
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McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Assessment	Date
1	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
2	POST-LODGE MENT DESIGN CHANGES	06.08
3	POST-LODGE MENT DESIGN CHANGES	17.07



Roof Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1



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PORT ADELAIDE HOTEL

ROOF PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042

Dev No 3293 DA14 Rev 03 A1 sheet

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FOR INFORMATION

Rev: Amendment Date:
ISSUED FOR INFORMATION ONLY 23/07



Rydges at the Wharf | Port Adelaide
Logotype - Standard Usage



Rydges at the Wharf | Port Adelaide
Logotype - Inverse



Rydges at the Wharf | Port Adelaide
Signage - Horizontal



Rydges at the Wharf | Port Adelaide
Logotype - Circular Usage

PRIMARY TYPEFACE
ALBERTUS MT
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!*~\$%&()

SECONDARY TYPEFACE
GOTHAM BOOK
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!*~\$%&()

PANTONE 540 C CMYK: 100/57/12/61 RGB: 0/51/99 #003399	WHITE CMYK: 0/0/0/0 RGB: 255/255/255 #FFFFFF	PANTONE WARM GRAY 1 C CMYK: 2/34/5 RGB: 234/232/235 #E0E0D8
---	--	---

COLOR BLEND

Rydges at the Wharf | Port Adelaide
Colors, Colour Palette



Rydges at the Wharf | Port Adelaide
Signage - Vertical



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PORT ADELAIDE HOTEL

SIGNAGE GRAPHIC DESIGN

Scale: NA
Drawn: -
Date: 23/07/2020
Job No: 2019042
Dwg No: 3293 DA15 Rev 01 At sheet



ekistics

McLaren Wharf Hotel
Port Adelaide

Planning Report

Prepared for:
CK Property Group

Date:
24.02.2020

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Executive Summary

Category	Details
PROJECT	McLaren Wharf Hotel
ADDRESS OF SITE	Lots 2 to 7 McLaren Parade, Port Adelaide
CERTIFICATES OF TITLE	Lot 2 6220/548 Lot 3 6220/549 Lot 4 6220/550 Lot 5 6220/551 Lot 6 6220/552 Lot 7 6220/553
SITE AREA	2,463m ²
FRONTAGES	McLaren Parade 54.1 metres McLaren Wharf Promenade 56.25 metres Lipson Street 43.36 metres
LOCAL GOVERNMENT	City of Port Adelaide Enfield
RELEVANT AUTHORITY	State Commission Assessment Panel
DEVELOPMENT PLAN	Port Adelaide Enfield Development Plan (consolidated 6 February 2018)
ZONING	Regional Centre Zone
POLICY AREA/PRECINCT	McLaren's Wharf Policy Area 44
EXISTING USE	Vacant land
PROPOSAL DESCRIPTION	Construction of a 6-storey tourist accommodation building (180 keys) comprising lobby, restaurant, bar and function spaces, retail tenancy, carparking, landscaping and port cochere
NATURE OF DEVELOPMENT	Consent
REFERRALS/CONCURRENCES	Coastal Protection Board Government Architect Heritage SA City of Port Adelaide Enfield (informal)
PUBLIC NOTIFICATION	Category 2 (due to building height)
APPLICANT	CK Property Group
CONTACT PERSON	Rebecca Thomas, Ekistics Planning and Design 0474 894 433 rthomas@ekistics.com.au
OUR REFERENCE	00790

1. Introduction

1.1 Background

This report has been prepared on behalf of CK Property Group in support of an application for a 6-storey tourist accommodation building on McLaren Wharf in Port Adelaide.

The site has been vacant for a number of years and presents a significant opportunity for a destination development outcome in the heart of the Port which will both invigorate the Promenade and stimulate a diverse range of local businesses and medium density residential properties in the locality.

This statement provides information about the subject land and proposed development and assesses the merits of the proposal against the relevant provisions of the Regional Centre Zone, McLaren's Wharf Policy Area 44 and other relevant General policy provisions of the Port Adelaide Enfield Council Development Plan.

For the purposes of this Statement, the Port Adelaide Enfield Development Plan will be referred to as the 'Development Plan', the *Development Act, 1993* will be referred to as the 'Act' and the *Development Regulations, 2008* will be referred to as the 'Regulations'.

1.2 Stakeholder Engagement and Pre-lodgement Process

The Applicant commenced the voluntary pre-lodgement service offered by the Department of Planning, Transport and Infrastructure (DPTI) in mid-2019. In addition to the regular pre-lodgement meetings held during this process, other stakeholder meetings were also held. Key meetings are outlined below:

- Project Initiation meeting with DPTI – 21 May 2019
- Project Introduction Meeting with Port Adelaide Enfield Council – 22 August 2019
- Pre-lodgement Planning meeting with DPTI and Agencies – 14 November 2019
- Presentation to Council's Major Projects Group – 25 November 2019
- McLaren Parade Upgrade meeting with Council – 17 December 2019
- Office for Design and Architecture SA (ODASA) Design Review Panel presentation – 22 January 2020

The feedback provided via these meetings, particularly in relation to the proposed architectural expression, form, massing and materials informed the design development of the project.

Engagement with other relevant stakeholders has also taken place including Renewal SA (RSA), who have care and control of the McLaren Wharf Promenade, and the South Australian Tourism Commission (SATC).

RSA are very supportive of the level of activation and public realm engagement incorporated into the project and use of the Promenade for outdoor dining. We understand management of the Wharf Promenade space may transfer to Council in the future and the Applicant will continue engagement with both RSA and Council on opportunities to enhance the Promenade pedestrian experience and amenity.

SATC are also extremely supportive of new tourist accommodation opportunities in Port Adelaide, recognising the growing demand created by the defence sector, cruise ships visits, tourism in the State generally and the need for more short stay accommodation options and conference / business event facilities within Port Adelaide. SATC have provided their written support (refer **Appendix 1**).

SATC’s views are underpinned by data on tourist accommodation demand and align with the findings of the McLaren Wharf Project’s lead Hotel consultant (AHS Advisory) who has identified that, over and above the known additions to supply in the competitive market area, a further 371 rooms are likely to be sustainable in Port Adelaide given the outlook for demand growth.

The Port Adelaide Enfield Council have also sought to engage with the Project Team on the potential upgrade of McLaren Parade and early feedback from Council indicates Council is committed to a civil and public realm upgrade of the street, with a budget allocation being considered for next financial year. If possible, the intent would be to align both the hotel and street upgrade construction timing as well as final design interface decisions in relation to paving materials, landscaping treatment, street furniture and the like.

1.3 Strategic Alignment and Benefits

Early in the design development phase of the project, investigations were undertaken to explore the history of Port Adelaide and review previous master planning work as well as identify the strategic benefits of the project within the selected location. This work informed the design context (and is reflected in the Architectural Package) but was also valuable for the Applicant in order to better appreciate the local ‘Port’ environment as well as inform the commercial viability of the project.

With respect to past masterplan work, two key documents reviewed included:

- **Port Adelaide Precinct Plan**, Connor Holmes and David Lock on behalf of Renewal SA, 2014; and
- **McLaren Wharf & Cruickshank’s Corner Precincts Master Plan Framework**, Tract & GHD, prepared for the State Government, LMC [now RSA] and the Port Adelaide Enfield Council, 2010.



In addition, the project directly supports the achievement of the following State Planning Policies (SPP's), aimed at improving the liveability, sustainability and prosperity of the state.

As a statutory instrument under the Planning, Development and Infrastructure Act 2016, the State Planning Policies outline the planning and design ambitions for South Australia and represent the highest level of policy.

State Planning Policy	Proposal's Contribution to Policy Achievement
	<p>The proposal makes efficient use of strategic yet highly underutilized site within the Port and presents a proposal which will be a catalyst for more local investment and establish a local benchmark for high quality development outcomes.</p>
	<p>Design development for this project has been thorough and well considered, informed by a range of stakeholders to incorporate all key design drivers including activation, heritage, massing, materiality, accessibility, flood management and sustainability. Recent amendments were influenced by the ODASA Design review panel.</p>
	<p>ESD opportunities have been part of the design development from the beginning resulting in a suite of initiatives that will facilitate a leading example of energy efficient hotel design both locally and nationally.</p>
	<p>Respect for the history of the Port and the remaining local architecture is acknowledged, with the design seeking to be responsive to the need for innovation and contemporary built form outcomes while also ensuring sensitive heritage interfaces and respect for the historic fabric in the locality.</p>
	<p>This project will generate significant local investment in addition to new employment opportunities generated during construction and after with ongoing hotel operations. Other value add opportunities will arise through associated goods and services, transport and complementary tourism venture.</p>

2. Subject Site and Locality

The subject site comprises a vacant parcel of land situated within the McLaren Wharf Precinct, a prime public waterfront area located between the Port River to the north and Nile Street and McLaren Parade to the south. While the Precinct has a unique waterfront location and public promenade, excellent proximity to the core of Port Adelaide and valuable architecture and historic built form, it remains underdeveloped and is challenged by fragmented land ownership.

The subject site comprises a rare consolidated development opportunity in the heart of the Precinct.

Formally recognised as Lots 2 to 7 McLaren Parade, Port Adelaide, the land is identified by the following Certificates of Title (Appendix 2):

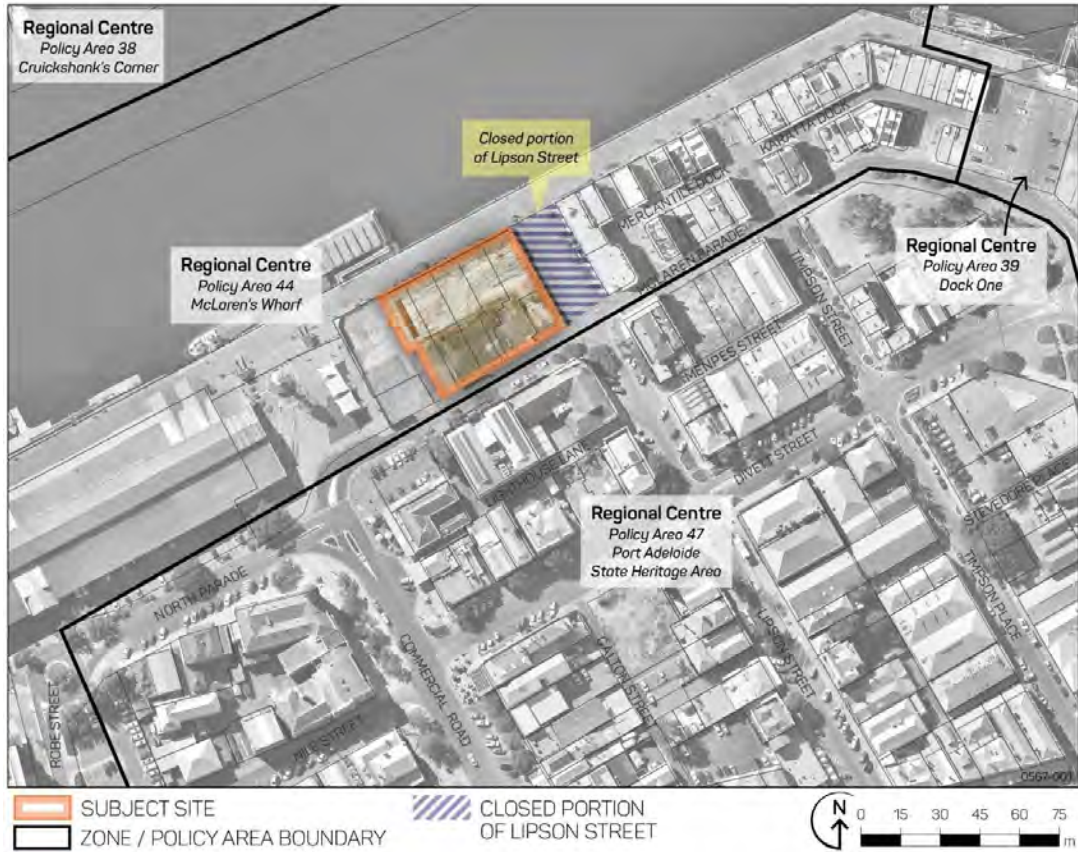
Allotment	Certificate of Title
2	6220/548
3	6220/549
4	6220/550
5	6220/551
6	6220/552
7	6220/553

The subject site measures approx. 2,463m² and is vacant of structures although it does contain a remnant asphalt carpark covering approx. 727m² and is fully fenced. The site is essentially rectangular albeit for a step in its western boundary. The land falls from north to south with the Promenade level currently sitting approx. 700mm higher than the level at McLaren Parade.

Currently a number of easements and rights of way (RoW) affect the site, the majority of which appear to be residual from the previous site occupation. Should consent be granted and the project proceed, the titles will likely be amalgamed, and the easements/RoW's extinguished and/or modified to reflect the proposed development.

The site and relevant land use zoning detail is identified in Figure 2.1 over page.

Figure 2.1 Site, locality and zoning



Images of the subject site are provided below.

Figure 2.2 Subject Site



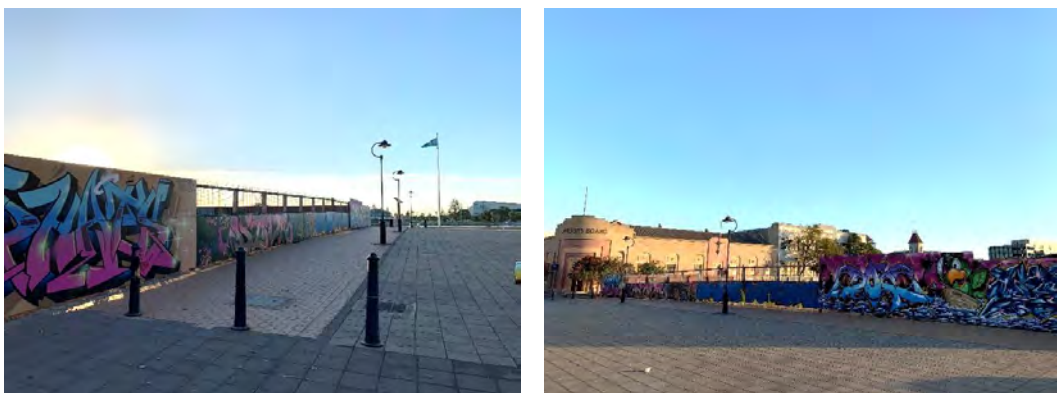
As illustrated, the site has a southern frontage of approx. 54 metres to McLaren Parade (a local road, in the care and control of Council) from which all vehicle access is provided. This is the site's only public road frontage. The opportunity to significantly enhance this public thoroughfare and make it a shared space and one-way street is currently being explored by Council.

Figure 2.3 McLaren Parade



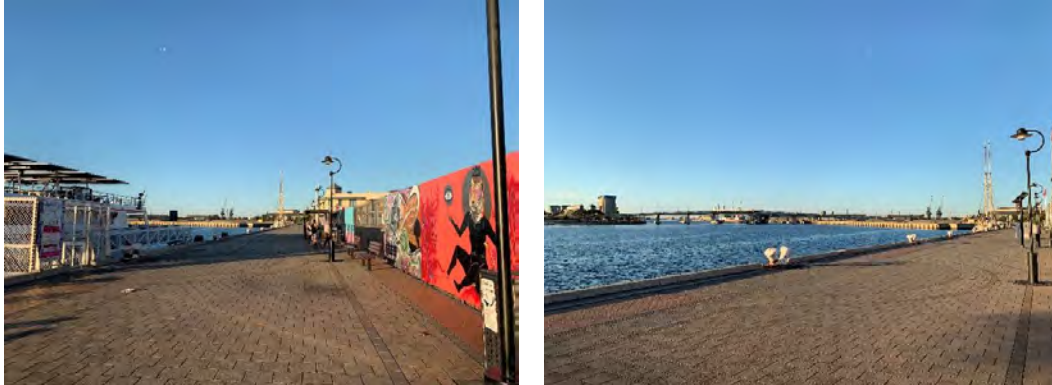
The site also has a 43-metre eastern frontage to Lipson Street however this end of the street has been closed to traffic and connects with the Port River Promenade located immediately north of the site. These areas function as public space and are accessed by pedestrians, cycles and emergency / service vehicles only.

Figure 2.4 Lipson Street



A 10.8 metre wide public wharf promenade (currently in the care and control of Renewal SA) abuts the northern boundary whereby the site presents a significant 56 metre frontage to the Port Adelaide River.

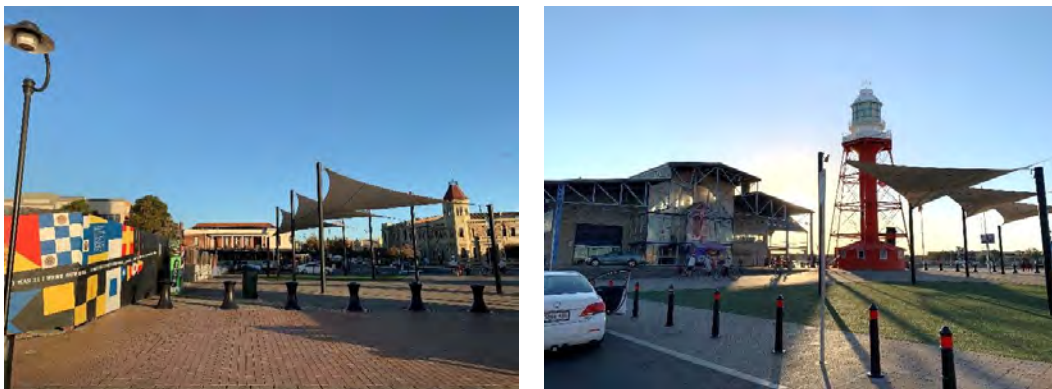
Figure 2.5 McLaren Wharf Promenade



To the west, the subject site abuts another vacant allotment of approx. 943m² which is not in the ownership or control of the Applicant. Notwithstanding, discussions with this adjoining landowner are open and continuing with opportunities to integrate the future development of this neighbouring land with the proposed hotel site remaining an option.

To the west of this neighbouring site is the public plaza area known as ‘Lighthouse’ or ‘Black Diamond Square’ (containing a prominent and heritage listed Lighthouse) and further west, the Fishman’s Wharf Market.

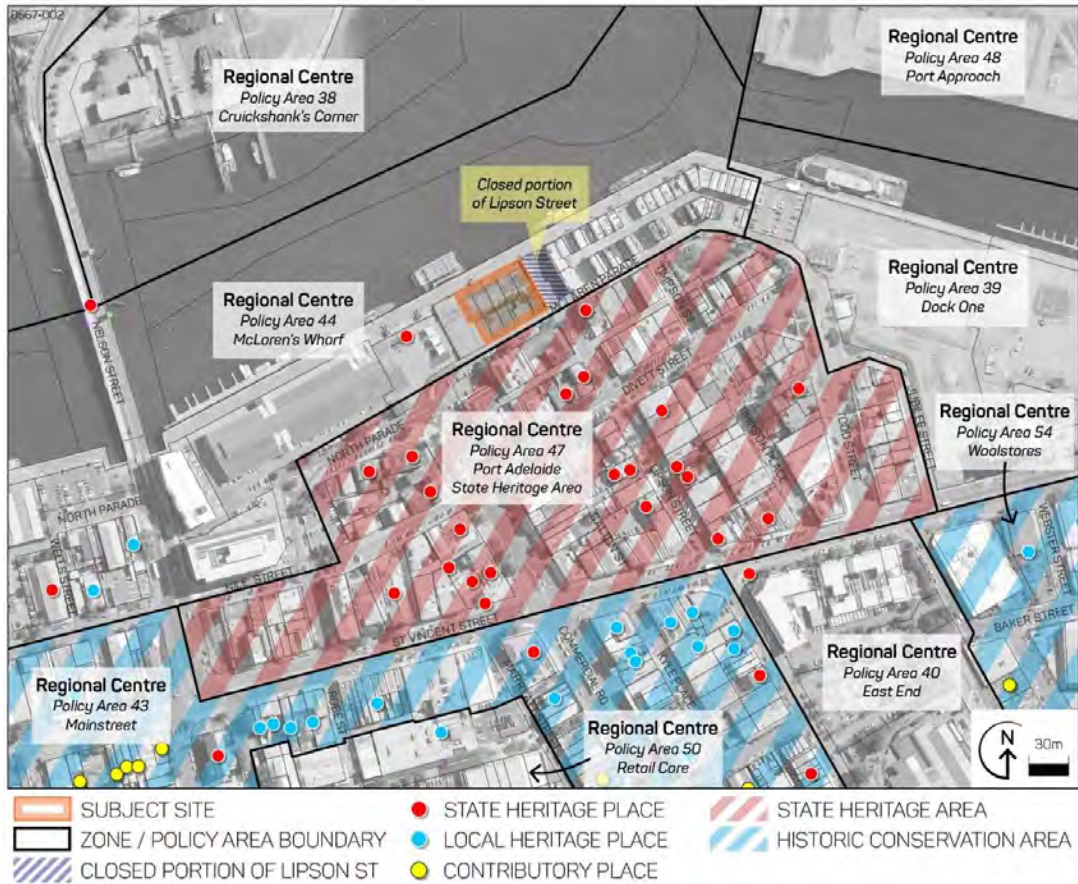
Figure 2.6 Black Diamond Square and Lighthouse



The wider locality contains a variety of buildings from different eras and of different scales and land uses. The State Heritage Area to the immediate south represents the colonial architecture and the commercial core of the early Port Adelaide settlement associated with the town’s function as the state’s major port. 18 sites within the Port Adelaide state heritage area are also on the South Australian Heritage Register including the adjacent ‘Dockside Tavern’ on the McLaren and Lipson corner.

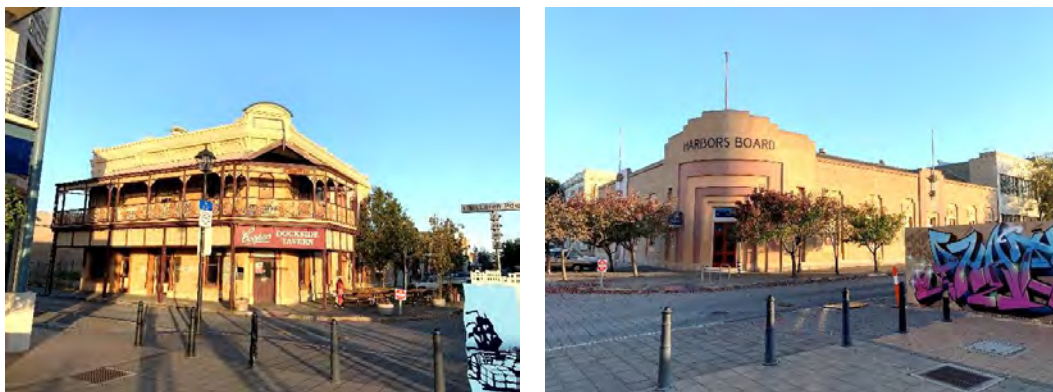
The relevant heritage listings are illustrated in the image over page.

Figure 2.7 Relevant Heritage Listings and State Heritage Area



The Art Deco style former Harbors Board building (not heritage listed), on the opposite corner is closer again to the site, immediate opposite the proposed Port Cochere hotel entry. A number of more contemporary building are situated within the same setting as the proposed hotel. Images from the locality are provided below.

Figure 2.8 Images of the locality





A number of the key precinct features are identified by Brown Falconer in their Context Analysis including the image over page which illustrates the highly central and strategic location of the development site and its ability to become a focus point and destination venue for Port Adelaide.

Figure 2.9 Precinct Features (c/- Brown Falconer)



3. Procedural Matters

3.1 Nature of Development

Notwithstanding the common use of the term 'hotel', the proposed development involves the construction of tourist accommodation in the form of a 'motel'. 'Tourist Accommodation' and 'Serviced Apartments' are not defined land uses in the Regulations.

A 'Motel' is defined in the Regulations as:

***motel** means a building or group of buildings providing temporary accommodation for more than 5 travellers, and includes an associated restaurant facility, but does not include a hotel or residential flat building;*

The development will also incorporate a range of ancillary and supporting uses including the Port Cochere, Concierge, Check-in, Function Spaces and Lobby areas.

The proposed at-grade car parking is also ancillary to the 'motel' use, managed by a valet service and will not be available as a public carpark.

In addition, the ground floor will incorporate a public Restaurant/Bar and an adjoining tenancy most likely also for food/beverage (F&B) sales or similar tourist focused activity.

Within the 'Regional Centre Zone' these uses including the ancillary vehicle parking are all '**Consent**' uses (meaning the application is neither 'Complying' nor 'Non-complying' but is to be assessed on its merits).

3.2 Planning Authority

Pursuant to Schedule 10 of the Regulations, development within Policy Area 44 – McLaren's Wharf of the Regional Centre Zone is to be assessed by the **State Planning Commission (SPC)** via the State Commission Assessment Panel (SCAP).

3.3 Public Notification

Proposals which exceed the recommended five (5) storey limit in Policy Area 44 as illustrated on Development Plan Concept Plan Map PAde/36 are required to undergo **Category 2 public notification** to all adjoining landowners and occupiers.

3.4 Referrals

It is anticipated that the proposal will be referred to the following authorities pursuant to Schedule 8 of the Regulations:

- **Government Architect**, DPTI;
- **Coast Protection Board**, Department for Environment and Water (DEW); and
- **Heritage South Australia**, DEW.

The **Port Adelaide Enfield Council** will also be informed of the application and invited to provide technical input/feedback.

4. Proposed Development

4.1 Key Features

The application proposes the construction of a six (6) storey 'motel' with 180 rooms/suites (and supporting ancillary uses including car parking and function space), a restaurant and bar and retail tenancy. Whilst the proponent is not yet able to publicly announce the ASX listed Hotel Operator an agreement has been reached with the successful Hotel Operator who currently operates over 60 Hotels in Australia.

The 'L' shaped building has a Gross Leasable Floor Area (GLFA) of 8,755m² and measures 24.5 metres high to the top of the parapet and a further 4.25 metres to the top of the roof top plant / lift over run. To ensure maximum activation and views, the building is sited hard up to the northern (Promenade) boundary (with various recesses for articulation) and presents a 0m - 2.5m setback to the east (Lipson).

The proposal is comprehensively illustrated in Architectural Plans prepared by Brown Falconer and attached as **Appendix 3**.

More specifically the development includes:

- A ground floor level with 4.2-4.7 metre ceiling heights comprising the primary building entries and lobby via an adjacent port cochere to McLaren Street, and active uses presenting to Lipson and the Promenade, including a bar and lobby lounge, public restaurant, and open terrace addressing the north-east corner;
- A separate ground floor tenancy for retail/F&B occupation at the western end abutting the Promenade;
- Back of House (BoH) functions including administration, kitchen, laundry, waste and amenities are also at ground level, located away from the activated frontages and behind a well screened façade and slatted fence;
- A port cochere (drop off-pick up) area under the building roof, accessed via the carpark from McLaren Parade;
- At-grade car parking for 17 vehicles in an open paved area adjacent McLaren Parade and a further 14 car parking spaces within a two-level car stacker system located within the building on the southern façade (setback 20 metres from McLaren Parade);
- Eight (8) bicycle racks adjacent the Lipson Street façade, providing space for the parking of 16 bicycles;
- A first floor, also with 4.2-4.7 metre ceiling heights, comprising 15 suites, a guest gym, function spaces (including a southern facing balcony) and two boardrooms;
- The four (4) levels above (floors 2-5) contain the remaining hotel rooms/suites and BoH amenities; and
- Roof top plant and lift overruns penetrate a low hipped roof in the centre of the building, sited behind and rising above the corner brick parapet and appropriately screened.

These and other features of the development are outlined further below.

4.2 Architectural Design

Through the course of a six (10) month design development process, the architectural approach has been developed and refined multiple times with the scheme now presented, considered to be the optimal design for the site.

Key images of the proposal in the context of the existing locality are illustrated below.

Figure 4.1 McLaren Wharf Hotel (c/- Brown Falconer)



Key design drivers included the need to activate three (3) frontage (Promenade, Lipson and McLaren) while also managing a single street entry/exit via McLaren Parade. The resulting L shaped building presents three (3) active ground level façades to the north, east and south-east with the functional areas and car parking located in the south-west corner.

A high-quality appearance and presentation from the immediate locality and adjoining public spaces is critical but so too are the vista views of the building from the south looking along Lipson through the State Heritage Area and the views across the water from the north, back to the McLaren Wharf Precinct.

The design brief also required that the development ‘future proof’ the opportunity to connect in with any future development that might occur on the neighbouring land to the immediate west.

The Lipson and Promenade corner is the principle building focus and the design seeks to reinform this junction through form, setbacks and material. The recessive corner terrace below two-level height glazed arches creates light and shade variations through the day and enables people to socialise in the building and spill out to the Promenade.

The defining brick corner element is flanked by two recessed wings with a solid concrete panel (inset with vertical windows) and a further recessed gridded glazed façade to the bottom and top of the concrete. These façade elements successfully break up the mass of the building from all sides.

Materials proposed include:

- a mottled ‘blackett’ sandstone brick;
- light grey precast concrete with a sandblasted finish;
- charcoal and ochre coloured stainless steel;
- timber cladding;
- high performance double glazed windows; and
- surfmist colourbond® roof sheeting.

Solid steel canopies project out over the Promenade and Lipson Street plaza by approx. 2.5 metres (with a 3m vertical clearance) providing the opportunity for outdoor dining and pedestrian shelter. We note that both the encroachments and outdoor dining necessitate a separate permit from Renewal SA and Council.

Notwithstanding the western façade abuts a private property boundary and may be built out in the future, the design incorporates the same high-quality finishes to this façade. Opportunity for a mural and/or light display on this wall is also proposed, possibly in conjunction with the Port’s ‘Wonderwall’ street art project.

While the car park and BoH is a functional space with an essential street frontage for vehicle access, its frontage width has been minimised and quality paving and landscaping will enhance the utilitarian aspects of this space. This will be further enhanced with the proposed upgrade of McLaren by Council so that the carpark and road will have an integrated design and a shared/pedestrian quality.

Along the McLaren streetscape, the eye is drawn to the Port Cochere which will present with high quality finishes and reflect a welcoming and impressive entrance for hotel guests. This space is also intended as a 'shared space' for vehicles and pedestrians with no steps or notable level changes between the site and the surrounding public land/road reserve.

Both the car park and Port Cochere will remain accessible, without fencing or physical enclosure, to reinforce that pedestrian movement through and around the site is paramount.

Since the January 2020 Design Review Panel was held, the following design variations have been undertaken in response to the Government Architect's preliminary feedback:

Spatial changes include:

- Inset terraces to the brick arches on Lipson Plaza and the Promenade to provide outdoor dining space and a more engaged brick tower;
- Window bays at ground level between steelwork have been pushed in to provide 500mm of seating and a planting zone;
- Canopy intersecting window bays to provide complete shelter along the Lipson Plaza and the Promenade facades;
- More articulated entryway and setback of main entry doors to engage the Port Cochere;
- Alignment of precast concrete façade elements on both Lipson and the Promenade has been pushed back 900mm from the face of the brickwork to create additional layering in the façade;
- The glazed negative joint (between brick and precast elements, promenade elevation) is now aligned to marry into the upper level glass and L1 glass facades, creating a cleaner and more consistent detail;
- A negative joint has been introduced to the Lipson façade to match the Promenade façade;
- Increased depth and hierarchy in the façade by bringing the low-level steel proud of the upper level precast by 300mm (where previously flush);
- Relocation of the roof top plant away from Lipson Street and State Heritage Precinct;
- Car stackers aligned to grid and slot under the main precast wall, neatening the southern façade;
- Removal of art wall aside State Heritage Precinct;
- Slight narrowing of windows on the precast facade to match brick tower and better tie together both components (this also improves solar performance);
- Splaying of the spandrel in the precast walls to improve view to wharf; and
- Deeper reveal to slot window on McLaren Parade façade.

Material changes include:

- Steelwork grid is now finished in an ochre colour to tie into the tones of the brickwork and broader precinct;
- Splayed window spandrels are also finished in ochre colour to relate to steelwork below, brickwork aside; and

- Concrete colour has been softened to a light grey tone (previously whiter in colour), reducing starkness of façade amongst State Heritage Precinct.

The architectural approach has been continually informed by advice from DASH Architects, the project's heritage advisors. DASH's report is provided as **Appendix 4**.

DASH have assessed the impact of the proposed development on the State Heritage Area and the various heritage listed places within the State Heritage Area as well as other listed places nearby (eg the Lighthouse and the Birkenhead Bridge).

DASH conclude that the proposal:

- Does not propose the loss of any heritage fabric;
- Does not materially affect the setting of the Heritage Items in the locality; and
- Utilises materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

Heritage Considerations are discussed further in the Development Plan Assessment section of this report.

4.3 Sustainability Features

Wood & Grieve (part of Stantec) were engaged to advise on the sustainability opportunities for the project and provide engineering solutions to enable the project to achieve high performance sustainability and best practice where possible. Wood & Grieve's advice and input is based on their involvement in other high performing hotels and are expected to be refined and added to through final design development. Their Sustainability Performance Memo is located at **Appendix 5**.

As a minimum the following sustainability features are proposed:

- A high performing façade reducing heating and cooling loads and increasing occupant comfort;
- Large roof top solar PV array to reduce energy consumption and CO2 emissions;
- Minimum 4 star NABERS hotel rating;
 - » Represents an increase of >30% reduction in predicted carbon emissions;
 - » 1st NABERS rated hotel in South Australia in 4+ years, and most efficient on record;
- High efficiency mechanical plant and equipment with multi-stage chillers for increased part-load performance;
- High Efficiency Domestic Hot Water system;
- High WELS rated fixtures and fittings to reduce water and energy consumption;
- Integrated Building Management Systems to allow for energy efficient booking strategies and building operation;
- LED Lighting throughout with smart sensors and controls;
- Onsite training of staff and management to ensure design outcomes are realised; and
- Heat Recovery for reduced energy consumption associated with conditioning outside air.

There are also a number of additional ESD initiatives the Applicant is pursuing which will be resolved post-planning consent as part of the next phase of design development. Several of the additional initiatives expected to be implemented include:

- Achievement of a 5.0 star NABERS rating, which would represent a 50% increase in energy efficiency on national average;
- Carbon Neutral - offsetting embodied or operational energy via credible offset programs;
- Procurement of large volume of renewable energy, promoting local investment via Power Purchase Agreement;
- Innovative water-to-water Heat Pump for Domestic Hot Water;
- Solar boosted low carbon condensing boiler fired Domestic Hot Water;
- Water cooled high efficiency chillers with cooling towers;
- Building Integrated Photovoltaics- innovative smart PV that functions as both shade and/or window;
- Smart Electro/Thermochromic Glass- solar or electronically controlled glazing that responds to climate;
- Innovative Variable Volume Fan Coil units for reduced energy consumption; and
- Super Low Flow shower heads for reduced domestic hot water consumption.

The proposed features present significantly enhanced sustainability outcomes and enable a leading example of energy efficient hotel design both locally and nationally.

4.4 Traffic

GTA Traffic Engineers have informed the access and parking design and provision for the proposal and their report is provided as **Appendix 6**.

Vehicle access to the land is only available via McLaren Parade and accordingly, access to an at grade carpark and port cochere is provided via this public street with three (3) crossovers proposed.

1. A two-way vehicle access / egress point at the western end of the site for carpark access and exit.
2. A two-way vehicle access / egress point located centrally which in addition to the carpark, provides access to the one-way Port Cochere drop off/pick up zone.
3. An exit only crossover at the eastern end of the site for vehicles exiting the Port Cochere.

A covered Port Cochere area functions as the main hotel entry for hotel guest. This space will be managed by the hotel valet and is accessible for light vehicles and the hotel shuttle bus service.

31 on site car parks are provided comprising 17 at grade car space (including 1 disabled space) and a further 14 car parking spaces within a two-level car stacker system located within the building on the southern façade.

The parking layout has been designed in accordance with Australian Standard / New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004 and Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009.

All parking on site will be managed by the hotel valet service with guests encouraged to drive into the Port Cochere and leave the vehicle with staff for parking.

In addition, hotel operations will encourage other forms of transport to and from the hotel including the use of a hotel bus transfer from the Cruise Ship terminal, the Adelaide Airport and other identified destinations (eg defence employment sites in the north).

An on-site loading and waste collection area is proposed near the north western corner of the car park and has been designed to accommodate movements by vehicles up to an 8.8 metre Medium Rigid Vehicle.

4.5 Waste Management

Rawtec have informed the requirements with respect to waste management and have prepared a Waste Management Plan (located at **Appendix 7**) to ensure waste is successfully managed at the site.

Key features of the Waste Management Plan are as follows:

- Waste collected primarily via the rear loading dock accessed through the car park;
- Estimated waste and recycling volumes determined for all land uses types and recommended waste collection services documented for all waste streams including both routine (daily) collections and on-call waste removal (eg hard waste)
- Appropriate square metres areas and bin sizes for all land use waste types identified and sufficient space allocated in the building design;
- 16 rear lift waste collections required per week comprising:
 - › 5 to land fill;
 - › 6 to recycling; and
 - › 5 for organics.

GTA have confirm the loading bay as designed can be accessed by a 8.8 metre waste collection vehicle (the maximum size vehicle anticipated to service this development).

4.6 Landscaping

The opportunity to incorporate greening into the project is considered critical given the limited vegetation surrounding the site and the resulting starkness this create. Birdseye Studio have prepared a landscaping scheme for the proposal incorporating new tree plantings in the car park, hedges to screen infrastructure and climbing plants to be grown up stainless steel cabling placed around the port cochere steel pillars (refer Appendix 8). In addition, four (4) sand filter garden beds within the carpark will be constructed as vegetated swales designed to reduce stormwater volume, improve water quality through infiltration and vegetative filtering, and reduce runoff velocity.

Planter boxes are to be placed around the outdoor dining areas and Greenwall plantings are proposed as part of the façade and incorporated at two locations:

- within the brick façade, sited above the canopies and terrace bar in the north-east corner; and
- along the edge of the Function Space balcony on the first floor facing south.

At this stage of design development, the Junglery Greenwall system is proposed to be used which comprises an active, modular green wall system composed of linear, low-density polyethylene.

The architectural renders illustrate the value of these plantings which aim to soften, screen and cool the site and surrounds.

Figure 4.2 Landscape Design (incorporating potential McLaren Parade upgrade) c/- Brown Falconer



Proposed plant species are yet to be resolved but it is proposed that locally grown native species are utilised where possible to support a sense of belonging and reflect the indigenous heritage of the area.

Final landscaping details will also preferably be resolved in collaboration with Council's proposed upgrade of McLaren Parade. The landscaping plans also include a suggested design option for the McLaren public realm proposed to be upgraded by Council.

4.7 Civil and Stormwater

CPR have informed the project's civil engineering requirements including site levels, drainage, stormwater management and water quality (Appendix 9).

Currently the carpark on the site drains to McLaren Parade via an existing Gross Pollutant Trap (GPT). It is proposed to reuse this GPT and relocate it slightly west, below the eastern most driveway access point. The GPT will filter all water from the new car park (which is approx. 80m² smaller than the existing car park). Water from the car park surface will also be grade towards the four (4) sand filter garden beds within the carpark. This water, once treated, will discharge to the existing stormwater system within the roadway ultimately is carried out to the river.

Water from a 1,645m² roof catchment area will be collected and discharged to the Port River via a proposed new pipe in the north-east corner which will penetrate through the existing wharf structure and out to the river. This system mirrors an existing similar pipe outlet which carries water from the adjacent road system.

With respect to floor levels, considerable investigations have occurred with respect to determining a suitable finished floor level for the project in light of:

- the coastal location and potential flood risk, including guidelines for developments to incorporate an additional 0.7m sea level rise contingency;
- the function of the McLaren Wharf Promenade and ensuring equitable access for all from this important public thoroughfare;
- the existing site levels which grade from north down to the south; and
- the desire to minimise retaining walls and other barriers around the perimeter of the site which are not in keeping with the highly accessible, engaging and integrated development aims.

The majority of the ground floor level sits at 3.45m AHD, which satisfies the Coast Protection Board's (CPB) flood risk standard to 2050 (and is consistent with Council's Development Plan provisions). The only exception to this is the entry and concierge space off the port cochere which has a floor level of 2.90m AHD. While noting this is below the CPB's recommended minimum level, early engagement with the Coast and Marine Branch (CMB) of DEW confirmed that given the small size of this area, the CPB is unlikely to have objection to the design. The CMB also recognised the practicality of having a lower concierge entrance from a building design and access functionality perspective and notes the constraints of the available building area and low Wharf Promenade levels.

The Applicant is aware that any floor levels below 3.45m AHD are subject to an increased flood risk hazard (by way of storm surge) to 2050 and that current guidelines call for new developments to accommodate an additional 0.7m of sea level rise beyond 2050, to 2100. Raising the floor levels by 0.7m to minimise this future flood risk would have significant consequences for the building design and appearance, interaction with and activation of the Promenade, and limit equitable access resulting in the need for substantial ramping adjacent the Wharf.

Accordingly, the approach has been to build in the potential for a floor level increase should this be necessary in the future. The generous 4.2-4.7 metre ceiling heights within the ground floor allow for the floor level adjacent the Promenade to be raised if required. This “future proofing” is considered the most practical solution while not compromising the current accessibility and activation of the development.

4.8 Acoustic Treatments

Acoustic design features have been assessed and recommended by Bestec and their Acoustic Services report is located at **Appendix 10**. The development itself a noise generating activity (eg vehicles, loading dock, waste collection, patrons, function etc) while there are also existing noise generating activities within proximity to the site. For example, watercraft on the river (e.g. The Dolphin Explorer which docks adjacent the Wharf immediately west of the site), and the two nearby hotels, the Dockside Tavern (located 20m east) and the Lighthouse Wharf Hotel (approx. 40m south). The Dockside is currently closed but Bestec’s assessment has conservatively assumed it may open in the future and generate music and patron noise. Other sensitive receivers include nearby residents, Country Arts SA and Ocean View College.

Bestec’s report outlines the proposed acoustic design criteria, the results of the traffic noise assessment and preliminary recommendations for acoustic treatment to achieve the selected design criteria.

Ambient noise levels were identified from site surveys carried out in December 2019.

Appropriate acoustic design criteria have been nominated based on Council’s Development Plan policies, the SA Environment Protection (Noise) Policy 2007, National Construction Code Series 2019 and AS2107:2016 ‘Acoustics – Recommended design sound levels and reverberation times for building interiors’.

Bestec’s recommendations to ensure the development appropriately responds to both continuous and intermittent noise intrusion include:

- Façade construction requirements for the precast concrete and the composite light weight façade;
- Glazing specifications;
- Roof structure specifications;
- Minimum insulations and specification requirements for partition walls, door, floors;
- Mechanical plant screening (final specifications to be resolved once mechanical service are confirmed in post-planning design development);
- Waste collection times restricted as per EPA guidelines - after 7:00 am and before 10:00pm Monday to Friday and after 9:00 am on Saturday and Sunday.

All of Bestec’s recommendations have been noted by the Applicant and Architects and will be adopted in the building’s construction should Consent be granted.

4.9 McLaren Parade upgrade and Public Realm

Early in the Pre-lodgement process, the City of Port Adelaide Enfield contacted the Applicant in relation to the potential upgrade of McLaren Parade. This road, which extends through to the recent Dock 1 development, had been identified by Council as a strategic route for civil and urban design improvements. Council recognises that the proposed Hotel development is a valuable opportunity to integrate the road upgrade with the proposed

carpark and port cochere features of the project, enabling significant amenity and pedestrian enhancements as well as complementary materials and landscaping.

Council held a workshop on the 14th January 2020 where Council staff presented information and options for the upgrade which include converting it to a one-way ‘shared’ vehicle and pedestrian street with more landscaping and indented on-street parking. CK Property were asked by Council to provide some imagery to assist Council in identifying the type of streetscape improvements that might be achieved.

Figure 4.3 Upgrade McLaren Opportunity

Current McLaren Streetscape



While work within the McLaren Parade road reserve is beyond the scope of the Development Application, the Applicant has confirmed in writing to Council that the hotel proponent would welcome the opportunity to work collaboratively with Council on an integrated public realm design for McLaren Parade should Council resolve to allocate the necessary capital works funds. We understand that Council are generally supportive and enthusiastic about improvements to McLaren Parade and that a capital fund allocation is proposed for the Council’s draft 20-21 budget.

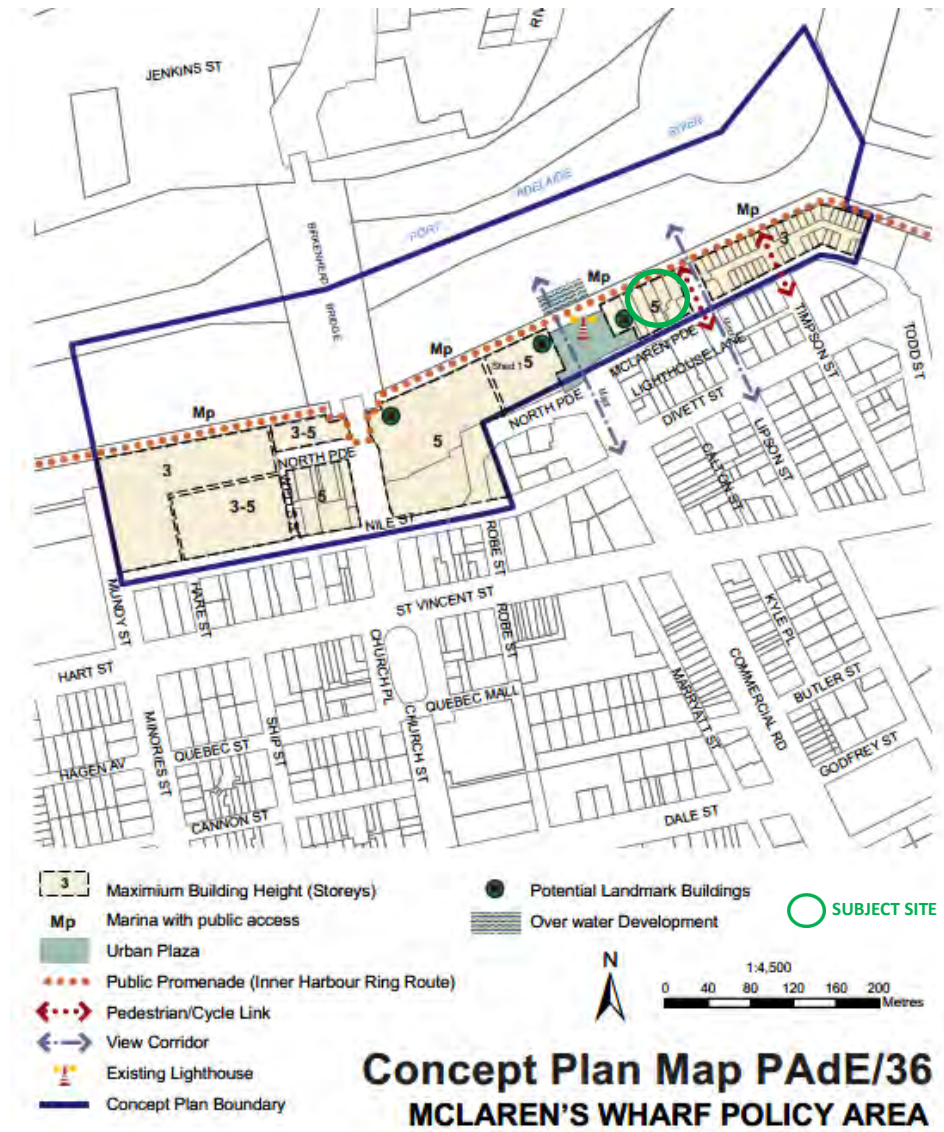
5. Development Plan Assessment

5.1 Overview

The subject site is located within the **Regional Centre Zone** and more specifically is in the ‘**McLaren’s Wharf Policy Area 44**’ of the Port Adelaide Enfield Council Development Plan (consolidated version 8 February 2018).

The site is identified in the Development Plan as being within the ‘Waterfront Development Area’ and as a location for a ‘landmark building’. Concept Plan Map PAde/36 identifies the preferred outcomes of the McLaren Wharf Policy Area and is extracted below.

Figure 5.1 Concept Plan Map PAdE/36



5.2 Land Use

The proposed tourist accommodation use with complimentary food and beverage operations, is highly aligned to the aims of the McLaren's Wharf Policy Area 44 and the Regional Centre Zone.

Tourist accommodation is specifically encouraged within the McLaren's Wharf Policy Area 44.

Policy OBJ 1 *Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront.*

The Policy area also encourages mixed uses in proximity to the Lighthouse Square and lists the following forms of development (amongst others) as ‘envisaged’ in the Policy Area:

- hotel;
- public place;
- restaurant;
- shop;
- tourist accommodation; and
- tourist development.

The Regional Centre Zone encourages:

- The rehabilitation and optimal use of blighted and underutilised waterfront land in the inner harbour of the Port Adelaide River;
- A range of medium to high rise residential developments in conjunction with non-residential development;
- The further development of tourism, cultural and recreational facilities related to Port Adelaide’s unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination;
- Active main streets and waterfront promenades offering lively cafes, shops and pubs together with residential, commercial, tourism, cultural and leisure activities; and
- Land uses including ‘hotels’, ‘motels’ ‘restaurants’ and ‘tourist development’.

The zone specifically seeks tourism and retail development adjacent the Port River as expressed in the following provisions:

Zone PDC 10 *Land adjacent to the Port Adelaide River not required for port or shipping activities should be progressively redeveloped for a range of the following uses where consistent with the intent for each policy area:*

- (a) community uses*
- (b) medium and higher density residential uses*
- (c) recreation*
- (d) tourism*
- (e) office*
- (f) retail.*

Zone PDC 13 *Tourist development should be primarily situated adjacent to, and on the Port Adelaide River and associated public promenade within the following policy areas:*

- ... (f) McLaren’s Wharf Policy Area 44*

The proposal achieves the relevant land use provisions of the Development Plan and directly contributes to the revitalisation of the waterfront promenade are sought by the Zone’s Desired Character statement (part extract below).

Port Adelaide was South Australia’s first commercial Port. The zone captures and celebrates this history while embracing new ideas, innovation and development and supporting a vibrant, creative and sustainable community.

The heritage of the Port Adelaide Centre will be valued in its revitalisation, focusing on active main streets, waterfront promenades and the Port Adelaide River.

5.3 Tourism Development

The Development Plan contains a suite of General Tourism Development provisions and in the context of this application the following are relevant.

OBJ 1 *Environmentally sustainable and innovative tourism development.*

OBJ 3 *Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.*

PDC 4 *Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.*

As outlined, the proposal embodies a number of leading ESD features and is aiming to achieve a minimum 4 star NABERS rating which represents an increase of >30% reduction in predicted carbon emissions. As a vacant site in a prime waterfront location, the land in its current condition significantly detracts from the waterfront amenity and promenade experience. The high-quality tourism offering will enhance the aesthetics of the immediate local area as well as the longer views over the port from various vantage points. In addition to boosting the availability of local tourist accommodation the development will be a destination driver for Port Adelaide, encouraging not just tourists but also new local residents who will be encouraged to live in an area experiencing investment and growth.

The proposal achieves the Tourism Development aims of the Council’s Development Plan.

5.4 Built Form, Design and Heritage

Issues of built form, character, scale, materiality and heritage are addressed in the sections below.

5.4.1 Design and Appearance

The McLaren’s Wharf Policy Area 44 incorporates the following design related aims within the Policy’s Desired Character statement which highlight the design approach sought for this location.

- A Policy area that is the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River;
- Buildings of height, scale and architectural form that reinforce and emphasise the policy area as a focus for activity in Port Adelaide;
- Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the heritage centre beyond;

- Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area;
- Landmark buildings of high architectural design and greater scale and intensity to form the focus of the policy area; and
- Buildings throughout the precinct will provide a continuous built form to all major thoroughfares.

Similarly, the Regional Centre Zone recognises that development within the zone should capture and celebrate the Port's history while embracing new ideas, innovation and development and supporting a vibrant, creative and sustainable community.

Key built form Policy's for the Regional Centre Zone include:

PDC 24 *Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.*

PDC 25 *Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.*

PDC 27 *Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.*

PDC 31 *The siting, form and scale of buildings on corner sites should be designed to:*

(a) increase the presence of built form on street intersections

(b) address both street frontages

(c) minimise unusable open space on the street frontages.

PDC 38 *Development should incorporate a high degree of architectural quality with building design adequately addressing:*

(a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area

(b) interest and diversity

(c) public domain interface

(d) a high quality streetscape

(e) building height

(f) massing and proportion

(g) facade articulation

(h) elements such as eaves, sun shading devices, entries and balconies.

The strategic positioning of the land on the waterfront and abutting significant public land also lends itself to a landmark ‘destination’ building which is suggested in Concept Plan Map PAdE/36. The following Principles guide the delivery of landmark buildings.

***PDC 50** Landmark buildings should be appropriately designed with facade treatments and distribution of mass, setbacks and ground level articulation/uses.*

***PDC 51** Landmark buildings should be at an appropriate scale at ground level to create a pleasant, comfortable and well-proportioned pedestrian environment at a human scale.*

The architectural design approach adopted has successfully balance these aims through a building which is striking in appearance but also familiar in its form, rhythm and texture. The defining corner brick element presents as a gateway form welcoming people to the primary pedestrian area of Port Adelaide. By wrapping this element around the site corner, and connecting it with a lighter weight, more contemporary façade, the building prioritises both key pedestrian facades.

Window and door openings enable clear views into the building at ground level and engagement is encouraged through people friendly spaces to eat, drink and gather. Inset glazing and openings will result in variable shadow and light across the façade creating spaces interest and intimacy.

The confident building scale and form align with the character of the Port and its working history. The two-storey scaled arches have a warehouse feel, as does the use of brick.

Massing of the long facades is managed through the inclusion of a lower, highly glazed podium form, a more solid middle element and a glazed top bond. The horizontal podium lines reflect existing 2 and 3 level buildings surrounding the site.

The building has been designed to carefully manage the interface with the adjacent heritage area and listed buildings, particularly with regard to massing proportions; overshadowing, scale and appearance and materiality.

On McLaren Parade, the functional Port Cochere lands the building to the boundary edge through steel columns, upper level glazing and a contrasting solid wall with corridor end windows placed as a central feature. The solidity of this wall breaks the repetition of the other highly glazed facade and is reflective of the highly solid Art Deco façade of the former Harbours Board building immediately opposite.

The parapet hides the roof, again, consistent with many other buildings in the locality and while a portion of the roof top plant will project above this parapet level, the siting of the plant centrally on the roof and away from McLaren and Lipson Street, will minimize the visibility of this element.

As a landmark building, the structure has been carefully designed with a well-articulated façade, elements to break up and distribute mass, ground level activation and a human scale ground plane to offer an enhanced pedestrian environment.

In addition to Policy and Zone built form and design provisions, the General Section of the Development Plan contains the following relevant policies which have been considered.

Medium and High Rise Development

PDC 1 Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.

PDC 3 Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade

PDC 4 Buildings should:

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

PDC 5 Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.

PDC 10 responds the design of building entrances for multi-level buildings and encourages them to be

- oriented towards the street;
- visible and clearly identifiable from the street; and
- provide shelter, a sense of personal address and transitional space around the entry.

The building contains multiple entry opportunities however the primary hotel entry point is from McLaren Parade through the sheltered pedestrian and vehicle drop off point. People arriving by vehicle (whether private, cab, uber or the like) will arrive at this southern side of the building and hence the importance of this entry space. The design, materials and most importantly levels of this port cochere space will enable it to flow direct from Lipson Street and the upgraded McLaren Parade so that the space will effectively feel like an extension to the public realm. As a shared space with high quality architectural finishes, landscaping and lighting, this space will be inviting to pedestrians who will have ample space and sightlines to manoeuvre through concurrently with slow moving vehicles.

The primary entry, as well as the other ramped entry points off the Promenade all achieve the aims of PDC 10.

5.4.2 Building Height

In relation to building height, we note the five (5) storey reference on the Development Plan Concept Map PAdE/36 (refer Figure 5.1) and the policies seeking a maximum five storey building height.

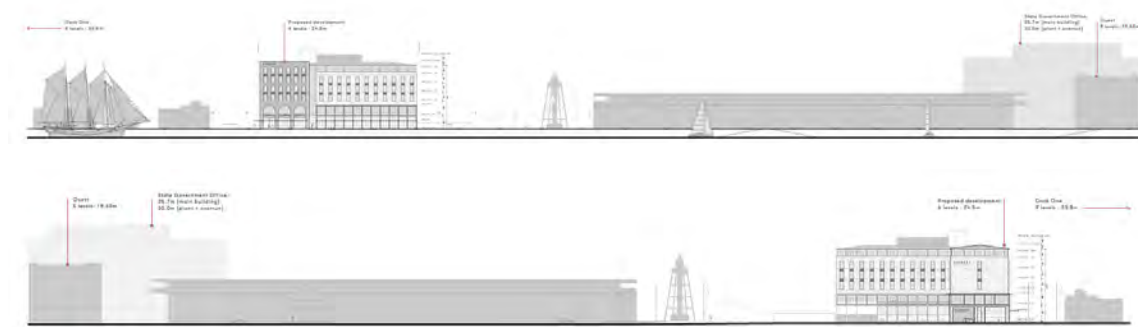
Zone PDC 49 Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:

- (g) Concept Plan Map PAdE/36 - McLaren’s Wharf Policy Area

While the building comprises an additional level totalling six (6) storeys, we have formed the view that this scale, at 24.5 metres, is consistent with the general scale of built form envisaged in this locality, noting that a 5 storey building could potentially measure anywhere from 18 metres to 25 metres high subject to floor to ceiling heights and other vertical building elements.

The proposed building is also consistent with established scale of built form in the locality, being closely aligned to the height of the recently constructed State Government office building and the nearby Quest Hotel, as illustrated in the images below.

Figure 5.2 North and South Streetscape scale (c/- Brown Falconer)



Further, the proposed building remains lower than the Dock One hotel building (conversion of former office building) which measures 34 metres high.

The Development Plan recognises that landmark buildings will, in addition to being of outstanding architectural design, also have a greater scale and intensity than the majority of other built form in order to reinforce the focal point and destination aims of these sites.

The Zone Desired Character statement identifies that new development should be *“cognisant of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context.” (our emphasis)*

The Zone also contains the following relevant provisions:

Regional Centre Zone

PDC 53 Development should be contextual and respond to both the existing and desired future character of the locality, with particular regard to scale, massing, composition, architectural expression and materials.

PDC 58 While buildings should not be limited to the height of adjacent buildings, they should be designed to reflect the street wall heights and horizontal elements of adjacent buildings by:

- (a) reinforcing the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level; and

(b) reinforcing a distinction of levels below and above prevailing horizontal elements through architectural expression.

Whether 5 or 6 storeys, any development on the subject site is expected to be of a greater scale than the adjoining sites to the south and east. The proposed building height at 24.5 metres is clearly higher than the neighbouring-built form, as it is encouraged to be, however the design cleverly manages this scale by incorporating different façade components both vertically and horizontally. Glazing, recesses and material use also reduces the visual bulk of the building. The physical separation of the site from the State Heritage Area and other adjoining built form, combined with the articulated elements of the façade, port cochere and complementary landscaping result in a building that sits comfortably within the streetscape and the wider heritage character context.

A reduction to a five (5) level building (which might equate to a lowering at approx. 3.5m) would have a negligible impact on the building's apparent scale and unlikely to be discernible to pedestrians or even long visa views of the building. A five-storey building would also have no impact on the ability to view heritage built form in the locality. However, importantly, the additional level does facilitate a viable tourist accommodation development with the minimum number of rooms and complimentary facilities required to ensure a commercially sustainable development.

We note commentary in the Port Adelaide Precinct Plan which identifies key considerations with respect to scale and intensity and the contribution multi-level buildings will have on achieving more workers, residents and visitors to the Port.

The overall approach of the Precinct Plan has been to create a dense and vibrant environment that provides a full mix of uses to create a thriving urban place that contributes towards fulfilling the role of Port Adelaide as a Regional Activity Centre whilst preserving, building and reinforcing the rich heritage character and unique physical setting of the inner Port.

A key factor in achieving this outcome is the carefully balance in height and density of new development with commercial development considerations, investment attraction and factors of land economics. For example, the height and density of development must be a scale and intensity to adequately offset the risk and significant costs associated with site formation and remediation around the inner harbour...

Neither the Desired Character for the Policy Area or the Zone are compromised in any way by the proposed building height and DASH Architects have also confirmed that the additional storey proposed has no material impact on the heritage values of the Heritage Items in the locality.

In our view, the height at six (6) storey, while marginally above the five (5) level guideline, is acceptable on this site and within the established (and anticipated) character of a zone which specifically seeks high quality, innovative buildings and complementary land uses, and a more intense use of vacant land on the inner harbour of the Port River.

5.4.3 Materials, Finishes and Public Art.

As outlined, the material palette has been informed through feedback through the PLP process and advice from DASH. The following provisions have also informed the selection.

Regional Centre Zone

PDC 36 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.

Medium and High Rise Development

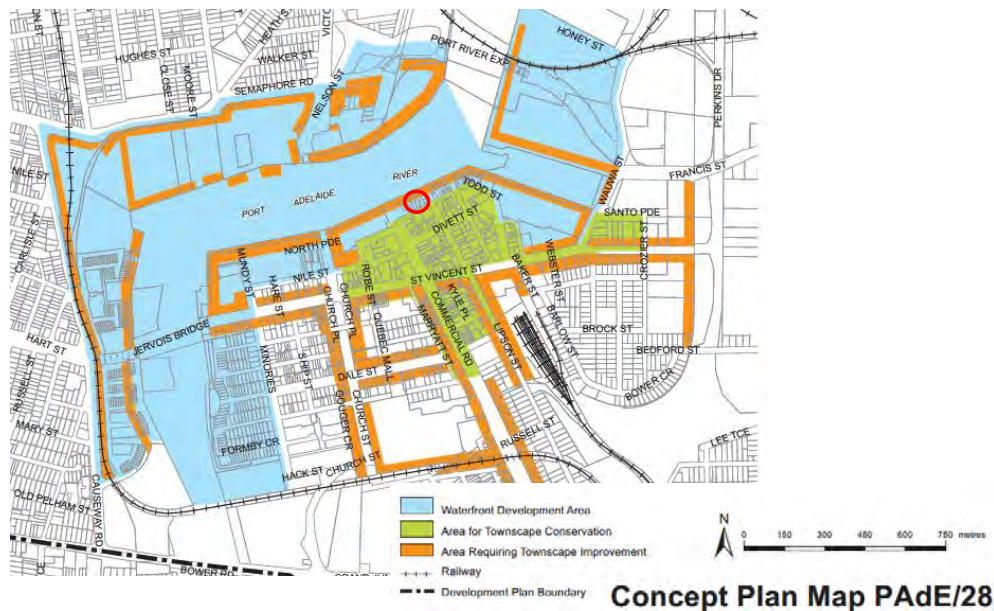
PDC 6 Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.

The soft sandblasted concrete, brickwork, and ochre and charcoal colour steelwork are the standout materials complimented by timber cladding and landscaping. The materials, colours and finishes are considered to achieve the relevant Development Plan provisions, reflecting a contemporary presentation of materials traditionally used within the Port environment.

5.4.4 Heritage

As outlined, the site is adjacent to a State Heritage Area and a State listed property. In terms of development opportunities, the land is identified as being within the ‘Waterfront Development Area’, and is adjacent to but not within the Townscape Conservation Area, as illustrated in the following Development Plan extract.

Figure 5.3 Townscape and Waterfront Development Areas Concept Plan Map PAdE/28 (extract)



Policy references to the site's heritage interface are scattered throughout the Development Plan, and include the following key provisions:

Policy Area 44 PDC 10 *New buildings should respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.*

Zone OBJ 8 *The conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.*

Zone OBJ 9 *The reinforcement of those parts of the zone which have distinctive and valued architectural and townscape characters with compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.*

Zone Desired Character

Development including landmark buildings will be designed to carefully manage the interface with heritage buildings, particularly with regard to massing proportions; overshadowing, scale and appearance.

General Section - Heritage Places

PDC 6 *Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:*

- (a) scale and bulk*
- (b) width of frontage*
- (c) boundary setback patterns*
- (d) proportion, form and composition of design elements such as rooflines, openings, fencing and landscaping*
- (e) colour and texture of external materials.*

PDC 9 *Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing, and should have regard to the provisions of design guidelines in Table PADE/3 - Conservation Design Guidelines*

DASH Architects have undertaken a comprehensive review of the proposal against the relevant Development Provisions. DASH note that from a heritage point of view, the interactions between the new building and the State Heritage Item at the corner of Lipson Street and McLaren Parade (as reflected in the image below) are particularly important as this is the closest physical relationship and this aspect of the building is part of longer views with the State Heritage Area.

Figure 5.4 Lipson Street view



In this context, DASH make the following observation and conclusions (extracted from their report):

- Given the existing subdivision pattern will be maintained and that there were previously structures on the Subject Site ... the proposed works will not adversely affect the setting of the State Heritage Area, or any items within it;
- From a heritage point of view the additional storey proposed (the development is 6 storeys high, rather than 5), has no material impact on the heritages value of the Heritage Items in the locality;
- The materials proposed to the two-storey podium at the corner of Lipson Street and McLaren are of most importance from a heritage point of view. The use of a gridded steel frame as an ochre colour is appropriate as it is complimentary to the articulation, height, scale and colouring seen in the adjacent buildings, without replicating them.
- The design, and particularly the set out, scale and composition of the proposed development have considered their context and proposed an appropriate solution.
- The proposed layout of vehicle access, parking and associated landscaping does not have a significant or negative impact on the heritage values of the Heritage Items in the locality.

In conclusion, DASH advise that, in their view, the proposal meets the intent of the majority of the relevant Development Plan provisions with respect to Heritage Matters in that the development:

- Does not propose the loss of any heritage fabric;
- Does not materially affect the setting of the Heritage Items in the locality;
- Utilises materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place; and
- Scale, at 6 storeys, will have no material impact on the heritage values of the Heritage Items in the locality.

Lastly, we note that DASH recommends the imposition of a Planning Condition to any Consent granted requiring the management of vibration throughout the construction process to protect heritage items within the vicinity of the site. The Applicant has no objection to this Condition and notes that as the project does not involve excavation, vibration impacts can be readily managed.

The proposed design is considered to successfully achieve the built form, design and heritage related Development Plan provisions and will be a transformational asset to the core of Port Adelaide.

5.5 Street Activation and the Pedestrian Environment

Policy Area 44 identifies the pedestrian experience as critical and seeks “*A high degree of pedestrian activity and amenity ... throughout the policy area with particular focus on the waterfront promenade (Desired Character statement)*”.

Policy PDC 12 seeks linear building forms to define the waterfront promenade and provide frequent pedestrian spaces and links which enable public access and provide views to the waterfront.

The proposal delivers on both these ambitions with a highly active and interesting ground floor plane, glazing to allow views into and out of the building and extensive areas for seating/dining along the building perimeter to take fully advantage of the Promenade and water views. Canopies provide shade and shelter and engage with public realm.

The Zone provisions also emphasise the importance of new development integrating with and improving public spaces.

Regional Centre Zone

PDC 48 *Development adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces should be designed to:*

(a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels

(b) provide active street frontages at ground level with land uses such as cafes, restaurants, local shops and home offices that contribute to the vibrancy and diversity of the area

(c) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment

(d) maximise solar access and limit overshadowing of these areas

(e) protect the amenity of residents at ground level

(f) protect pedestrian amenity

(g) provide for varied and attractive building elevations.

PDC 56 *Development should provide for pedestrian comfort by:*

(a) interfacing at a pedestrian scale at the street level

(b) creating a well-defined and continuity of frontage

(c) contributing to the interest, vitality and security of the pedestrian environment

(d) minimising micro climatic impacts (particularly wind tunnelling and downward drafts) and providing shelter in the form of canopies, verandas trees or the like

(e) maintaining a sense of openness to the sky from street level

(f) bringing daylight to the street, particularly in the Spring and Autumn months.

We also note Medium and High Rise Development provisions OBJ 5, OBJ 6, PDC 8 and PDC 11 which reiterate the above extracted provisions.

The proposal achieves these pedestrian and activation aims by:

- enabling activity and interest at street/promenade level around three side of the site;
- offering an enlivened building edge, with activities (active land uses, multiple entry points, seating/dining etc);
- creating an attractive, safe and vibrant space with high quality, fit for purpose landscaping;
- creating contrasts between solid façade elements, voids and recessed elements (for example windows, doors and balcony openings) in the building façade that are well articulated and create interest to passers-by;
- improving safety through passive surveillance on all public building elevations; and
- positioning car parking, BoH services, plant and mechanical equipment in as discreet location as possible and ensuring it is well screened and integrated with the façade.

These features, as they relate to the Lipson and Promenade corner, are illustrated in the following image.

Figure 5.5 Lipson and Promenade public realm interface (c/- Brown Falconer)



In terms of building floor levels, the following provision is relevant.

PDC 11 *To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.*

Slight floor level rises (well below 1.2m) do necessitate ramping from the Promenade to enter the retail tenancy, restaurant and bar space while at the north- east corner the level difference is managed via a step along the boundary edge. From the Port Cochere access is at grade with an internal ramp and multi-step access option. Site levels have been managed appropriately and kept as low as possible in the context of adjoining site levels and flood hazard management.

5.5.2 Waterfront Development

The site is specifically identified as 'Waterfront Development' in Concept Plan Map PAdE/28 and accordingly these Zone PDC's have been reviewed in the context of this application. The aims of these policies, as they relate to this project, are primarily to:

- Protect the public promenade and ensure a minimum width of 8 metres is maintained;
- Encourage access to and from the Promenade to enhance activation;
- Support the development of uses including restaurants, café and other tourism uses towards the waterfront; and
- Maintain the free movement of pedestrians and cyclists along the Promenade.

We confirm the project proposes minimal encroachment into the Promenade, in the form of 3 metre high canopies, outdoor dining and planer boxes and that these elements all require a separate Encroachment permit from Council.

Importantly, the width of public promenade exceeds 8 metres and the inclusion of outdoor dining will directly contribute to the activation and enjoyment of pedestrians walking along this public thoroughfare.

The proposal maintains and reinforces a clearly defined area for pedestrians and cyclists, provides shelter and seating opportunities, and retains the waterfront as a convenient, safe and attractive link to adjoining areas.

5.6 Amenity and Interface Considerations

A selection of the key interface related development Plan policies are extracted below.

Regional Centre Zone

PDC 35 Development should be designed to minimise undesirable microclimatic and solar access effects on other land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.

General Section

Medium and High Rise Development

PDC 20 Multi-storey buildings should:

(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow...

PDC 22 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street

(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas

(c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Interface Between Land Uses

PDC 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

(b) noise

(c) vibration

(d) electrical interference

(e) light spill

(f) glare

(g) hours of operation

(h) traffic impacts.

PDC 7 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

The physical separation of the site from sensitive land uses assists to manage interface issues.

As outlined, Bestec has assessed and made recommendations in relation to acoustic treatments to ensure the development achieves the selected design criteria, including the SA Environment Protection (Noise) Policy 2007.

These include façade construction requirements, glazing specifications, roof structure specifications, mechanical plant screening.

In addition, restriction of the waste collection times as per EPA guidelines - after 7:00 am and before 10:00pm Monday to Friday and after 9:00 am on Saturday and Sunday, are to be imposed.

Other interface considerations include the treatment of wind shear, which is managed through the articulated façade with few flush solid wall elements, and the inclusion of recesses, window reveals and canopies at the lower level to disseminate wind movement down the building façade. The ground plane design also assists to protect people from wind coming off the water.

Material selection will limit glare, with a palette that does not exhibit excessive shine or reflectivity.

Lastly, an assessment of the potential shadow impact from the building on the neighbouring built form and streets to the east, south and west has been prepared (refer Brown Falconer Plan DA03). The majority of the shade impact is on the hotel carpark during winter solstice, while other areas which receive additional shade from the building will do so for only short periods of the day. This impact is reasonable and anticipated in a location encouraging multi-level structures.

Lighting associated with the building is yet to be resolved but is intended for visual guidance, security and also as a creative façade feature to elegantly emphasise the building appearance in the evening. Lighting will achieve all relevant Australian Standards ensuring there is no unreasonable light spill or brightness which might affect nearby residents (the closest being located approx. 35 metres east on the Promenade).

Interface impacts have been appropriately considered in the design, siting and future construction of the development and will ensure the proposal meets the Development Plan provisions.

5.7 Landscaping

For a site currently barren of any trees or plants, the proposed development offers an opportunity to incorporate greening around the perimeter of the site and within the hard stand spaces.

The Development Plan recognises the value of landscaping, emphasised in the following policy provisions:

Policy Area PDC 16 *Development should provide adequate landscaping within each site, and landscaped public spaces where appropriate. At the waterfront, a durable paved, carefully detailed, continuous and well finished public promenade should be provided. Particular care should be taken to ensure that the landscape interface between this area and the adjoining Historic Conservation Area is compatible with the heritage value of that policy area.*

Medium and High Rise Development

PDC 23 *Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.*

General Section – Landscaping, Fencing and Walls

PDC 2 *Non-residential development should incorporate a minimum 10 per cent landscaping of the total site area.*

PDC 3 *Landscaping should:*

(a) include the planting of locally indigenous species where appropriate

(b) be oriented towards the street frontage

(c) result in the appropriate clearance from powerlines and other infrastructure being maintained

The primary purposes of the landscaping for this development is to soften hard paved areas, reduce the visual mass of the building from the pedestrian level, improve the streetscape appearance, screen service yards, reduce stormwater runoff and improve water quality. The proposed trees will also offer shade in the carpark while the landscaping around and on the building will assist to manage climate control around the building. These features achieve the provisions above including General Section – Landscaping - PDC 1.

While plant species are yet to be resolved (with a preference to determine this detail in conjunction with Council’s McLaren Parade landscaping strategy) the intention is to plant locally indigenous species as encouraged by the Development Plan (General Section – Landscaping - PDC 3). Albeit we note that PDC 37 in the Regional Centre Zone states that “*Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.*”

5.8 Parking and Vehicle Movement

5.8.1 Vehicle Manoeuvring

The proposal utilises the only public road frontage available for vehicle access and will close an existing crossover and create three new crossover points to accommodate access into and out of the site car park and a dedicated Porte Cochere. All vehicles accessing the site will enter and exit in a forward direction and the access

points and carpark design can adequately accommodate both an 8.8m waste truck and a 7.7 metre minibus. Seven (7) on site car parking space will be lost on McLaren Parade to accommodate the waste/delivery truck turning movements.

Traffic volumes generated by the development have been estimated by GTA with a peak volume of up to 40 vehicle trips per hour in the morning. GTA confirm that this traffic generation is low and will not cause any notable changes in traffic operations or to the functioning of the surrounding road network.

The proposal achieve the following relevant Transport and Access provisions.

General Section – Transport and Access

PDC 31 *Development should be provided with safe and convenient access which:*

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads*
- (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision*
- (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.*

PDC 38 *Access and egress points to development should be located and designed so as to:*

- (a) minimise traffic hazards and the free flow of traffic on adjoining roads*
- (b) avoid vehicle queuing on public roads*
- (c) avoid the generation of traffic into adjacent residential areas*
- (d) minimise right turn movements onto arterial roads*
- (e) minimise interference with the function of intersections, junctions and traffic control devices.*

5.8.2 Car Parking

As outlined, car parking for a total of 31 vehicles is provided for onsite comprising 17 at-grade spaces adjacent McLaren Parade and a further 14 car parking spaces within a two-level car stacker system as illustrated below.

We note the Development Plan contains the following provisions to guide the rate of on-site parking for different land uses.

Zone PDC 61 Vehicle parking should be provided in accordance with the rates set out in Table PAdE/5 - Off Street Vehicle Parking Requirements or Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies).

General Section – Transport and Access

PDC 44 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table PAdE/5 - Off Street Vehicle Parking Requirements.

As the site is located within a Designated Area, Table PAdE/5A applies to the assessment of this application.

The Development Plan does not provide a specific rate of on-site car parking for tourist accommodation in this Designated Areas location. However, the Zone does seek for developments to provide a sufficient supply of parking as expressed in the following Zone provision.

Zone PDC 21 *Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. The provision of lesser amounts of car parking may be appropriate where:*

(a) the site is located within the designated area of a gazetted car parking fund established under the Development Act 1993

(b) an agreement is reached between the Council and the applicant for a financial contribution in lieu of the shortfall of required car parking spaces at a contribution rate per car parking space in accordance with the gazetted car parking fund.

With 180 rooms, there some is potential for the development to generate more parking demand than can be accommodate on site. Accordingly, this issue has been explored in considerable detail and signoff on the parking provision by the hotel operator has occurred.

On site car parking opportunities were explored early in the design phase including at-grade, upper level podium and basement level parking. Sub-level structural issue including a high-water table, prevent basement level excavation and as such, basement and undercoft parking is not feasible on this site. Upper level / podium parking options were deemed inefficient given site dimensions and are cost prohibitive given the moderate number of spaces required for the hotel. Upper level/podium parking would also be detrimental to the built form design and negatively impact on the façade appearance given the site dimensions would not facilitate sleeving of the car parking with tenancy space. The interface to the State Heritage Area to the south would likely be compromised by a building containing upper parking level.

Ultimately the hotel operator has indicated that a more modest number of onsite spaces to accommodate some staff and guest vehicles is sufficient from an operational perspective. The operator runs a similar hotel in Brisbane city which successfully operates with a similar room and car parking ratio. Noting the Port location is not in the Adelaide CBD, the operators will incorporate a number of additional measures to managing parking demand. Firstly, all on-site spaces will be managed by the hotel valet service and not available for general public parking.

Guests will be advised of the limited availability of hotel parking at the time of on-line booking. As is the case with the majority of people staying in hotel accommodation, alternative transport options will be encouraged, including ride share and the hotel bus shuttle service to key destinations. Regular hotel managed shuttle bus services will transport guests to key employment destinations eg shipbuilding yards at Osbourne. The bus will also service key locations such as the Airport, the Cruise ship Terminal and other local tourist spots eg Pirate Life Brewery, Semaphore Main street and coastal locations.

In addition to this, opportunities for supplementary parking off the hotel site but on another ‘*appropriate site within the locality*’ (as encouraged by Zone PDC 21) will continue to be explored and where feasible, the hotel could lease additional parking spaces within dedicated multi-level public car parks sited on suitable locations (i.e. away from heritage interfaces and not on the waterfront). This arrangement (leasing spaces on nearby sites) is very common for hotels and can be efficiently managed taking account of seasonal peak periods verses quieter periods of the year when tourist levels are lower.

In relation to the car park design, GTA have confirmed the layout, aisle widths and parking spaces comply with the relevant Australia Standards and all turn path assessment for vehicles expected to enter this site (light, 8.8m trucks and the mini bus) have been checked and modelled to demonstrate compliance.

Accordingly, the proposal is considered to achieve the following provision.

General Section – Transport and Access

PDC 46 *Vehicle parking areas should be sited and designed in a manner that will:*

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development*
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network*
- (c) not inhibit safe and convenient traffic circulation*
- (d) result in minimal conflict between customer and service vehicles*
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another*
- (f) minimise the number of vehicle access points to public roads*
- (g) avoid the necessity for backing onto public roads*
- (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points*
- (i) not dominate the character and appearance of a centre when viewed from public roads and spaces*
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas through the incorporation of trees that will grow to a height greater than 2.4 metres (unless it can be demonstrated that planting conditions will prevent trees from attaining such a height) and shrubbery and bushes not exceeding 60 centimetres in height)*
- (k) have regard to the amount, type and timing of movement generated by the use.*

5.8.3 Bicycle Parking

The following provision is relevant to the assessment of bicycle parking.

General Section – Transport and Access

PDC 19 *Developments (such as centre, office, commercial or industrial developments that are likely to give rise to a demand for cyclist facilities) should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:*

- (a) showers, changing facilities, and secure sheltered lockers*
- (b) legible signage indicating the location of bicycle facilities*
- (c) secure bicycle parking facilities provided at the rate set out in Table PAdE/4 - Off Street Bicycle Parking Requirements and located so they are:

 - (i) 100 metres from Security Level 1 facilities described in AS 2890.3 Parking facilities - Bicycle parking facilities*
 - (ii) 30 metres from Security Level 2 facilities described in AS 2890.3 Parking facilities - BICYCLE parking facilities.**

Bicycle racks are provided along the Lipson St façade and will accommodate 16 bikes. Table PAdE/4 suggests that the development should have marginally more than this, with 19 spaces for employees and visitors. This calculation is based on the various separated land uses when in reality there will be significant overlap for people utilising the site. For example, a number of patrons at the restaurant are very likely to also be hotel guests.

If required addition bike racks could be accommodated on the Promenade and/or Lipson and the Applicant is happy to discuss the installation of more parking around the site with the relevant authority if this is deemed necessary.

However, given the nature of the development and that hotel guests are less likely to have bicycles as they are travelling, the provision of bike parking is considered sufficient. GTA concur with this view.

5.9 Energy Efficiency and Sustainability

For multi-level buildings the Development Plan encourages water and energy efficient measures as extracted below.

Medium and High Rise Development

OBJ 7 *Buildings designed and sited to be energy and water efficient.*

PDC 20 *Multi-storey buildings should:*

- (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).*

In addition, the General 'Energy Efficiency' Section of the Development Plan reiterates the above provisions and also seeks as follows:

General Section – Energy Efficiency

PDC 2 Buildings should be sited and designed:

(a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings

(b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

PDC 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

(a) taking into account overshadowing from neighbouring buildings

(b) designing roof orientation and pitches to maximise exposure to direct sunlight.

As outlined, a suite of sustainability features are proposed which will directly contribute to the achievement of the provision above, including:

- A high performing façade reducing heating and cooling loads and increasing occupant comfort;
- Large roof top solar PV array to reduce energy consumption and CO2 emissions;
- High efficiency mechanical plant and equipment with multi-stage chillers for increased part-load performance;
- High Efficiency Domestic Hot Water system;
- High WELS rated fixtures and fittings to reduce water and energy consumption;
- Integrated Building Management Systems to allow for energy efficient booking strategies and building operation;
- LED Lighting throughout with smart sensors and controls; and
- Heat Recovery for reduced energy consumption associated with conditioning outside air.

These represent the minimum ESD project features, which will ensure a minimum 4 star NABERS hotel rating.

There are also a number of additional ESD initiatives the Applicant is pursuing which will be resolved post-planning consent as part of the next phase of design development.

The proposed features present significantly enhanced sustainability outcomes and achieve the relevant provisions of the Development Plan with regard to energy efficiency and sustainability.

5.10 Waste Management

The proposal incorporates a dedicated loading bay which has sufficient space for waste bin storage and collection. Located adjacent the BoH and car stackers, the loading bay is screened with timber cladding and sited away from the hotel entry, primary sightlines into the development and adjoining developments.

All waste streams can be accommodated on site in separate bins including:

- General waste (land fill);
- Comingled recycling;
- Cardboard recycling; and
- Organics.

Waste generated from all potential on-site activities has been accounted for (restaurant, café, hotel, office etc) and volumes estimated to ensure the development can accommodate the required waste management strategy.

The Waste Management Plan and proposed on-site practices will achieve the relevant Development Plan provisions as follows:

Medium and High Rise Development

PDC 26 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.

General Section – Waste Management

OBJ 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

PDC 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

PDC 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).

PDC 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

- (a) screened and separated from adjoining areas*
- (b) located to avoid impacting on adjoining sensitive environments or land uses*
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system*

(d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours

(f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater will connect to the sewer system and water runoff from the car park will be appropriately treated by the GPT before discharge to the Port River.

The proposal achieves the relevant waste management provision of the Development Plan.

5.11 Crime Prevention

Relevant provisions of the Development Plan which relate to crime prevention features include:

Medium and High Rise Development

OBJ 4 *Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.*

PDC 9 *Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.*

General Section – Crime Prevention

PDC 1 *Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.*

PDC 2 *Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.*

PDC 5 *Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites*

PDC 10 *Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).*

Other additional policies seek for development to be resistant to vandalism and graffiti, incorporate appropriate lighting, and establish landscaping which is robust and minimises concealment opportunities.

The proposal has been designed to achieve a crime resistant environment, with a strong focus on both internal design elements and interaction with the public realm.

The proposal will enhance the interface, interaction and surveillance of the public realm through both façade design, incorporation of active uses at ground level and the encouragement of pedestrian movements through the ground floor spaces and multiple entry points. The proposed after hour uses such as restaurant, bar/café

(including outdoor dining) will provide activation to the surrounding urban spaces. This will promote passive and active surveillance of spaces adjoining the proposal.

The lobbies at ground level will be clearly identified when entering the site and are open areas with no concealed recesses. Further surveillance of the public areas (both within and external to the site) is provided from the balconies and windows above.

The car park, while not physically secured, will be managed by Hotel valet services and include CCTV security monitoring 24hrs a day. Appropriate automated lighting within the car park will ensure good visibility and has been designed to avoid entrapment spots.

New landscaping, artwork and design features will be appropriately selected and sited so as to not create concealed spaces but create a positive sense of identity and ownership, while also discouraging crime and vandalism.

Overall, the proposal significantly extends the duration and level of intensity of public activity and provides high level of internal and external surveillance and security. The application achieves the relevant Crime Prevention provisions of the Development Plan.

5.12 Stormwater and Flood Management

5.12.1 Stormwater Management

The following provision are relevant to the assessment of stormwater management.

General Section – Water Sensitive Design

PDC 8 Development should be sited and designed to:

- (a) capture and re-use stormwater, where practical*
- (b) minimise surface water runoff*
- (c) prevent soil erosion and water pollution*
- (d) protect and enhance natural water flows*
- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies*
- (f) not contribute to an increase in salinity levels*
- (g) avoid the water logging of soil or the release of toxic elements*
- (h) maintain natural hydrological systems and not adversely affect:*
 - (i) the quantity and quality of groundwater*
 - (ii) the depth and directional flow of groundwater*
 - (iii) the quality and function of natural springs.*

PDC 9 Water discharged from a development site should:

(a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state

(b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

General Section – Water Catchment Areas

PDC 29 *Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:*

(a) adversely affect the migration of aquatic biota

(b) adversely affect the natural flow regime

(c) cause or contribute to water pollution

(d) result in watercourse or bank erosion

(e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.

The use of the GPT, together with the sand filter garden beds, to clean ‘dirty’ stormwater from the carpark surfaces water prior to its release into the Port River (via the existing Council stormwater system), achieves the water quality provisions in the Development Plan.

“Clean” stormwater from the building roof will also be discharged into the river via a proposed new pipe in the north-east corner which will penetrate through the existing wharf structure.

The discharge of all water collected on the site into the river system is an appropriate solution and logical given the proximity of this water body to the site. Water flows are a non-issue in this situation and water quality is appropriately managed. The simple stormwater management approach achieves the intent of the Development Plan provisions.

5.12.2 Flood Management

We note that specific site levels for development in proximity to the water’s edge are specified in the Zone. As the building will be sited 10 metres from the water’s edge the following provision is relevant:

Zone PDC 75 *Development set-back 8 metres or more from the water’s edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. ... These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.*

Other than the small entry lobby space off the Port Cochere, the balance of the ground floor level achieves this minimum requirement and the CPB have advised of their likely support (subject to final referral).

Other flood relevant provisions include:

General Section - Coastal Areas

OBJ 6 *Development that can accommodate anticipated changes in sea level due to natural subsidence and probable climate change during the first 100 years of the development.*

PDC 20 *Development and its site should be protected against the standard sea-flood risk level which is defined as the 1-in-100 year average return interval flood extreme sea level (tide, stormwater and associated wave effects combined), plus an allowance to accommodate land subsidence until the year 2100.*

General Section – Water Sensitive Design

PDC 10 *Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.*

The ground floor ceiling height clearances provide a contingency for raising this floor level in the future should sea level rise and storm surge risks increase. This essentially future proofs the development such that it can achieve of the additional 0.7m of sea level rise beyond 2050, to 2100, if required.

As outlined, the Applicant is aware that any levels below 3.45m AHD are subject to an increased flood risk hazard (by way of storm surge) to 2050 however raising the floor levels by 0.7m to minimise this future flood risk will have negative consequences for the building design and appearance, interaction with and activation of the Promenade, and equitable access including the need for substantial ramping adjacent the Wharf.

The flood mitigation approach is considered to achieve the Development Plan intent.

6. Conclusion

This report has been prepared on behalf of the CK Property Group for their proposal to construct a 6-storey tourist accommodation building with 180 rooms, comprising a lobby, restaurant, bar and function spaces, retail tenancy, carparking, landscaping and port cohere.

The site sits on the McLaren Wharf with prime water frontage providing a unique tourism offering with views across the water. To the south, the site benefits from the historic character of the 'old port', protected by the State Heritage Area and place listings.

As a strategically located, large consolidated land parcel, the site offers significant opportunity to invigorate Port Adelaide and in particular the Wharf Promenade and provide a unique investment opportunity on a highly underutilised parcel of land. The vacant site is ideally suited to a tourist accommodation development, a land use strongly encouraged by the Regional Centre Zone and the McLaren's Wharf Policy Area 44.

This report assesses the merits of the proposal against the relevant provisions of the Port Adelaide Enfield Development Plan and addresses key planning issues related to:

- Land use;
- Built form design, heritage, massing and height;
- Street activation and the pedestrian environment;
- Landscaping and the public realm;
- Carparking, traffic movement and bicycle parking;
- Energy efficiency, waste management and stormwater; and
- Crime prevention.

Following an assessment of the proposal, it is our view that the application appropriately addresses all the key planning issues relevant to a tourist accommodation development and has carefully designed the appearance of the building to harmoniously sit within the streetscape, respect the adjoining heritage character and respond to the context of the locality.

On balance, the proposal is considered to have substantial merit and warrants the granting of Development Plan Consent.

Appendix 1. SATC Correspondence

19 August 2019

State Commission Assessment Panel
GPO Box 1815
ADELAIDE, SA 5001

Re: Letter of Support – Port Adelaide Hotel Development

To Whom It May Concern

The South Australian Tourism Commission (SATC) has been provided an overview of the proposed hotel development at Port Adelaide.

Through our discussions with CK Property Group we support the development of a 180 room internationally branded 4-5 star. With the growing Defence sector and Tourism sector there is strong interest in more accommodation infrastructure in the Port Adelaide precinct.

South Australia has enjoyed a cruise ship boom with a record 82 cruise ship visits to our state during 2018-19. Port Adelaide is well positioned to capitalise on pre and post accommodation needs for cruise passengers.

Ensuring that there is adequate tourism infrastructure available for the growing demand of tourism, is a priority for the SATC.

This proposed new development will support the ambitious target of \$12.8 billion outlined in the South Australian Visitor Economy Sector Plan 2030.

The hotel development in Port Adelaide will also appeal to the conference market and business events. More hotel accommodation in Port Adelaide, will meet a gap but will also have a flow on effect for other businesses in hospitality.

Should you have any questions, please contact me for additional comments.

Regards,



Nick Jones
Executive Director, Destination Development

Appendix 2. Certificates of Title

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.



Registrar-General

Certificate of Title - Volume 5703 Folio 162

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 3
Edition Issued 19/11/2007



Estate Type

FEE SIMPLE

Registered Proprietor

KYSTEPHER NOMINEES PTY. LTD. (ACN: 007 995 842)
OF 229 ST VINCENT STREET PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D AND F FOR DRAINAGE PURPOSES (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.3.4.5.6 AND 7 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.3.4.5 AND 6 MARKED F FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.3.4.5.6 AND 7 MARKED C (RTC 8728615)

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER PORTION OF ALLOTMENT 1 AND PORTIONS OF ALLOTMENTS 3.4.5 AND 6 MARKED A (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENTS 1.3 AND 6 AND PORTIONS OF ALLOTMENTS 4 AND 5 MARKED B

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER PORTION OF ALLOTMENTS 1.3.4.5 AND 6 MARKED X (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT
10827970	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

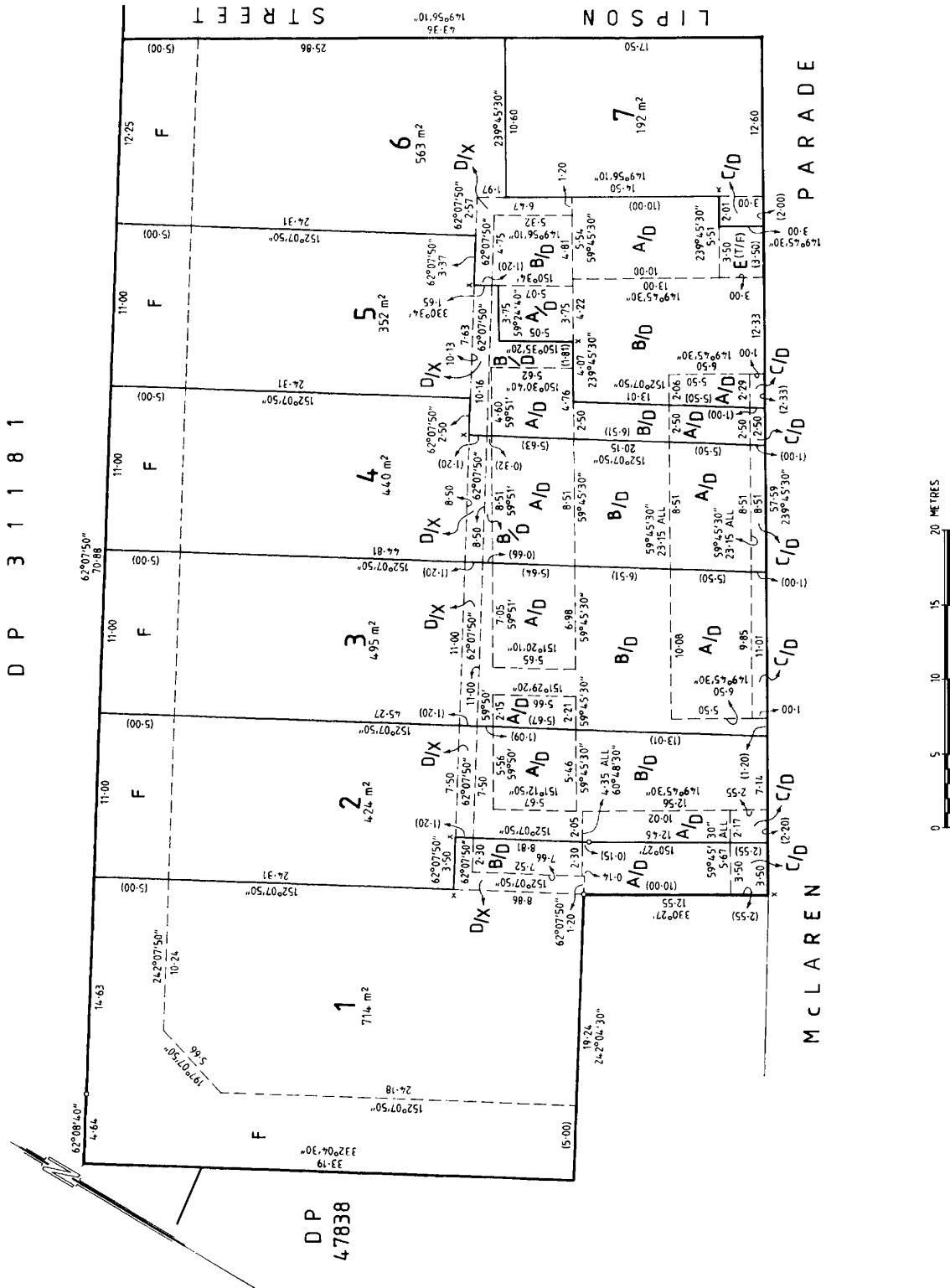
Registrar-General's Notes

NIL

Administrative Interests

PROPERTY IN A STATE HERITAGE AREA 29/04/1982

* Denotes the dealing has been re-lodged.



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.



Registrar-General

Certificate of Title - Volume 5703 Folio 163

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 3
Edition Issued 19/11/2007



Estate Type

FEE SIMPLE

Registered Proprietor

KYSTEPHER NOMINEES PTY. LTD. (ACN: 007 995 842)
OF 229 ST VINCENT STREET PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 3 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D AND F FOR DRAINAGE PURPOSES (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.4.5.6 AND 7 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.4.5 AND 6 MARKED F FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.4.5.6 AND 7 MARKED C (RTC 8728615)

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER PORTION OF ALLOTMENT 1 AND PORTIONS OF ALLOTMENTS 2.4.5 AND 6 MARKED A (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENTS 1.2 AND 6 AND PORTIONS OF ALLOTMENTS 4 AND 5 MARKED B

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER PORTION OF ALLOTMENTS 1.2.4.5 AND 6 MARKED X (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT
10827970	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

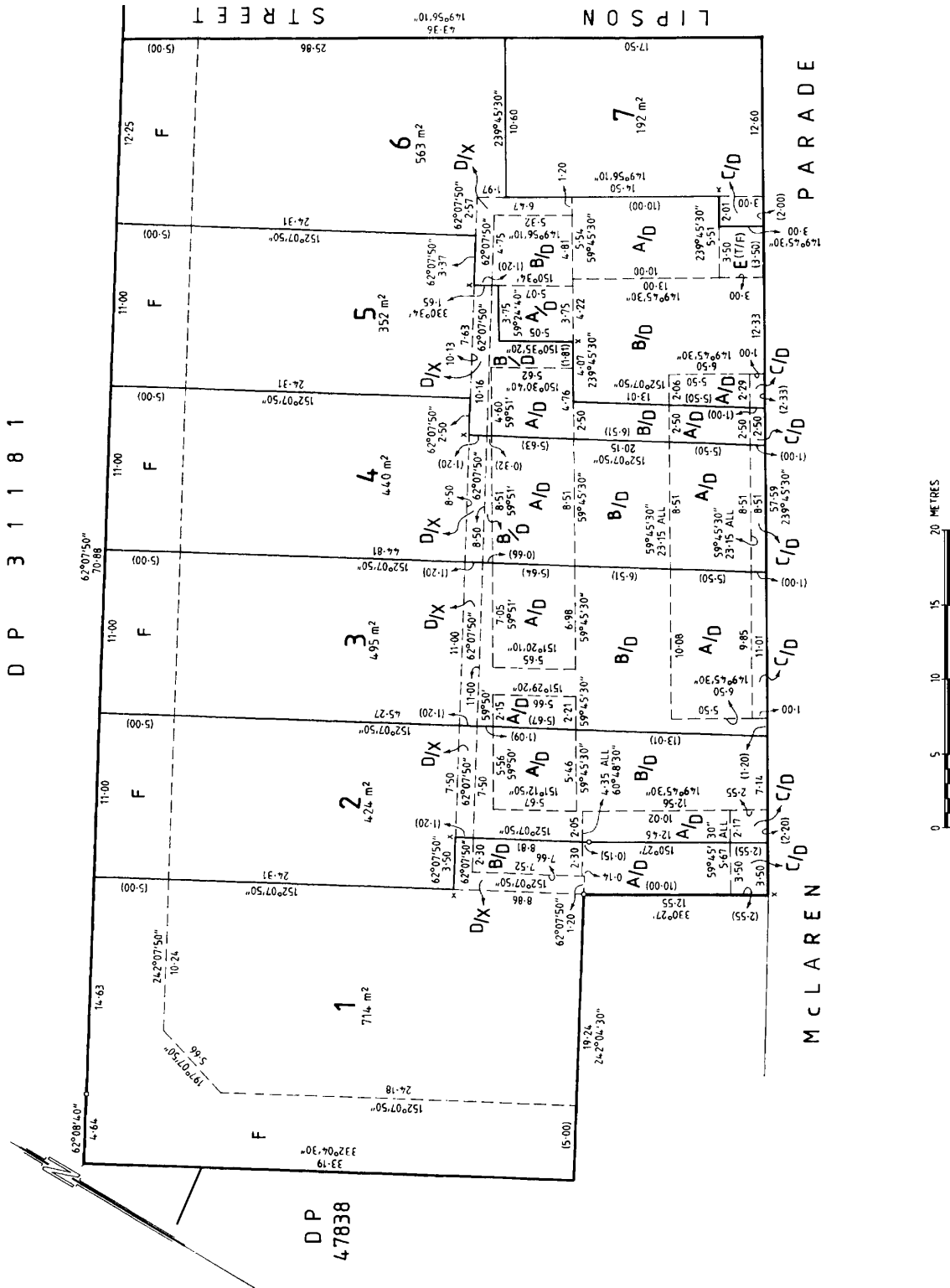
Registrar-General's Notes

NIL

Administrative Interests

PROPERTY IN A STATE HERITAGE AREA 29/04/1982

* Denotes the dealing has been re-lodged.



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.



Registrar-General

Certificate of Title - Volume 5703 Folio 164

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 2
Edition Issued 14/07/2003



Estate Type

FEE SIMPLE

Registered Proprietor

YARRAMUNDI INVESTMENTS PTY. LTD. (ACN: 008 008 231)
OF C/- 1ST FLOOR 25-27 MCLAREN PARADE PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 4 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D AND F FOR DRAINAGE PURPOSES (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.5.6 AND 7 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.5 AND 6 MARKED F FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.5.6 AND 7 MARKED C (RTC 8728615)

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER PORTION OF ALLOTMENT 1 AND PORTIONS OF ALLOTMENTS 2.3.5 AND 6 MARKED A (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENTS 1.2.3 AND 6 AND PORTIONS OF ALLOTMENT 5 MARKED B

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER PORTION OF ALLOTMENTS 1.2.3.5 AND 6 MARKED X (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

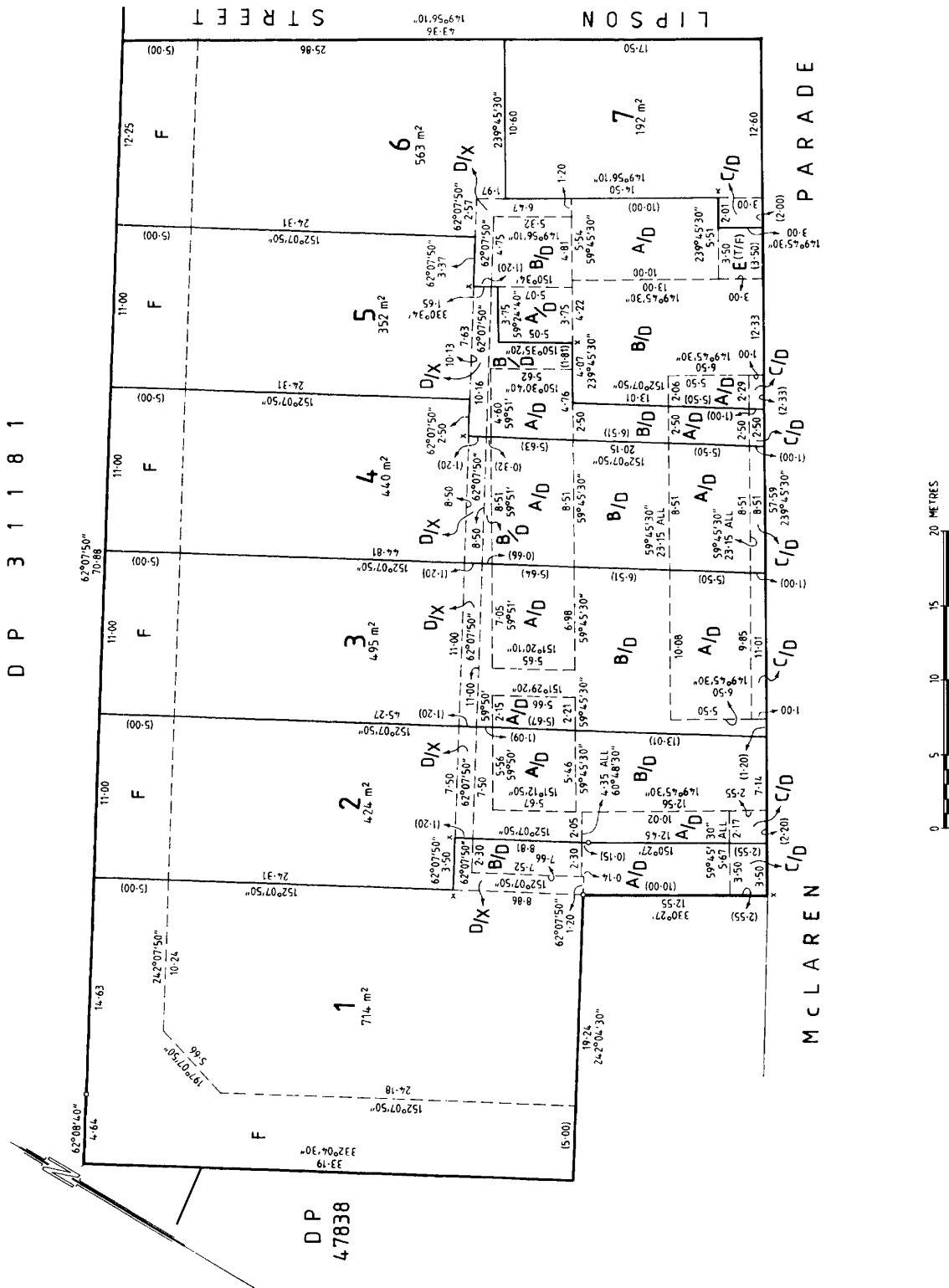
Registrar-General's Notes

NIL

Administrative Interests

PROPERTY IN A STATE HERITAGE AREA 29/04/1982

* Denotes the dealing has been re-lodged.



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.



Registrar-General

Certificate of Title - Volume 5703 Folio 165

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 2
Edition Issued 14/07/2003



Estate Type

FEE SIMPLE

Registered Proprietor

YARRAMUNDI INVESTMENTS PTY. LTD. (ACN: 008 008 231)
OF C/- 1ST FLOOR 25-27 MCLAREN PARADE PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 5 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D AND F FOR DRAINAGE PURPOSES (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.6 AND 7 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4 AND 6 MARKED F FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.6 AND 7 MARKED C (RTC 8728615)

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER PORTION OF ALLOTMENT 1 AND PORTIONS OF ALLOTMENTS 2.3.4 AND 6 MARKED A (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENTS 1.2.3 AND 6 AND PORTIONS OF ALLOTMENT 4 MARKED B

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER PORTION OF ALLOTMENTS 1.2.3.4 AND 6 MARKED X (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

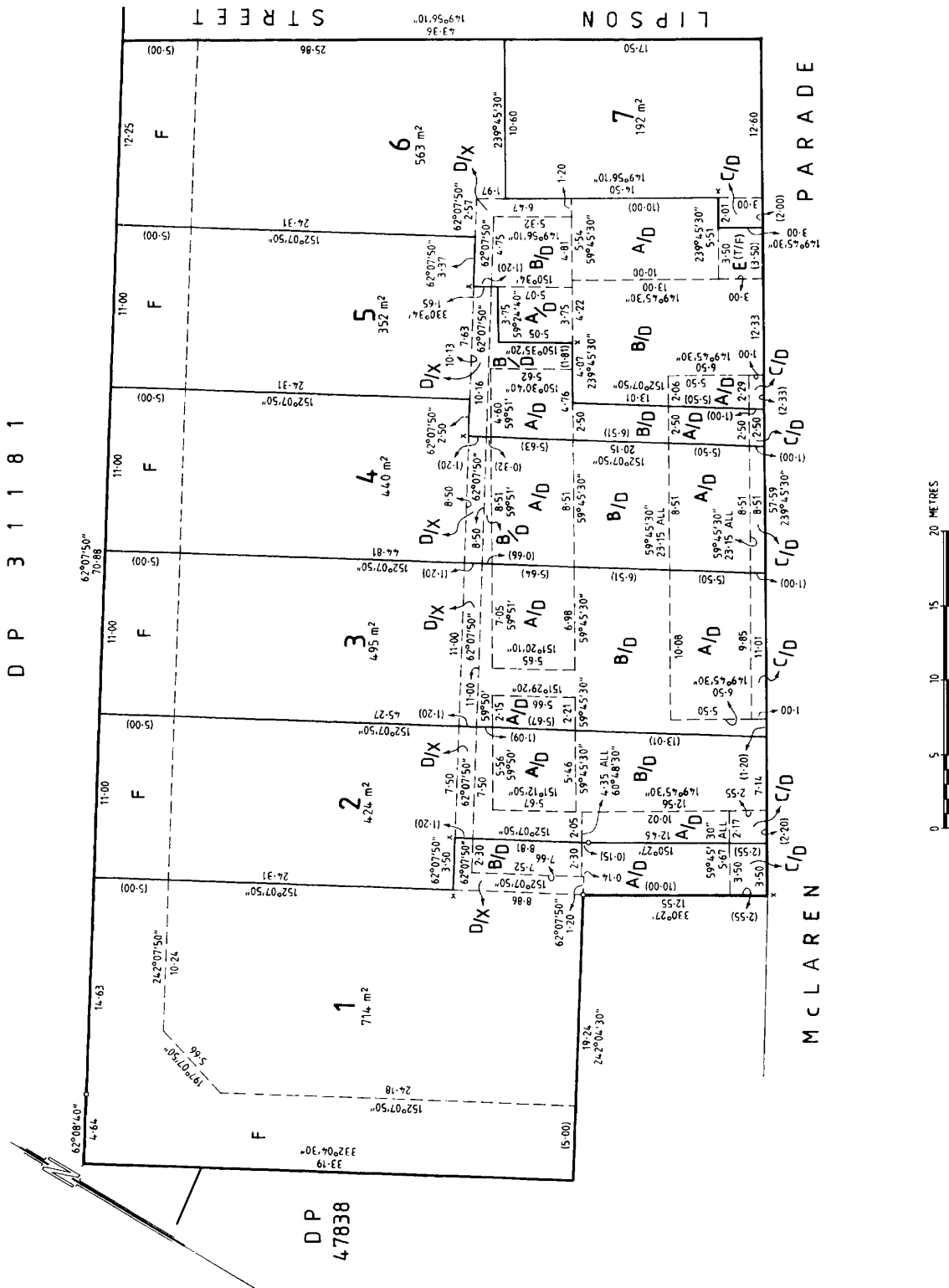
Registrar-General's Notes

NIL

Administrative Interests

PROPERTY IN A STATE HERITAGE AREA 29/04/1982

* Denotes the dealing has been re-lodged.



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.



Registrar-General

Certificate of Title - Volume 5703 Folio 166

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 2
Edition Issued 14/07/2003



Estate Type

FEE SIMPLE

Registered Proprietor

YARRAMUNDI INVESTMENTS PTY. LTD. (ACN: 008 008 231)
OF C/- 1ST FLOOR 25-27 MCLAREN PARADE PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 6 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D AND F FOR DRAINAGE PURPOSES (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED E(T/F) FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.5 AND 7 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4 AND 5 MARKED F FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.5 AND 7 MARKED C (RTC 8728615)

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER PORTION OF ALLOTMENT 1 AND PORTIONS OF ALLOTMENTS 2.3.4 AND 5 MARKED A (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER PORTION OF ALLOTMENTS 1.2 AND 3 AND PORTIONS OF ALLOTMENTS 4 AND 5 MARKED B

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER PORTION OF ALLOTMENTS 1.2.3.4 AND 5 MARKED X (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

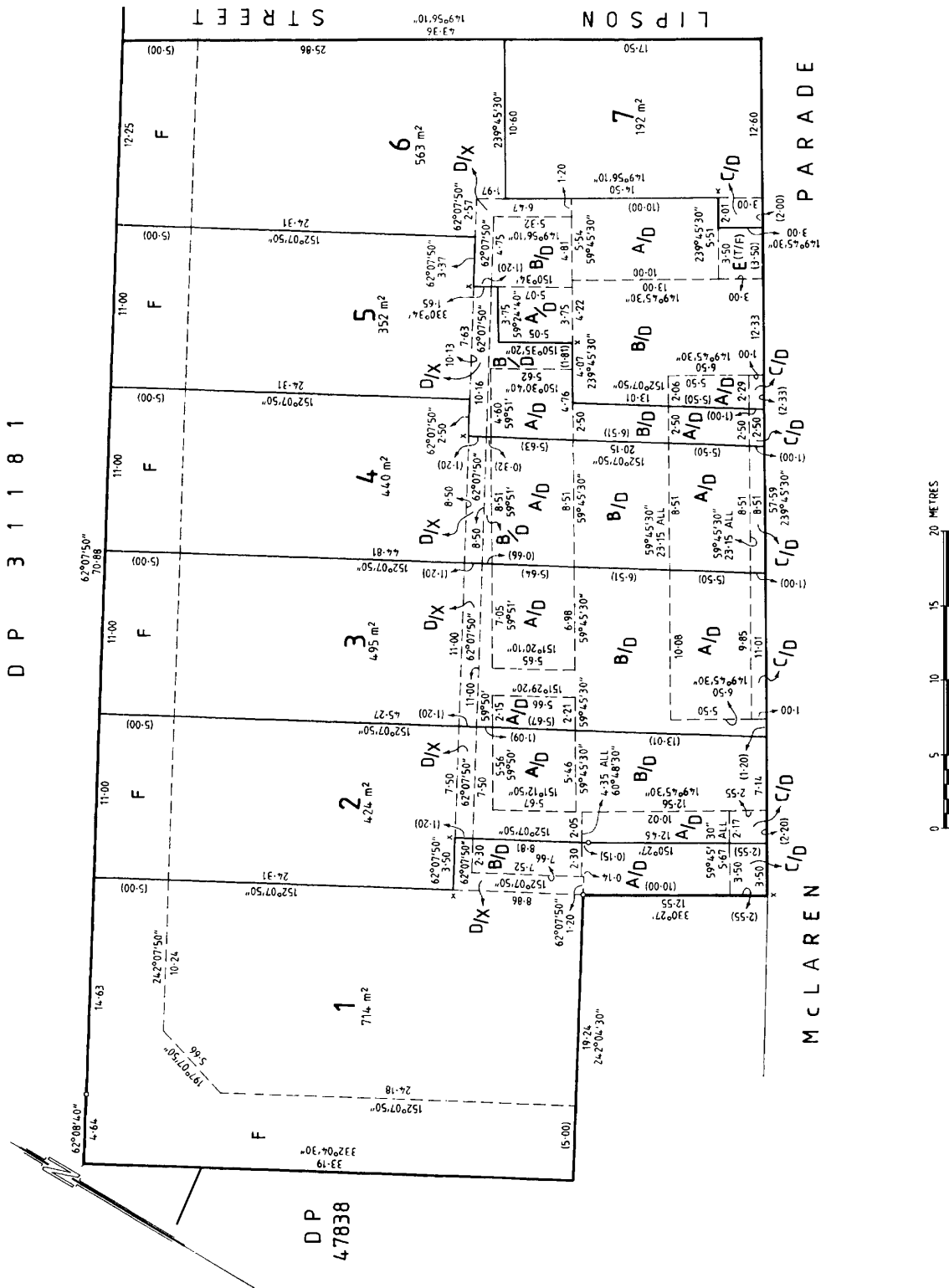
Registrar-General's Notes

NIL

Administrative Interests

PROPERTY IN A STATE HERITAGE AREA 29/04/1982

* Denotes the dealing has been re-lodged.



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.



Registrar-General

Certificate of Title - Volume 5703 Folio 167

Parent Title(s) CT 5445/49
Dealing(s) RTC 8728615
Creating Title
Title Issued 22/10/1999
Edition 4
Edition Issued 12/06/2013



Estate Type

FEE SIMPLE

Registered Proprietor

YARRAMUNDI INVESTMENTS PTY. LTD. (ACN: 008 008 231)
OF PO BOX 772 PORT ADELAIDE SA 5015

Description of Land

ALLOTMENT 7 DEPOSITED PLAN 52739
IN THE AREA NAMED PORT ADELAIDE
HUNDRED OF PORT ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C (RTC 8728615)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.5 AND 6 MARKED D FOR DRAINAGE PURPOSES (RTC 8728615)

TOGETHER WITH THE EASEMENT(S) OVER PORTION OF ALLOTMENTS 1.2.3.4.5 AND 6 MARKED C (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY WITH LIMITATIONS OVER THE LAND MARKED X (RTC 8728615)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) OVER THE LAND MARKED A (RTC 8728615)

Schedule of Dealings

Dealing Number	Description
8629445	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2) FOR MANAGEMENT

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan

NIL

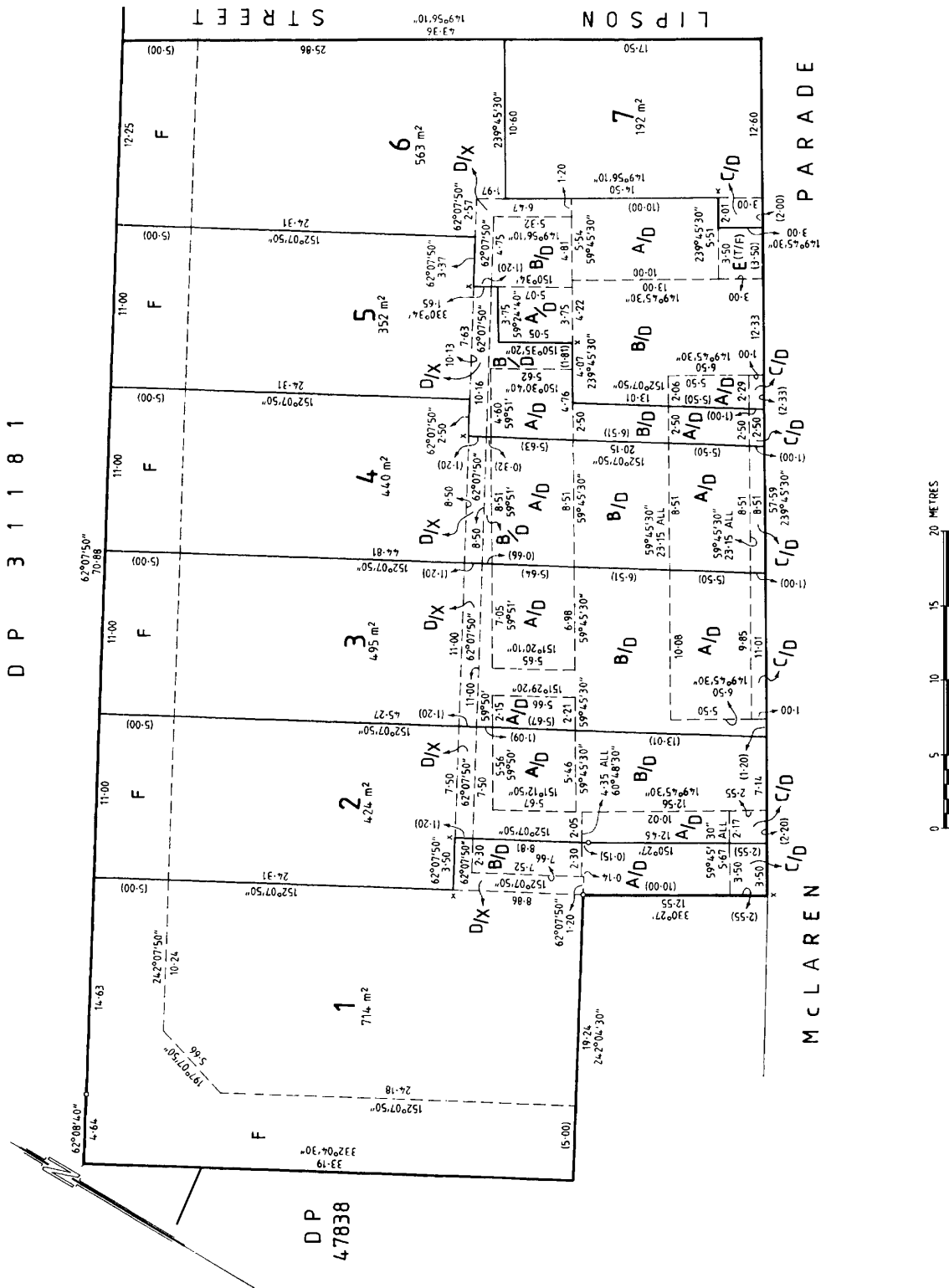
Registrar-General's Notes

NIL

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



Appendix 4. DASH Heritage Impact Assessment

DASH Architects is one of the State's leading practices in the provision of specialist heritage services. Over the past 45 years it has helped establish benchmarks for the approach to management, refurbishment and redevelopment of heritage assets in South Australia.

Operating across the full range of the architectural disciplines enables DASH Architects an appreciation of the role of cultural heritage within the broader design process, as one of many factors that influence project outcomes.

This flexible and integrated approach is based primarily on contemporary community values and traditions. Within this framework there is an acknowledgement that while the preservation of heritage fabric is important, it is only one of many considerations when assessing the cultural significance of a place.

*dash*architects

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ABN 82 059 685 059

Heritage Impact Statement for Proposed Hotel Development, McLaren Wharf, Port Adelaide

DA193731– 17.02.2020

1.0 Introduction

DASH Architects has been engaged by CK Property Group (the Applicant) to provide heritage advice to it, and to prepare this Heritage Impact Statement (HIS), in relation to the proposed hotel development at McLaren Wharf, Port Adelaide (the Proposed Development).

Specifically, this report has been prepared by David Holland, Director of DASH Architects. I have also provided advice to the Design Team as it prepared the Application. Details of my qualifications and experience are set out below.

In preparing this Heritage Impact Statement, I have:

- Visited the site and locality;
- Attended various meetings with the Applicant's Architects Brown Falconer (the Design Architects) and other members of the consultant team;
- Attended meetings with Peter Wells of The Heritage Branch of the Department for Environment and Water (DEW);
- Attended a formal Design Review Session with ODASA;
- Reviewed feedback from Port Adelaide Enfield Council's Local Heritage Adviser;
- Reviewed Port Adelaide Enfield (City) Development Plan (consolidated 06 February 2018) (The Development Plan);
- Reviewed various iterations of design proposals;
- Reviewed the architectural documents to be lodged for Development Plan Consent (Brown Falconer's Drawings # 2019042 07/02/2020 DA01 Rev01 -14 pages); and
- Reviewed the Landscape Architects drawings (Birdseye Studios).

2.0 About the Author

I am an architect and heritage consultant with 25 years of consulting experience. Since 2000, I have been a Director of DASH Architects (Danvers Schulz Holland Architects Pty Ltd), a multi-disciplinary practice providing professional services in the fields of Architecture & Interiors, Heritage, and Urban Design. Of the professional services it offers, DASH Architects specialise in contextual architecture and urban design within zones of heritage significance, adjoining heritage items or as extensions and modifications to heritage items themselves.

As part of DASH Architects, I have been responsible for, or overseen, numerous significant heritage projects (including multiple award winners), significant architectural projects, Conservation Management Plans and conservation projects.

As part of Local Heritage PARs/DPAs, or as part of Development Applications or appeals, I have prepared numerous Heritage Significance Reports, assessing properties against the relevant listing criteria and Development Plan

provisions, and Heritage Impact Statements, assessing the impact of proposed Development on the heritage values of Places.

I am also regularly asked to provide expert heritage and design advice to other architects, designers and applicants in relation to proposed developments.

I am a Fellow of the Australian Institute of Architects (RAIA). I have previously been its State President, a National Director, and a member of the National Practice Committee. I was also a Chapter Councillor and chair of the State Practice Committee. I have sat on the Architectural Practice Board of South Australia. My practice is a member of the Association of Consulting Architects - Australia and I have been a member of its SA Branch Committee.

I have also been, and continue to be, a member of various State and National Visiting Panels responsible for the accreditation of the Architectural courses at the University of Adelaide and at the University of South Australia.

3.0 Background

3.1 The Site

The Subject Site of the proposed development is highlighted in orange on Image 01 below and green on the subsequent images (Images 02, 03, 04 & 05). Brown Falconer's Location Plan within the drawing set noted above, shows it in more detail.

The Site is, for all intents and purposes, vacant. It is loosely rectangular, although there is a step in the eastern boundary, and is predominantly flat, although there is a slight 'fall' toward the River. The site is bounded on two sides by McLaren Parade and Lipson Street, noting that the section of Lipson St has been closed to traffic and has formed a public square, and on a third side by the Dock. The remainder of the 'block' is separately owned and, it is presumed, will be developed separately, sometime in the future.

The Design Architects and Consulting Planner will, no doubt, describe both the site and the building proposed on it in further detail as part of their submissions.

3.2 Heritage and Character Listings

There are no State or Local Heritage Places on the Subject Site.

There are a number of State Heritage Places and a State Heritage Area near the Subject Site. Collectively I have described these as State Heritage Items.

Amongst the State Heritage Places within what I consider to be the 'immediate' Locality of the Subject Site, I consider that the following to be sufficiently close to warrant a detailed review of the impact that the works proposed as part of the Application will have on their Heritage values. These include:

- The Port Adelaide State Heritage Area and the various State Heritage places within that Area;
- Former South Island (Originally Port Adelaide) Lighthouse; and
- Birkenhead Bridge

I consider that the other Heritage Places in the Locality are sufficiently distant from the Subject Site such that the work proposed on it will not have an adverse impact on either their physical fabric or their settings. As such I have not considered them further in this Statement.

There are no Local Heritage Places or contributory items (character listings) on the Subject Site or within the Locality.

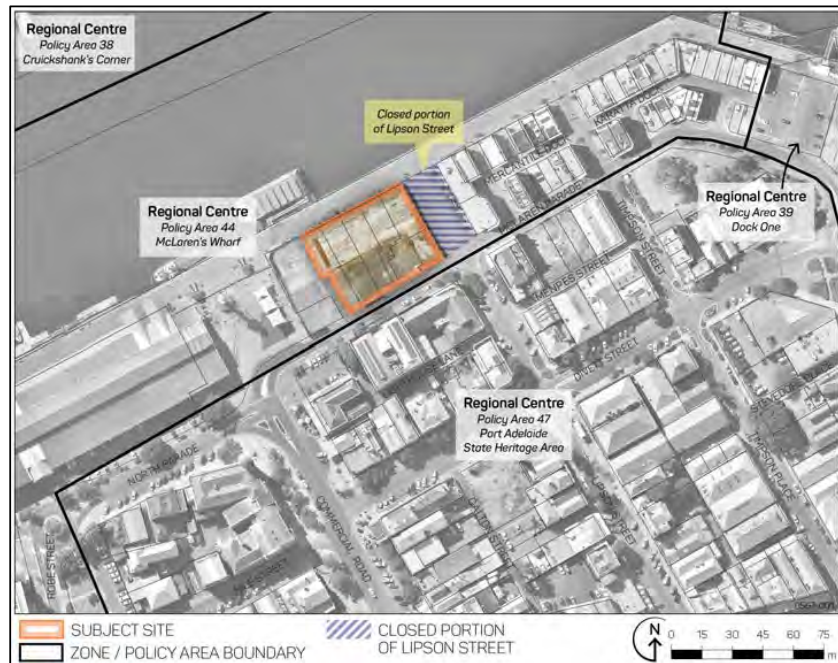


IMAGE 01 – Image showing subject site and local zoning (prepared by Ekistics Planning).



IMAGE 02 – Indicative 3D image of site (not an actual photograph) taken from <https://www.google.com/maps>. Green annotations have been added by Author. Step in eastern boundary has not been shown.



IMAGE 03 – Indicative 3D image of site (not an actual photograph) taken from <https://www.google.com/maps>. Green annotations have been added by Author. Step in eastern boundary has not been shown.



IMAGE 04 – Image showing subject site and extent of associated listing (taken from <http://location.sa.gov.au/viewer/>). Red shading shows State Heritage Places and Areas. Blue shading shows Local Heritage Places. Green annotations have been added by Author.



IMAGE 05 – Image showing subject site and extent of associated listing (taken from <http://location.sa.gov.au/viewer/>). Red shading shows State Heritage Places and Areas. Blue shading shows Local Heritage Places. Green annotations have been added by Author.

3.2.1 Details of Heritage Listings

Following are photos, and extracts from the SA Heritage Places database, in relation to:

- Port Adelaide State Heritage Area and some of the State Heritage places within that Area;
- Former South Island (Originally Port Adelaide) Lighthouse; and
- Birkenhead Bridge

3.2.1.1 Port Adelaide State Heritage Area and some of the State Heritage places within that Area

As noted above, there are various State Heritage Listed Places within the Port Adelaide State Heritage Area. Those closest to the Subject Site, and therefore of most relevance in this assessment, are:

- Dockside Tavern (former Britannia Hotel) on McLaren Parade; and
- Former Bank of Australasia, Port Adelaide Branch on Lipson Street.

Given the nature of the State Heritage Places within the Area, the nature of the State Heritage Area itself, and given the location and nature of the proposed development, I have considered the State Heritage Area and the State Heritage Places within it collectively. In doing so, and in this report, I have not quoted or referenced details of the listings for the individual State Heritage Places within the Area. I have referenced the details for the listing of the State Heritage Area.

The screenshot shows the 'SA HERITAGE PLACES DATABASE SEARCH' interface. It includes navigation tabs for 'Search by Location', 'Search by ID', 'Search by Keywords', 'Extract by Development Plan', and 'About Heritage Places'. The main content area displays details for a heritage place, including its location (Port Adelaide Precinct), description (Port Adelaide State Heritage Area), status (SHA - State Heritage Area), and reference information (State Heritage ID 13252, Heritage Number 27567).

SA HERITAGE PLACES DATABASE SEARCH	
Search by Location	Search by ID
Search by Keywords	Extract by Development Plan
About Heritage Places	
HERITAGE PLACES	
Heritage Place Details	
LOCATION	
Map	Show Map
Address	Port Adelaide Precinct PORT ADELAIDE
Locality	PORT ADELAIDE
Accuracy	H - high level confidence
Development Plan	Port Adelaide Enfield Council
Polygon Type	D - item has been digitised (generally because it doesn't exist in a DCDB parcel, eg. bridge)
DESCRIPTION	
Details (Known As)	Port Adelaide State Heritage Area
Registered Name	
Significance	A large portion of Port Adelaide was declared the first State Heritage Area in South Australia in April 1982. The area is of architectural and historical significance as it contains the most substantial and continuous grouping of colonial commercial and administrative buildings in South Australia. Many of the buildings within the area were directly associated with Port Adelaide's function as the port for the State's capital.
Subject Index	Urban area - State Heritage Area [Urban]
Class	State Her Area
STATUS	
Status Code	SHA - State Heritage Area (SA Heritage Act 1978)
Status Date	29-APR-1982
REFERENCE	
LGA	
State Heritage ID	13252
Heritage Number	27567
SECTION 16 INFORMATION	
Section 16	
PLAN PARCEL & TITLE	
As listed in the SA Heritage Register	
Plan Parcel & Title Information	

IMAGE 06 – Extract from Heritage Places Database Search (<http://maps.sa.gov.au/heritagesearch/HeritageSearchByKeywords.aspx>).



IMAGE 07 – Photo of building directly opposite site on McLaren Parade (within State Heritage Area) (by Author).



IMAGE 08 – Photo of Docks Tavern, building diagonally opposite site on McLaren Parade and Lipson Street (Place is a Stat Heritage Item and within State Heritage Area) (by Author).

3.2.1.2 Former South Island (Originally Port Adelaide) Lighthouse

SA HERITAGE PLACES DATABASE SEARCH

Search by Location Search by ID Search by Keywords Extract by Development Plan About Heritage Places

HERITAGE PLACES

Heritage Place Details

LOCATION

Map [Show Map](#)
Address Black Diamond Square PORT ADELAIDE
Locality PORT ADELAIDE
Accuracy H - high level confidence
Development Plan Port Adelaide Enfield Council
Polygon Type B - Building footprint

DESCRIPTION

Details (Known As) Former South Neptune Island (originally Port Adelaide) Lighthouse
Registered Name Lighthouse
Significance
Subject Index Transport (Water) - Lighthouse
Class State

STATUS

Status Code REG - Confirmed as a State Heritage Place in the SA Heritage Register
Status Date 24-JUL-1980

REFERENCE

LGA Port Adelaide Enfield
State Heritage ID 10313
Heritage Number 2962

SECTION 16 INFORMATION

Section 16

PLAN PARCEL & TITLE

As listed in the SA Heritage Register
Plan Parcel & Title Information CT 6209/571 D118571 A201,CT 6209/572 D118571 Q206 & 207

IMAGE 09 – Extract from Heritage Places Database Search (<http://maps.sa.gov.au/heritagesearch/HeritageSearchByKeywords.aspx>).



IMAGE 10 – Photo of Lighthouse in Black Diamond Square (A State Heritage Item)(by Author).

3.2.1.3 Birkenhead Bridge

SA HERITAGE PLACES DATABASE SEARCH

Search by Location Search by ID Search by Keywords Extract by Development Plan About Heritage Places

HERITAGE PLACES

Heritage Place Details

LOCATION

Map [Show Map](#)
Address BIRKENHEAD
Locality BIRKENHEAD
Accuracy H - high level confidence
Development Plan Port Adelaide Enfield Council
Polygon Type D - item has been digitised (generally because it doesn't exist in a DCDB parcel, eg. bridge)

DESCRIPTION

Details (Known As) Birkenhead Bridge [Metal Double Bascule]
Registered Name Birkenhead Bridge
Significance The Birkenhead Bridge across the Gawler Reach of the Port River was completed in 1940. It is significant for being Australia's first double bascule bridge. The only other opening bridge remaining in South Australia (in 1999) is the vertical lift span bridge at Paringa on the River Murray.
Subject Index Transport (Road) - Road Bridge
Class State

STATUS

Status Code REG - Confirmed as a State Heritage Place in the SA Heritage Register
Status Date 04-MAR-1993

REFERENCE

LGA Port Adelaide Enfield
State Heritage ID 14348
Heritage Number 2949

SECTION 16 INFORMATION

Section 16
PLAN PARCEL & TITLE
As listed in the SA Heritage Register
Plan Parcel & Title Information CT 0000/0000,CT 6104/95 D88720 A7

IMAGE 11 – Extract from Heritage Places Database Search (<http://maps.sa.gov.au/heritagesearch/HeritageSearchByKeywords.aspx>).



IMAGE 12 – Photo of Birkenhead Bridge from near the Subject Site (Bridge is a State Heritage Item) (by Author).

4.0 Proposed Work

4.1 Description

The Development (loosely) proposes construction of new 6 storey Hotel Building with public spaces at the lower levels and accommodation at the upper levels. There is also associated car parking and a drop off / pick up lane at ground level.

Again, the Design Architect and Consulting Planner will describe the overall Development in more detail. I have therefore only discussed below those elements of the Development that affect, or have the potential to affect, the Heritage Values of the State Heritage Items (places and Area) in the locality.

From a heritage point of view, my critical consideration have been:

- The set out of the new development on the site, including Management of vehicle access and parking (Setout);
- The height and articulation of the new development, in both a vertical and horizontal sense (Scale); and
- The forms, materials and colours used in the design (Composition).

Set out

The development proposed a new 'L' shaped building that 'address' Lipson Street (that is a public square rather than roadway at that point) and the Port River Waterfront. The depth of the building means that there are also 'return' facades to McLaren Parade and the currently vacant land that is the remainder of the Block.

The main entrance to the building is from the 'return' on McLaren Parade. There is also a porte cochere (for vehicle drop off and pick up) in this location. That said, the building is also to be permeable to pedestrians at both Lipson street and the waterfront.

From a heritage point of view, the interactions between the new building and the State Heritage Items at the corner of Lipson Street and McLaren Parade are particularly important as this is the closest physical relationship and this aspect of the building is part of longer views with the State Heritage Area (through the SHA to the subject site; adjacent to the SHA; and to the SHAS, past the subject site, from the waterfront and river itself).

Vehicle access to the site has been restricted to a carpark from Lipson Street and the porte cochere drop under the building at the corner of Lipson and McLaren parade. The development proposes landscaping to edges of the site and central areas of the carpark to these areas. These are shown on the Landscape architects drawings. While these will be important, I suggest that the future works to McLaren Parade itself will further enhance the amenity of these spaces. From a heritage point of view however, the proposed layout of vehicle access, parking and associated landscaping does not have a significant or negative impact on the heritage values of the Heritage Items in the locality.

The need to address potential flooding from the River has meant that the ground floor level of the new development is higher than the ground levels across and

adjacent the site. While this is not ideal for access to the building and for the building's general interactions with the public realm, the increase in height has been mitigated by the designers and the relevant authorities to a level that it is manageable. This increase in floor level does not, in and of itself, impact negatively on the heritage values of the Heritage Items in the Locality.

As noted above, the subject site does not occupy the entire block. It is likely that the remainder of the block will be developed later (that is subsequent to this Application and in a form unknown at the time of this application). It is also likely that should this development proceed, development on the remainder of the block would be strongly influenced by it. In the short term however, this development has had to consider the site 'as it stands' (with a vacant site next to it) as well as in the context of a likely future development next to it (without knowing the form and nature of that development). Again, this does not, in and of itself, impact negatively on the heritage values of the Heritage Items in the Locality.

Scale

The new building is 6 storeys in total height. The vertical elevations of the building have been broken down, in most sections, into: a two storey podium; a further three storey body; and a largely glass top floor. The exception is at the corner of Lipson Street and the Waterfront. This element is a full 6 storeys high but has been articulated using large, wide, two storeys high, archways at the lower two levels and narrower, two storey high archways through the upper levels.

This corner element also allows a further development on the remainder of the site to either 'book end' the block, with a similarly designed element, with or to address it in another, complimentary, way.

The 6 Storeys is greater than identified in the Concept Plan within the Development Plan (image 18). While the applicant's Planner will discuss this in greater detail, from a heritage point of view the additional storey proposed (the development is 6 storeys high, rather than 5), has no material impact on the heritages value of the Heritage Items in the locality.

All sections of the building proposes verandahs or sun shading elements to the lower levels where they interact with the public realm.

Composition

The new buildings address the corner of McLaren Street and Lipson Street and present to the face of the Lipson Street (and its public space) and the waterfront.

The materials proposed to the two storey podium at the corner of Lipson Street and McLaren are of most importance from a heritage point of view. The use of a gridded steel frame in an ochre colour is appropriate as it is complimentary to the articulation, height, scale and colouring seen in the adjacent buildings, without replicating them. Within this steel grid the windows themselves are also further articulated, providing a finer grain detail. This feature is discussed further below.



IMAGE 13 – Image of proposed new development (form the Port River). Prepared by Brown Falconer and included in its DA Set.



IMAGE 14 – Image of proposed new development (form the Port River). Prepared by Brown Falconer and included in its DA Set.



IMAGE 15 – Image of proposed new development (form the Port River). Prepared by Brown Falconer and included in its DA Set.



IMAGE 16 – Image of proposed new development (form the Port River). Prepared by Brown Falconer and included in its DA Set.



IMAGE 17 – Image of proposed new development (form the Port River). Prepared by Brown Falconer and included in its DA Set.

4.2 Works to the Public realm

Although included on some of Brown Falconer's drawings, I understand that the works to the public realm (ie outside the boundaries of the subject site), particularly those along McLaren Parade, are not included in this Application. These works may be developed further in consultation with Council and Renewal SA. As they are not part of this Application I have not considered them in this statement.

5.0 Assessment

Following is my assessment of the potential heritage impacts of the proposed development.

5.1 Impact on Subject Site

As noted above, there are no heritage items on the Subject Site. As such there will be no physical impact on any heritage values associated with it.

5.2 Impact on Other Heritage Places

Following is a summary of my assessment of the potential impact of the Development on the Heritage Items (Places and Areas) in the Locality.

As noted above, this assessment has been limited to those places identified above, within the immediate Locality of the Site that are likely to be affected.

5.2.1 Port Adelaide State Heritage Area and the various State Heritage places within that Area

There are no physical works proposed to any items within the State Heritage Area.

Given the proximity of some of the Area to the Site however, the management of construction vibration throughout the construction process will be critical to avoiding damage to Items within it. I suggest that the preparation of a Vibration Management Plan, to the approval of SCAP (and likely with referral to the DEW Stage Heritage Unit as part of that) be made a condition of the Approval.

Given the existing subdivision pattern will be maintained and that there were previously structures on the Subject Site (in the preparation of this report I have not had cause to investigate what these were in great detail), the proposed works will not adversely affect the setting of the State Heritage Area, or any items within it. That said, the new works will be visible in conjunction with some of the items and will be located adjacent them. The success of the new works in addressing the issues associated with this is discussed in later sections, under the Development Plan Assessment.

Given the above, and assuming vibration is managed, I do not believe that the proposed works will have any material impact on the heritage value of these Items.

5.2.2 Former South Island (Originally Port Adelaide) Lighthouse

There are no physical works proposed to this State Heritage Item.

Given the proximity of this Heritage Place to the Site, the management of construction vibration throughout the process will be critical to avoiding damage to it. I suggest that the preparation of a Vibration Management Plan, to the approval of SCAP (and likely with referral to the DEW Stage Heritage Unit as part of that) be made a condition of the Approval.

Given the above, and assuming vibration is managed, I do not believe that the proposed works will have any material impact on the heritage value of this place.

5.2.3 Birkenhead Bridge

There are no physical works proposed to this State Heritage Item.

The works do not propose any physical works to the Place, nor does the construction of the works, assuming reasonable steps are taken, present any significant risk to its fabric.

While the proposed new Hotel will be viewed in the foreground or background, depending on your reference point, it will be one of many such buildings within those views. Further, the proposed development will infill an area that was previously developed in a manner consistent with the overriding character of the locality (in a site coverage and layout sense at least). Based on this, the proposed works will not have any material impact on the setting of the heritage Place.

As such, I do not believe that the proposed works will have any material impact on the Heritage Values of this place.

6.0 Development Plan Provisions

The site is in the City of Port Adelaide Enfield's Regional Centre Zone, Policy Area 44, and is adjacent Regional Centre zone, Policy Area 47 (Port Adelaide State Heritage Area).

The Consulting Planner for the Project will undertake a detailed assessment of the Application against the provisions of the Development Plan. For the purposes of the Statement however I have reviewed the above Zone and Policy Area provisions, as well as those within the "Heritage Places" sections of the Development Plan.

Of particular relevance within the Heritage Places section is Principle of Development Control (PDC) 9 that states:

"Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and

side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing, and should have regard to the provisions of design guidelines in Table PAdE/3 - Conservation Design Guidelines.”

In my view, Table PAdE/3 does not directly relate to the circumstances of this Development. That is, a new commercial development that is not within an Historic Conservation Area (HCA). In considering PDC 9, and particularly the section that states “*exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing*”, I note that the context of this site (with large commercial buildings) is very different to the context envisaged by the Table (that is focused on residential design or commercial development within a HCA). As such, I have not given much consideration to the Table.

The Design has also been subject to a formal Design Review process through SCAP. I have therefore deferred to that process within this assessment and have restricted my comments to assessing the impact of the proposed Development on the Heritage Character of the Locality and the identified heritage Items within that locality.

As noted above the design, and particularly the set out, scale and composition of the proposed development have considered their context and proposed an appropriate solution.

On this basis, the proposed Development meets the intent of most of the Development Plan provisions, with respect to Heritage Matters in that it:

- Does not propose the loss of any heritage fabric;
- Does not materially affect the setting of the Heritage Items in the locality; and
- utilises materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place (this is discussed further below).

As noted above, from a heritage point of view the additional storey proposed (the development is 6 storeys high, rather than 5 noted in the Concept Plan in the Development Plan – extract below), has no material impact on the heritage values of the Heritage Items in the locality.

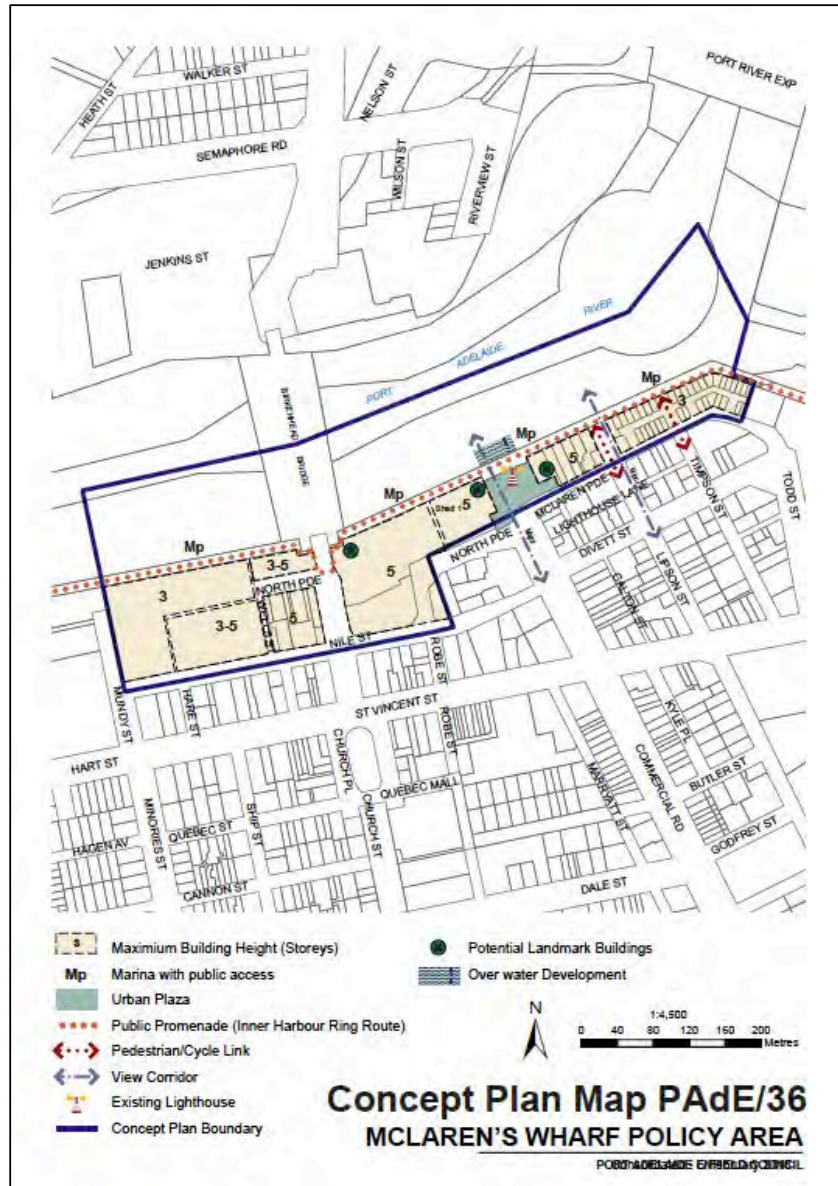


IMAGE 18 – Concept Plan for the Area, taken from Development Plan.

7.0 Conclusion

The development does not propose any physical changes to the fabric of any heritage items. Further, provided vibration during construction is appropriately managed, the proposed development does not present any substantial risk to any heritage fabric.

While the setting of the nearby Heritage Items may be affected by the proposed works, this effect has been mitigated through the set out, scale and composition used on the proposed development.

My overall assessment is therefore that the proposed works will not have any material impact on the heritage value of any of the Heritage Places in the locality.

8.0 Sign off

This report has been prepared for and on behalf of DASH Architects.

A handwritten signature in black ink, appearing to read 'David Holland', written in a cursive style.

David Holland
Architect
Director, DASH Architects

Appendix 5. Wood & Grieve Sustainability Assessment



Memo

Enquiries: Nathan Lawry
Project No: 43406

To: Walt Coulston

From: Nathan Lawry

Date: 4th Feb 2020

Subject: Port Adelaide Hotel
Sustainability Performance

Stantec Australia have been engaged to provide sustainability advice and engineering input for the development located at McLaren Wharf, Port Adelaide. The hotel development is seeking to substantially increase sustainability outcomes from a business-as-usual position. Negotiations with the Clean Energy Finance Corporation (CEFC) have commenced in order to understand requirements that would qualify the development as innovative and advancing the hotel industry's energy efficiency capability. As such, there exists some degree of flexibility given the early stage of design and scope for negotiation with the CEFC.

The following initiatives are committed to as a minimum and will be implemented regardless of negotiation outcomes with the CEFC:

- High Performing Façade reducing heating and cooling loads and increasing occupant comfort
- Large Solar PV array to reduce energy consumption and CO2 emissions
- Minimum 4 star NABERS Hotel rating
 - o Represents an increase of >30% reduction in predicted carbon emissions
 - o 1st NABERS rated Hotel in South Australia in 4+ years, and most efficient on record
- High Efficiency Mechanical Plant and Equipment with multi-stage chillers for increased part-load performance
- High Efficiency Domestic Hot Water system
- High WELS rated fixtures and fittings to reduce water and energy consumption
- Integrated Building Management Systems to allow for energy efficient booking strategies and building operation
- LED Lighting throughout with smart sensors and controls
- On site training of staff and management to ensure design outcomes are realised
- Heat Recovery for reduced energy consumption associated with conditioning outside air

The following initiatives will be explored with the CEFC with several likely to be implemented:

- 5.0 star NABERS rating- 50% increase in energy efficiency on national average
- Carbon Neutral- offsetting embodied or operational energy via credible offset programs
- Procurement of large volume of renewable energy, promoting local investment via Power Purchase Agreement
- Innovative water-to-water Heat Pump for Domestic Hot Water
- Solar boosted low carbon condensing boiler fired Domestic Hot Water
- Water cooled high efficiency chillers with cooling towers
- Building Integrated Photovoltaics- innovative smart PV that functions as both shade and/or window
- Smart Electro/Thermochromic Glass- solar or electronically controlled glazing that responds to climate
- Innovative Variable Volume Fan Coil units for reduced energy consumption
- Super Low Flow shower heads for reduced domestic hot water consumption



Memo

Regardless of negotiation outcomes with the CEFC, the McLaren Wharf hotel development will at a minimum provide significantly enhanced sustainability outcomes and provide a leading example of energy efficient hotel design both locally and nationally.

Regards,

A handwritten signature in black ink that reads 'N Lawry'. The signature is written in a cursive, slightly stylized font.

Nathan Lawry

Senior Sustainability Engineer

Appendix 6. GTA Transport Impact Assessment

Proposed Motel - McLaren Parade, Port Adelaide

Transport Impact Assessment



Prepared by: GTA Consultants (SA) Pty Ltd for Ekistics

on 24/02/20

Reference: S174590

Issue #: A

Proposed Motel - McLaren Parade, Port Adelaide

Transport Impact Assessment


Client: Ekistics

on 24/02/2020

Reference: S174590

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	24/02/2020	Final	Sarah Hartland	Richard Frimpong	Paul Morris	

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1. INTRODUCTION

1.1. Background

A motel development is proposed on land located at lots 2-7 McLaren Parade in Port Adelaide. The proposed development will comprise a motel within a multi-storey building with car parking and access from McLaren Parade.

GTA Consultants was commissioned by Ekistics to undertake a transport impact assessment of the proposed development.

1.2. Purpose of this Report

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

1. Existing traffic and parking conditions surrounding the site
2. Parking demand likely to be generated by the proposed development
3. Suitability of the proposed parking in terms of supply (quantum) and layout
4. Traffic generation characteristics of the proposed development
5. Proposed access arrangements for the site
6. Transport impact of the development proposal on the surrounding road network.

1.3. References

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

1. The Port Adelaide Enfield Council Development Plan - consolidated 6 February 2018
2. Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
3. Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
4. Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
5. Plans for the proposed development prepared by Brown Falconer dated 19 February 2020
6. Various technical data as referenced in this report
7. Other documents as nominated.

2. EXISTING CONDITIONS

2.1. Subject Site

The subject site is located at lots 2-7 McLaren Parade in Port Adelaide. The site of approximately 2,500 sq.m has a frontage of approximately 54.0 metres to McLaren Parade, approximately 43.3 metres to Lipson Street and approximately 56.3 metres along the Port River on the north side. A vacant allotment adjoins the site on its western side.

The site is located within a Regional Centre Zone. Currently the site is unoccupied with surrounding properties typically tending to be commercial in nature.

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

Figure 2.1: Subject Site and Surrounding environs



2.2. Road Network

2.2.1. McLaren Parade

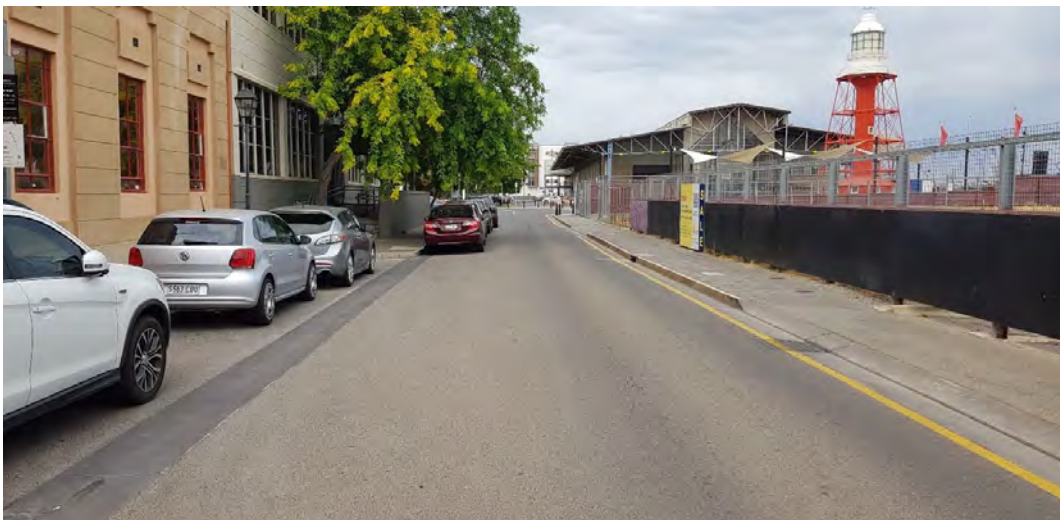
The subject site is located on McLaren Parade which is a two-way road with a carriageway width of approximately 6 metres and contains indented parking lane on the southern side (with capacity to allow for up to 3 parked vehicles). On-street parking is currently unrestricted for the majority of McLaren Parade on the southern side adjacent the site, excluding one space located on the southern side of McLaren Parade adjacent to the existing driveway access for the Light House Wharf Inn as shown in Figure 2.2. Parking is not permitted on the northern side.

Figure 2.2: Parking Restrictions on McLaren Parade – view west



Figure 2.3 and Figure 2.4 illustrate the typical layout of McLaren Parade adjacent to the subject site.

Figure 2.3: McLaren Parade view west



EXISTING CONDITIONS

Figure 2.4: McLaren Parade view east



2.2.2. Lipson Street

Lipson Street operates as a one-way street in a northern direction between St Vincent Street and McLaren Parade. This section of Lipson Street contains one traffic lane approximately 4.2 metres wide with angled parking on either side of the road. The section to the north of McLaren Parade (known as Lipson Plaza), is closed to vehicle traffic by formalised kerb and bollards.

Figure 2.5: Lipson Street



EXISTING CONDITIONS

Figure 2.6: Lipson Plaza



2.2.3. Commercial Road

Commercial Road provides connection between McLaren Parade and the arterial road network. This The portion of Commercial Road to the north of St Vincent Street contains one lane of traffic in either direction as well as a bike lane on the eastern side only. Lane widths along Commercial Road are typically 3.3 – 3.5 metres wide and the bike lane is approximately 1.2 metres wide.

Figure 2.7: Commercial Road view South



3. DEVELOPMENT PROPOSAL

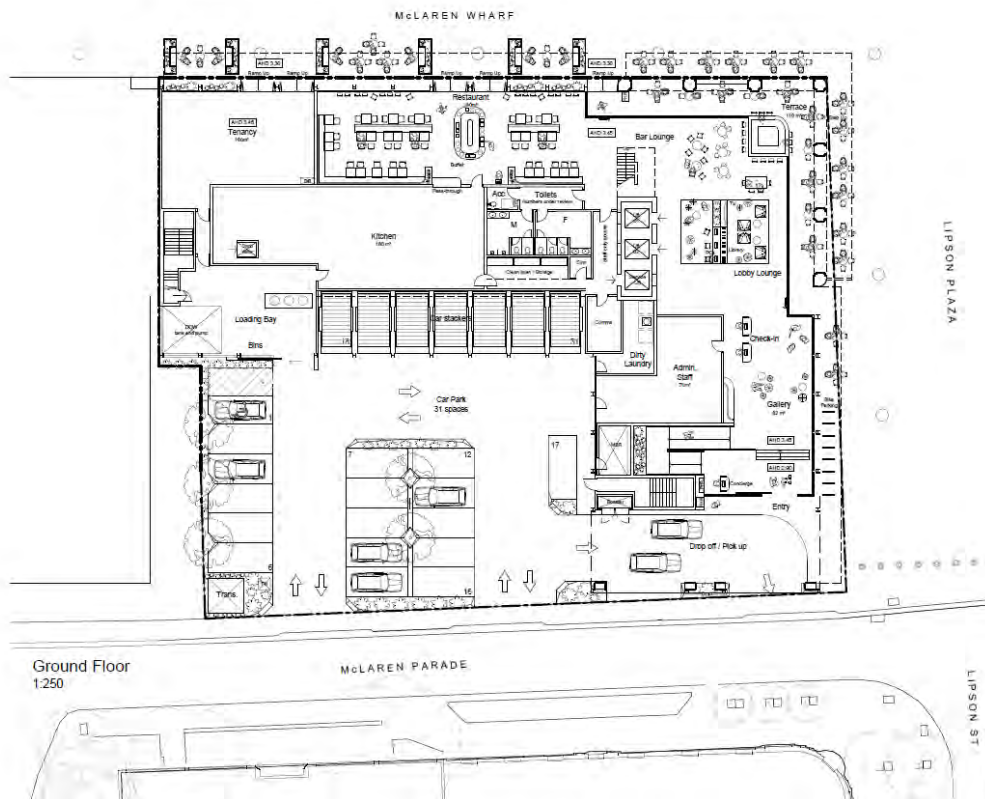
3.1. Land Uses

The proposed development is to comprise the following:

- 180 motel rooms for accommodation
- Ancillary food and beverage, gym and lounge facilities
- A retail tenancy fronting the Port River
- Function and meeting rooms
- 31 on-site parking spaces (inclusive of 14 spaces in 7 car stacker modules for valet parking)
- 8 bicycle rails accommodating up to 16 bicycles

The proposed ground floor site layout is shown in Figure 3.1.

Figure 3.1: Proposed Site Layout



3.2. Car Parking

A total of 31 on-site car parking spaces, including one disability parking space will be provided to the rear of the building on the eastern side of the property. Seven car stackers are proposed to accommodate 14 car parking spaces. The parking stacker will be managed by valet parking services for the motel development.

A drop off / pick up point will be located in the porte-cochere on the southern side of the building fronting McLaren Parade.

3.3. Vehicle Access

Access to the development is proposed as follows:

- All vehicular access to the site is proposed via McLaren Parade
- The existing access on the western portion of the site is to be retained and used as an egress only
- The remaining existing access is to be closed
- A new ingress/egress access will be provided centrally of the site which will provide access to the drop off / pick up area as well as the carpark
- A new egress access will be provided on the eastern portion of the site which will only cater for drop off / pick up vehicular movements.

The access points have been designed to accommodate the largest vehicles anticipated to use each access, this includes vehicles up to Medium Rigid Vehicle class (8.8 metres or less in length).

3.4. Loading Areas

An on-site loading and waste collection area is proposed near the north western corner of the car park. This loading area has been designed to accommodate movements by vehicles up to an 8.8 metre Medium Rigid Vehicle to be able to enter and exit the site in a forward direction.

The loading area is designed so that the vehicle can enter the site via the middle access point and circulate through the carpark to enable the vehicle to reverse into the loading area. It is then intended for the vehicle to exit the site via the western access point.

4. CAR PARKING

4.1. Development Plan Car Parking Requirements

The subject site is located within a Regional Centre Zone and within Policy Area 44 McLaren's Wharf. The subject site is located in a Designated Area under the Development Plan Table PAdE/5A – Off Street Vehicle Parking Requirements for Designated Areas.

The Vehicle Parking Rates Tables in Table PAdE/5A provides parking rates for residential development but excluding tourist accommodation. No rates for tourist accommodation (motel) is provided in Table PAdE/5A. It is noted in Table PAdE/5 that parking rates for Tourist Accommodation are 1 space per room.

4.2. Adequacy of Parking Supply

The proposed development will provide 31 car parking spaces located within the site. These parking spaces can accommodate the anticipated parking demand generated by the site, when considered together with sustainable transport options including taxi/ride share and public transport to the site. The parking proposed on the site will typically cater for staff, and guests based on a valet parking system. This would typically be a cost to the guest to park at the motel as occurs at other similar tourist accommodation in central business districts.

The demand for parking at the proposed development will be managed through information for customers when making bookings to advise of the parking available at the site (i.e. valet parking). This is common practice with tourist accommodation and enables customers to make decisions about transport options to the hotel.

It is noted that in recent times rideshare services have increased market share significantly as a transport mode to tourist accommodation, and in conjunction with improved taxi services (as a result of rideshare competition), many people are choosing the convenience and cost saving of rideshare and taxi services over the use of hire cars to avoid the associated burden of parking costs, self-driving stress and cost of a hire car when not in use. This reduces the parking demand for business travel significantly and is similar to hotels operating in the central business district of Adelaide.

Additionally, the proposed development will seek to charter a shuttle bus to transport people to local tourist and business destinations daily, such as Semaphore, Outer Harbor, Osborne, and other tourist/hospitality services in Port Adelaide, which will assist in reducing the use of private vehicles by customers.

It is understood that the proposed operator of the development has accepted the proposed parking supply for the site and will be able to manage parking effectively based on the above methods and through experience at other sites they currently operate.

Notwithstanding the above, there is parking available in the surrounding precinct to cater for short and long term parking at Fisherman's Wharf approximately 150 metres west of the site (pay and display ticket parking).

It is noted that the provision of additional parking at the site for the proposed development has been considered but is constrained by other factors including the inability to provide basement level parking due to the high water table and structural requirements of the wharf, relative inefficiency of the size of the site for parking making the cost of additional parking levels economically unfeasible, and the impact of additional parking levels on design and heritage requirements for the site.

4.3. Car Parking Layout

The parking layout has been designed in accordance with Australian Standard / New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004 and Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009. GTA notes the following in relation to the car parking layout:

- Standard car parking spaces are 2.5 metres wide and 5.4 metres long, set within a 6.2 – 6.3 metre wide aisle, which meets the User Class 2 requirements for a hotel.
- One open ended parallel car parking space is provided which is 2.3 metres wide and 5.4 metres long and set within a 6.3 metre aisle. This meets the dimensional requirements for User Class 2, with 0.5 metre additional clearance for vehicle reversing from the adjacent angled spaces.
- One disability parking space is provided, which is 2.4 metres wide and 5.4 metres long set within a 6.2-metre-wide aisle, which meet the requirements outlined in Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009. In addition, the shared space adjacent to the disabled car parking space is only 2.4 metres wide and 5.4 metres long, which is acceptable.
- Car stacker spaces are 2.7 metres wide (column to column), and set within a 6.9 metre wide aisle, which meets the apron width requirement outlined within the standard.

A turn path assessment using AutoTURN software has been undertaken to confirm that the design vehicle movements are able to be accommodated within the proposed car park layout. Figure 4.1 considers the 99th percentile light vehicle (Toyota Hilux size) bypassing parked vehicles within the porte cochere while Figure 4.2 considers a mini bus circulating the porte cochere (largest vehicle).

CAR PARKING

Figure 4.1: B99 entry and exit movement at drop off / pick up point

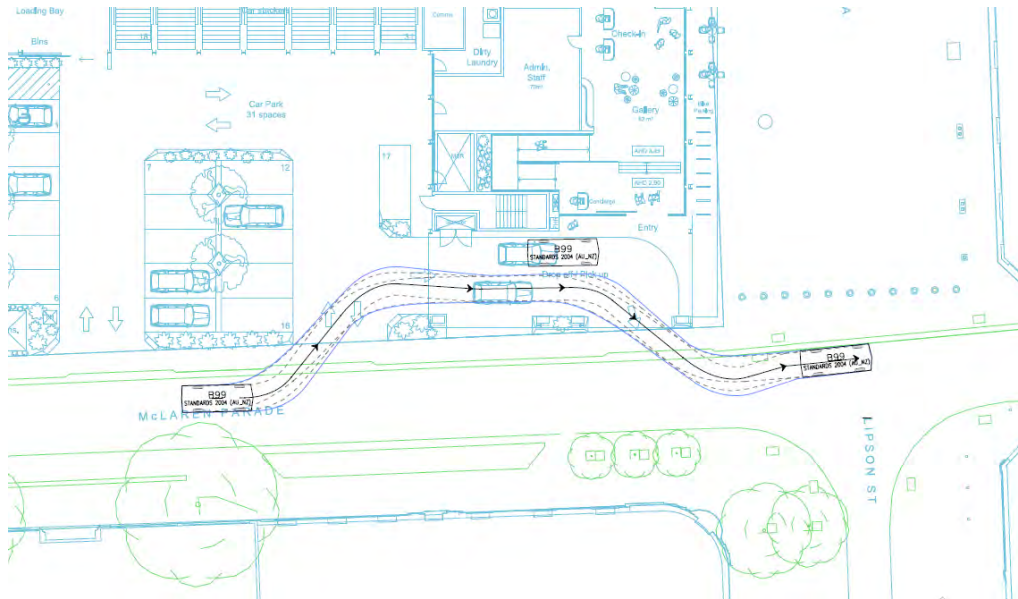
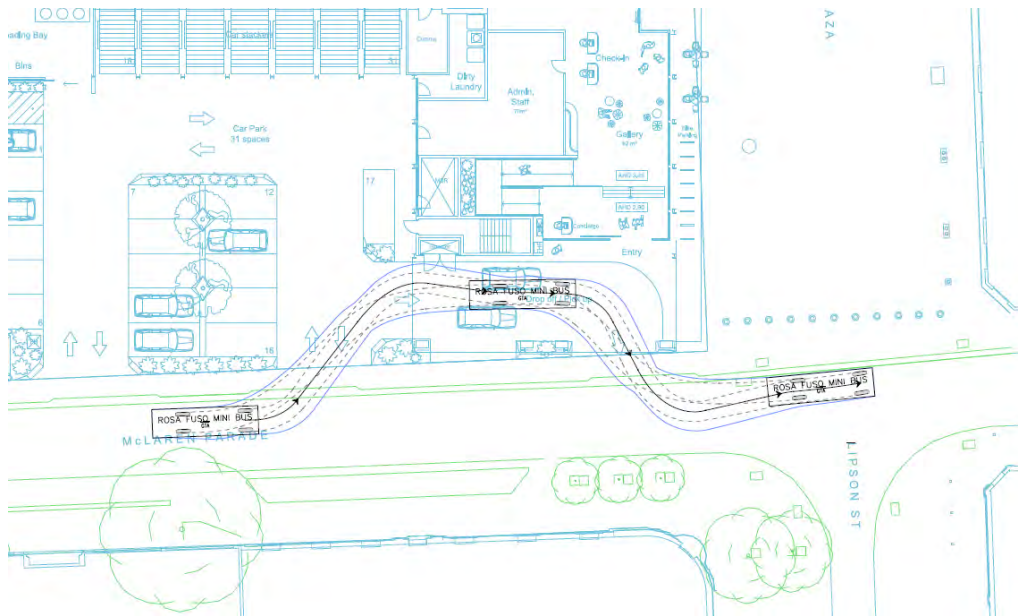


Figure 4.2: Minibus entry and exit movement at drop off / pick up point



5. SUSTAINABLE TRANSPORT INFRASTRUCTURE

5.1. Bicycle Facilities

The requirements for the provision of bicycle parking is outlined within Table PAde/4 of the Development Plan. The following rates are applicable for the proposed development:

Table 1: Development Plan Bicycle Parking Assessment

User	Development Plan Bicycle Parking Rate	Development Plan Bicycle Parking Requirement
Hotel		
Employee	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	4 spaces
Visitor	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	4 spaces
Restaurant		
Employee	1 per 100 square metres of floor area	4 spaces
Visitor	2 spaces	2 spaces
Motel		
Employee	1 per 40 rooms	5 spaces
Visitor	NA	NA
Total:		19 spaces

Based on the combined usage, the development will generate a Development Plan bicycle requirement of 19 spaces. This marginally exceeds the current provision of 16 bicycle parking spaces provided at the eastern side of the site. However, GTA Consultants considers the requirements outlined within the Development Plan would be higher than the anticipated bicycle demand, especially given the multiple uses, and the integrated nature between these uses. As such, GTA considers the provision of 16 bicycle parking spaces will meet the anticipated demand.

5.2. Public Transport

The subject site is located approximately 1 km from the Port Adelaide Railway Station and approximately 450 metres from the nearest bus stop which provides connection between the City and Osborne.

It is also noted that the area is accessible by taxis and ride share services which are already commonly used by other developments in the surrounding area.

5.3. Walking and Cycling Network

The subject site fronts onto the McLaren Wharf which consists of a 10 metre wide (approx.) pedestrian footpath. The roads surrounding the subject site contain sealed footpaths and provide access to number of nearby restaurants and shops. A walking trail (the 'Loop') is also located to the west of the subject site which can be accessed via McLaren Wharf.

6. LOADING FACILITIES

6.1. Proposed Loading and Refuse Collection

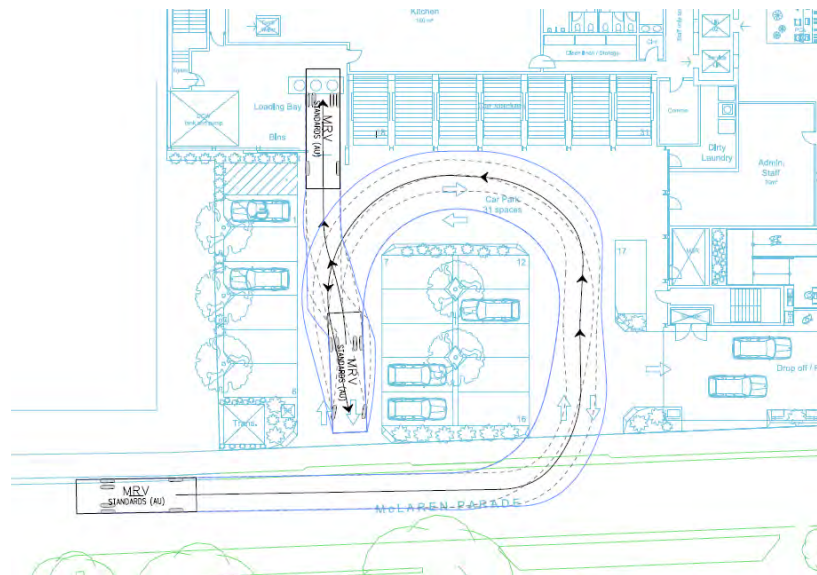
A designated loading and refuse collection area are proposed to be located on the north-western corner of the carpark. The loading and refuse collection area will be capable of accommodating vehicles of Medium Rigid Vehicle class (up to 8.8 metres long). Vehicles would enter the site via the middle access point and circulate through the carpark prior to reversing into the loading area.

Turn paths into and out of the proposed loading area for a standard Medium Rigid Vehicle are shown in Figure 6.1 and Figure 6.2.

Based on the turn paths above, in conjunction with the porte-cochere movements shown in Figure 4.1 and Figure 4.2, the vehicle requires the width of the existing McLaren Parade carriageway to undertake the turning manoeuvre.

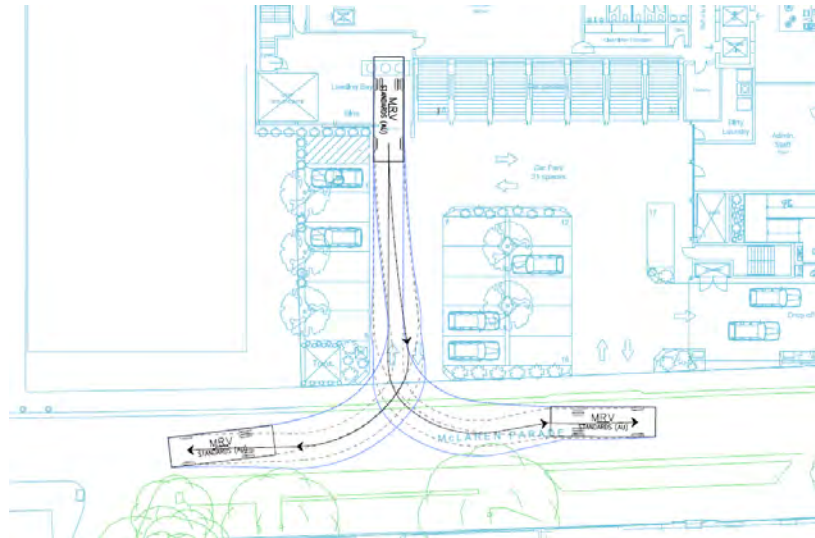
Subsequently, this would impact on approximately seven existing car parking spaces which are located on the south side of McLaren Parade.

Figure 6.1: Medium Rigid Vehicle (entry)



LOADING FACILITIES

Figure 6.2: Medium Rigid Vehicle (exit)



To facilitate two-way traffic movements on McLaren Parade and vehicle turning movements to and from the site, a No Stopping zone is proposed on the southern side of McLaren Parade. The existing indented parking spaces on McLaren Parade will be maintained and not impacted by the parking controls. Figure 6.3 details to approximate location of the proposed No Stopping zone.

Figure 6.3: Proposed On-Street Car Parking Plan



It is understood that Council are considering a future upgrade of McLaren Parade with reconstruction of the carriageway and footpaths and possible traffic management to one-way (eastbound). No details of the upgrade were available at the time of this report however the above turning movements will need to be considered by Council for the proposed upgrade.

7. TRAFFIC IMPACT

7.1. Traffic Generation

Traffic generation rates for the proposed development have been based on empirical traffic generation data for similar developments within Adelaide to provide an appropriate estimate of traffic generation for the proposed development.

Traffic movements at two sites have been considered:

- Hilton Hotel, Victoria Square, Adelaide - The drop-off / pick-up area for the 378 room Hilton Hotel in Adelaide on a typical weekday during the AM peak period recorded a total of 58 vehicle movements (50% in and 50% out), which equates to a rate of 0.16 movements per room.
- Rydges Hotel, South Terrace, Adelaide – The drop-off/pick-up area recorded 44 vehicle movements (60% in and 40% out), which equates to a rate of 0.45 movements per hour based on 98 rooms.
- The surveys result in an average trip generation rate of 0.22 trips per room in the typical AM peak hour period.

The proposed 180 room motel could be expected to generate up to 40 vehicle trips in the AM peak hour. It is considered that the AM Peak Hour typically generates a higher number of trips than the PM Peak, partially due to check out times. Arrival times tend to more staggered. Assuming a peak-to-daily ratio of 10%, the proposed development is likely to generate approximately 400 daily vehicle trips.

7.2. Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- Configuration of the road network in the immediate vicinity of the site
- Existing operation of intersections providing access around the local road network
- Distribution of households in the vicinity of the site
- Surrounding employment centres, retail centres and schools in relation to the site
- Likely distribution of employee's residences in relation to the site
- Configuration of access points to the site

The primary road providing connectivity between the subject site and the broader road network is Commercial Road. It is our understanding that the motel in addition to tourists will cater for interstate / overseas workers associated with the ship building and similar activities located at Osborne. As such, examples of the direction of travel associated with the subject site could be as follows:

- Travel northbound from the Airport to the subject site (via Port Road);
- Travel northbound from the subject site to Osborne (via Commercial Rd / St Vincent St / Victoria Road);
- Travel southbound from the subject site to the Airport (via Port Road);

- Travel southbound from Osborne to the subject site (via Victoria Road / St Vincent St / Commercial Rd).

Due to the one-way configuration of Lipson Street, it is expected that the majority of vehicles will enter and exit the site via McLaren Parade / Commercial Road as this is the most direct route to the arterial road network.

7.3. Traffic Impact

The proposed development is likely to generate up to 40 trips during the AM Peak Hour and 400 daily trips. A majority of these trips would likely enter and exit via the east (Commercial Road) with most trips expected on the western portion of McLaren Parade given the connectivity to Commercial Road North and the traffic signals at St Vincent Street to the south. It is anticipated that an additional 300 trips per day would use McLaren Parade west, whilst 100 trips per day could travel east to Divett Street or Todd Street.

The overall traffic generation of the proposed development is low and will not cause any noticeable changes in traffic operation of these streets and will not adversely impact the operation of the surrounding road network.

8. CONCLUSION



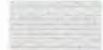








Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposed development comprises a 180 room motel with integrated food, beverage and function facilities with a 31 space car park and access from McLaren Parade.
2. The Development Plan identifies that the subject site is located in a Designated Area in the Regional Centre zone with no parking rates specified for Tourist Accommodation.
3. The proposed supply of 31 car parking spaces will cater for parking demands associated with valet parking and staff for the motel.
4. The provision of parking will be supported by the use of sustainable transport modes away from private vehicle use in particular taxi and ride-share services which is a preferred mode of travel for tourist accommodation. A shuttle bus is also proposed for the motel to assist with providing transport to and from nearby business and tourist destinations.
5. The Development Plan recommends bicycle parking for 19 spaces when considering individual uses within the proposed development. The provision of 8 bicycle rails for 16 spaces is acceptable given the anticipated uses within the development.
6. The car parking layout complies with the Australian Standard for Off-Street Car Parking (AS2890.1:2004) and the Australian Standard for Parking for People with Disabilities (AS2890.6:2009).
7. The proposed loading area would facilitate vehicles up to a medium rigid vehicle (MRV), which would circulate and access the loading dock internally, and enter and exit via McLaren Parade.
8. Parking restrictions will be required on McLaren Parade to ensure the two-way carriageway operates safely and efficiently and caters for turning movements at the proposed driveways for the proposed development. The existing indented on-street parking bays will not be impacted.
9. The possible future upgrade of McLaren Parade by Council will require consideration of the traffic generation and vehicles movement requirements of the proposed development.
10. The proposed development will typically generate up to 400 vehicle per day which will not adversely impact the surrounding road network or intersections given the relatively low traffic volumes operating in this precinct presently.

Appendix 8. Birdseye Studios Landscape Plans



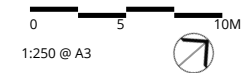
LEGEND

-  EXISTING TREES
-  PROPOSED TREES
-  ① PROPOSED PAVING TYPE 1
-  ② PROPOSED PAVING TYPE 2
-  ③ PROPOSED HEDGE
-  ④ PROPOSED GARDEN BED
-  ⑤ PROPOSED CLIMBER
-  ⑥ PROPOSED WSUD SAND FILTER GARDEN BED
-  ⑦ PROPOSED FACADE PLANTING
-  ⑧ PROPOSED PLANTING IN PLANTER
-  [---] EXTENT OF WORKS

MCLAREN WHARF HOTEL
CONCEPT PLAN

BIRDSEYE STUDIOS LANDSCAPE ARCHITECTS ACN 603 475 332 contact@birdseyestudios.com.au birdseyestudios.com.au

BIRDSEYE : STUDIOS



19052 SK01 REV C
20 FEB 2020
NOT FOR CONSTRUCTION



- LEGEND**
-  EXISTING TREES
 -  PROPOSED TREES
 -  ① PROPOSED PAVING TYPE 1
 -  ② PROPOSED PAVING TYPE 2
 -  ③ PROPOSED HEDGE
 -  ④ PROPOSED GARDEN BED
 -  ⑤ PROPOSED CLIMBER
 -  ⑥ PROPOSED WSUD SAND FILTER GARDEN BED
 -  ⑦ PROPOSED FACADE PLANTING
 -  ⑧ PROPOSED PLANTING IN PLANTER


- LEGEND - INDICATIVE MCLAREN PARADE UPGRADE**
-  ⑨ PROPOSED PAVING TYPE 3 IN SHARE USED ZONE
 -  ⑩ PROPOSED PLANTING IN STEEL EDGE
 -  ⑪ PROPOSED BENCH & VERGE PLANTING

-  EXTENT OF WORKS
-  EXTENT OF WORKS BY THE CITY OF PORT ADELAIDE ENFIELD

MCLAREN WHARF HOTEL
MCLAREN PARADE UPGRADE CONCEPT PLAN

BIRDSEYE STUDIOS LANDSCAPE ARCHITECTS ACN 603 475 332 contact@birdseyestudios.com.au birdseyestudios.com.au

BIRDSEYE : STUDIOS 

0 5 10M
1:250 @ A3 

19052 SK02 REV C
20 FEB 2020
NOT FOR CONSTRUCTION

Appendix 9. CPR Stormwater Management Plan



Project No: 190160
Wednesday, 5 February 2020

CK Group
C/- Ekistics
PO Box 32
GOODWOOD SA 5034

Attn: Ms Beck Thomas

**RE: MCLAREN WHARF, PORT ADELAIDE
HOTEL DEVELOPMENT
STORM WATER MANAGEMENT PLAN**

Further to your instruction and the appointment of CPR Engineers as civil and structural engineering consultant, we are pleased to provide the following level of detail to outline the stormwater management principles for the proposed Hotel Development on McLaren Parade, Port Adelaide.

The stormwater concept has been based upon the architectural plans prepared by Brown Falconer, and the survey provided by Alexander Symonds which depicts the existing site's features.

Existing site:

The existing site is partly covered by a sealed asphalt car park with associated stormwater drainage and existing gross pollutant trap (Humes Sceptor Pit STC3). The existing car park area covers 727m² of the total area of the site of 2,463m².



**COMBE
PEARSON
REYNOLDS**
CONSULTING ENGINEERS

174 Fullarton Road, Dulwich SA 5065
PO Box 2832, Kent Town SA 5071
Ph: 08 8332 1344 Fax: 08 8332 1044
email: admin@cprengineers.com.au

Combe Pearson Reynolds Pty Ltd as
Trustee for the CPR Trust
ACN 112 731 558 ABN 17 112 731 558

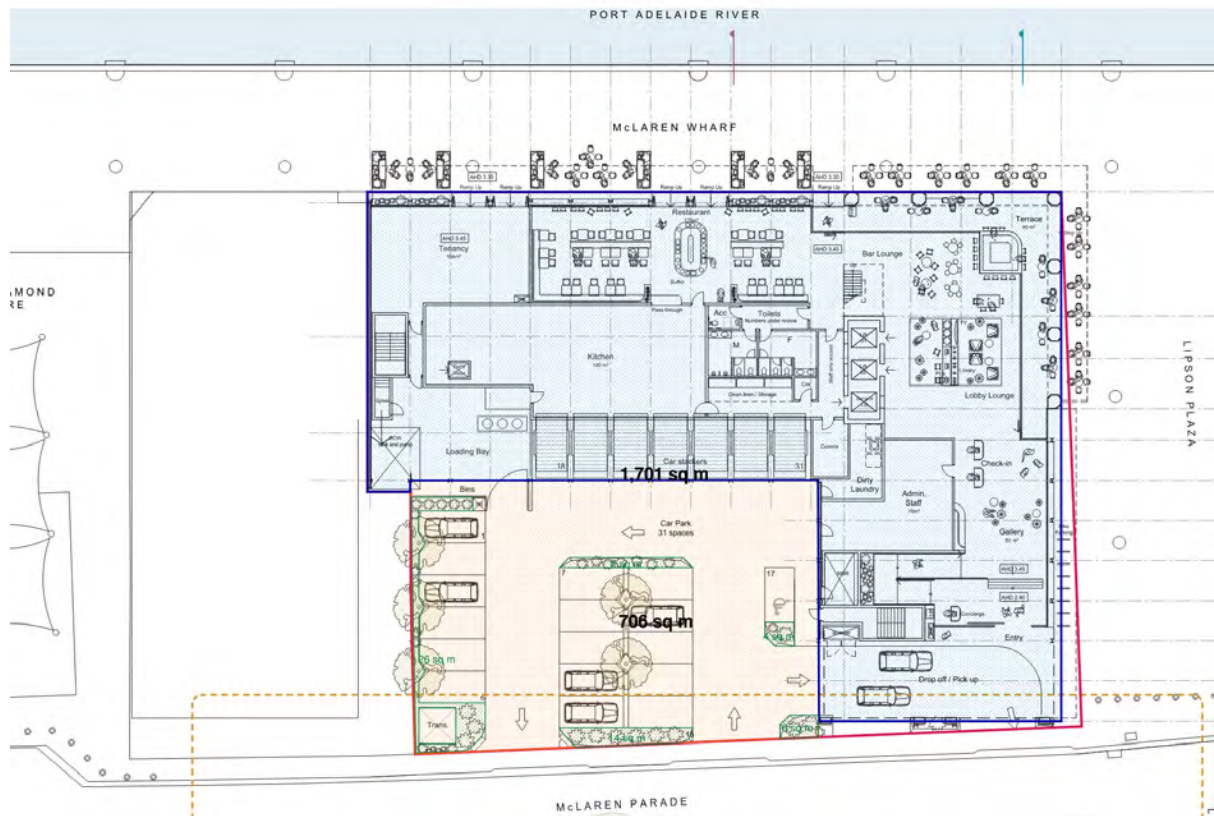


The “For Construction” drawings of the existing car park have been provided by the client and are enclosed in Appendix A. This plan outlines the existing Stormwater layout and area of asphalt. The car park surface grades to McLaren Parade. There is no obvious signs of detention of the existing car park.

Proposed Development features:

The proposed development is proposed as follows:

- New roof area of 1,645m²
- New car park pavement area of 648m²
- New Landscape areas of 58m²



Stormwater Management Principles:

It is understood that the relevant stormwater management principles outlined by the City of Port Adelaide Enfield are as follows due to correspondence received from Council on 3rd December 2019:

- Council’s development plan prescribes a number of requirements regarding site/floor levels and stormwater quality.



- *Stormwater quality improvement systems should be incorporated that ensure that 90% GP (greater than 50mm), 80% TSS, 60% TP, 45% TN water quality reduction targets, and Class 1 Hydrocarbon separation have been achieved. Particular given the site will discharge directly to a sea outlet with no downstream wetland to improve stormwater quality.*
- *Water Sensitive Urban Design (WSUD) techniques should be incorporated within the development with evidence that bio-filtration trenches, drainage swales, slotted kerbs, permeable pavement, and/or retention systems have been provided, consistent with the examples provided in the Water Sensitive Urban Design Technical Manuals for the Greater Adelaide Region.*
- *Council would support the implementation of a new sea outlet subject to all relevant approvals being obtained. It may need to be confirmed with DEW / DPTI regarding what approvals are required. Provided a new sea outlet is provided, this would alleviate the need for stormwater detention.*

Design Response:

CPR Engineers' design response to the above incorporates the following:

A Finished Floor Level of the occupied elements of the building at RL 3.45.

- This floor level provides amenity to the adjacent levels of the McLaren wharf and Lipson Plaza.
- The design of the structure of the building is such that should the issue of rising sea levels impact on the access and amenity of the building and its surrounds, that the ground floor level can be refurbished to raise the floor levels to accommodate protection.
- CPR understands this may see an increase in posing sea levels of upto approximately 700mm in the next 100 years.
- CPR confirm that this principal has been factored into the current design by the Architect and the preliminary structural assessment of the building and is acceptable to CK Group.

Water Quality will be addressed by 2 means.

- The existing stormwater gross pollutant trap will be relocated and re-used to service the new car park area of 648m² which is less than the existing car park pavement area (727m²);
- The selected landscape areas identified on the plan totalling 32m² will be realised for swale and WSUD sand filter treatment and discharge into the adjacent system.

Disposal of **Roof catchment area** is proposed to discharge directly to the Port River:

- By directing the roof box gutter system on the north and east side of the building directly to the north east corner of the site, adjacent to an existing Junction Box which has a 300 diam RCP stub connected to it.



- By installing a separate run of stormwater directing roof run-off with new pit to discharge directly to the Port River, in a similar fashion to the existing in ground system that carries stormwater from Council road infrastructure.

Conclusion:

By referencing the details and the area of the existing car park on site, it has been demonstrated that stormwater detention is not required on the site subject to approval of the means of penetrating the structure of the existing retaining wall to the port river.

Water quality treatment provides improvements in the quality of discharge from the post development car park site via means of WSUD areas.

The proposed floor level integrates accessibility to the wharf and plaza areas whilst addressing any future potential increase in sea levels by committing to refurbishment of the ground floor area in response to any other Council wide treatment of the adjacent plaza and wharf areas.

CPR is in receipt of an alternative design for the McLaren Parade streetscape. The gradients of the car park and the porte cochere will require slight amendment to realise the alternative. Should this become part of the project an alternative civil design layout can be provided with minor adjustment.

Please let me know if you or Council have any queries during the assessment period.

Yours Faithfully

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

David Reynolds

COMBE PEARSON REYNOLDS

Encl:

- App A - Drawings of the existing site – Alan Gilbert & Associates drawing.
- App B – 190160-C01-Rev A – Stormwater Management Plan



APPENDIX A:

Drawings of Existing car park / Stormwater – Alan Gilbert & Associates.

LEGEND

- 150 HIGH KERB
- PAVEMENT DESIGN LEVEL
- TOP OF KERB DESIGN LEVEL
- STORMWATER DRAINAGE PITS
- STORMWATER DRAINAGE PIPES
- STORMWATER SP TYPE-1
- EXISTING STORMWATER DRAINS
- PROPOSED COUNCIL S/W DRAINS
REFER COUNCIL DWG. H.2.1
- EXISTING WATER MARK

REFERENCE DRAWINGS

FOR CIVIL WORKS DESIGN REFER SHEET-1
FOR ALLOTMENT EARTHWORKS/TEMPORARY "CAPPING"
DETAILS REFER SHEET-3
FOR DEMOLITION DETAILS PLAN REFER SHEET-4
FOR SEDIMENTATION CONTROL PLAN REFER SHEET-5
FOR STANDARD DETAILS REFER SD1, SD2, SD3, SD4,
SK558, SK679, SK681/A, SK753/A, CW-3B, CW-24, SW-1, SW-8D
FOR BOUNDARY & EASEMENT LOCATION REFER
SYMMONS RYAN & CORNISH DWG. 97-093

SET-OUT NOTES:

TO BE READ IN CONJUNCTION
WITH THE SURVEYORS PLAN
SET-OUT OF CARPARK IS SQUARE & PARALLEL TO
MCLAREN ROAD.
KERB LINES ARE FIXED ON LOCATION OF EASEMENT/BODY
LINES, (UNLESS O/S) - FACE OF KERB ON EASEMENT/BODY
DIMENSIONS ON THIS PLAN ARE FROM EASEMENT/BODY
LINES & TO FACE OF KERB. REFER SURVEYORS PLAN 97-093

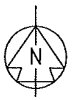
NOTE:

CONTRACTOR TO MAKE GOOD ALL EXISTING
PAVING WORKS ETC. THAT ARE DAMAGED
DURING THE CONSTRUCTION OF THIS CONTRACT
- TO SATISFACTION OF COUNCIL/ENGINEER

BACKFILL NEW STORMWATER DRAINAGE
TRENCH TO MATCH EXISTING ADJACENT
SURFACE LEVELS.
CAP TRENCH WITH 300mm QUARRY RUBBLE

PRIOR TO CONSTRUCTION OF LINES 1 AND 2
CONTRACTOR TO CONSULT WITH ENGINEER
REGARDING ANY POSSIBLE CONNECTION
TIES FOR BUILDING DOWNPIPES DROPPED
AND REAR

FOR 150mm
R. 150mm
R. 150mm



NOTES:

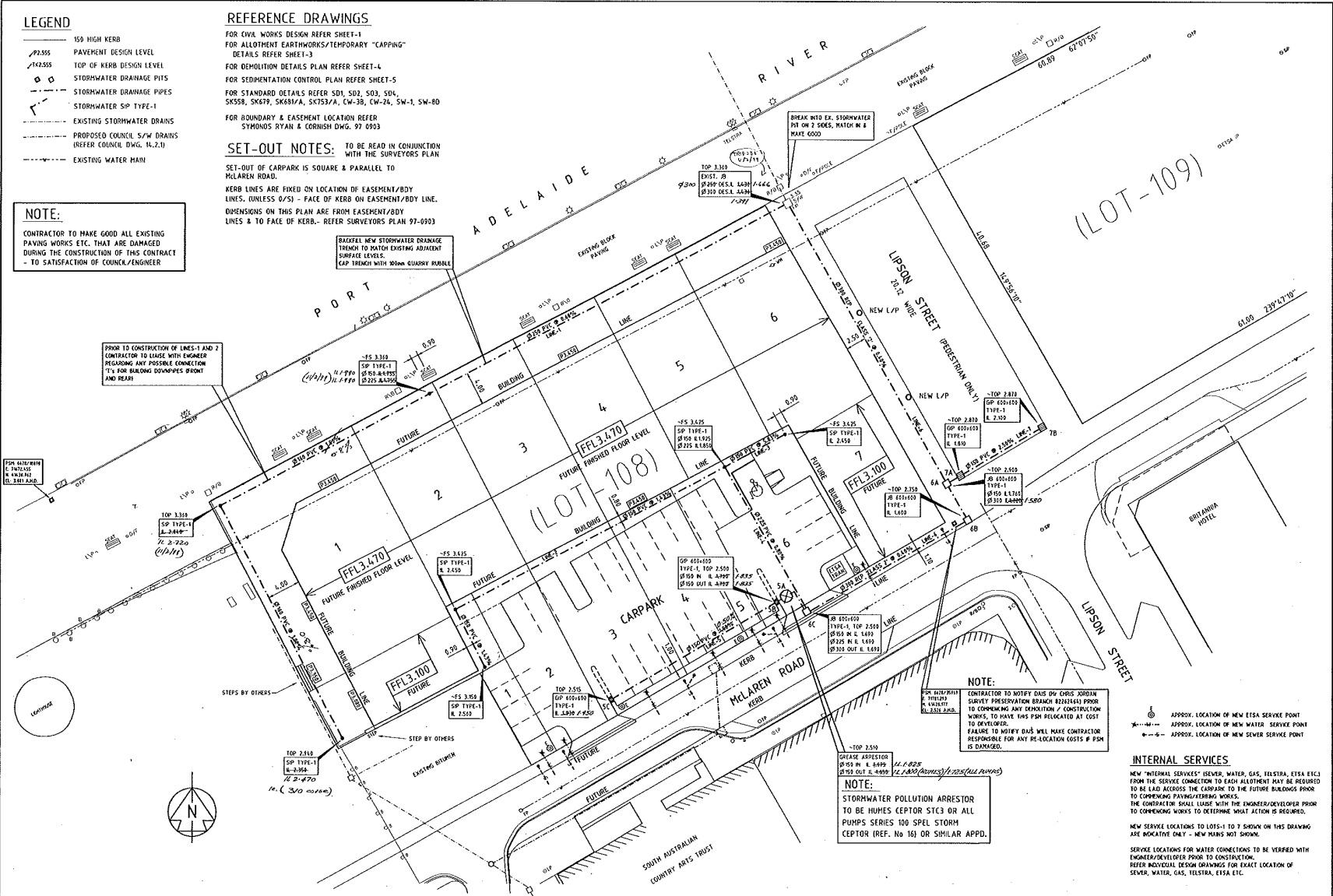
ALL CONCRETE PIPES TO BE RCP (CLASS "2" WITH RUBBER RING JOINTS
ALL PVC PIPES TO BE STORMWATER CLASS (HEAVY DUTY)

Dn S.G.C. L.S.R & C
O/L S.G.C. F.A. C70P1
11/2/98

Ab ALLAN GILBERT & ASSOCIATES PTY. LTD.
CONSULTING ENGINEERS
14 BLENHEIM ROAD ROSE PARK, SOUTH AUSTRALIA 5021
TEL 8332 8371
FAX 8332 0725
A.C.N. 021 923 364

LIPSON WHARF PTY. LTD.
LIPSON WHARF REDEVELOPMENT
LOT 108 - STORMWATER DRAINAGE DESIGN




Scale
1:200
Drawing No.
97-070/2 A.



NOTE:
CONTRACTOR TO NOTIFY DMS BY CHRIS JORDAN
SURVEY PRESERVATION BRANCH 82211451 PRIOR
TO COMMENCING ANY CONSTRUCTION / CONSTRUCTION
WORKS, TO MAKE THE PSM RELOCATED AT COST
TO DEVELOPER.
FAILURE TO NOTIFY DMS WILL MAKE CONTRACTOR
RESPONSIBLE FOR ANY RE-LOCATION COSTS IF PSM
IS DAMAGED.

INTERNAL SERVICES
NEW "INTERNAL SERVICES" (SEWER, WATER, GAS, TELSTRA, EISA ETC.)
FROM THE SERVICE CONNECTION TO EACH ALLOTMENT MAY BE REQUIRED
TO BE LAID ACROSS THE CARPARK TO THE FUTURE BUILDINGS PRIOR
TO COMMENCING PAVING/TERMINUS WORKS.
THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER/DEVELOPER PRIOR
TO COMMENCING WORKS TO DETERMINE WHAT ACTION IS REQUIRED.
NEW SERVICE LOCATIONS TO LOTS 1 TO 7 SHOWN ON THIS DRAWING
ARE INDICATED ONLY - NEW PIPES NOT SHOWN.
SERVICE LOCATIONS FOR WATER CONNECTIONS TO BE VERIFIED WITH
ENGINEER/DEVELOPER PRIOR TO CONSTRUCTION.
REFER RELEVANT DESIGN DRAWINGS FOR EXACT LOCATION OF
SEWER, WATER, GAS, TELSTRA, EISA ETC.

LEGEND

-  AREA OF HOT MIX SURFACED CARPARK
75mm HOT MIX SURFACE COAT
100mm FOR BASE COURSE
100mm OR SUB-BASE COURSE
-  AREA OF REMEDIAL EARTHWORKS
CAPPED WITH 100mm OR PAVEMENT
-  AREA OF FUTURE BLOCK PAVING
CAPPED WITH 100mm OR PAVEMENT

NOTE:

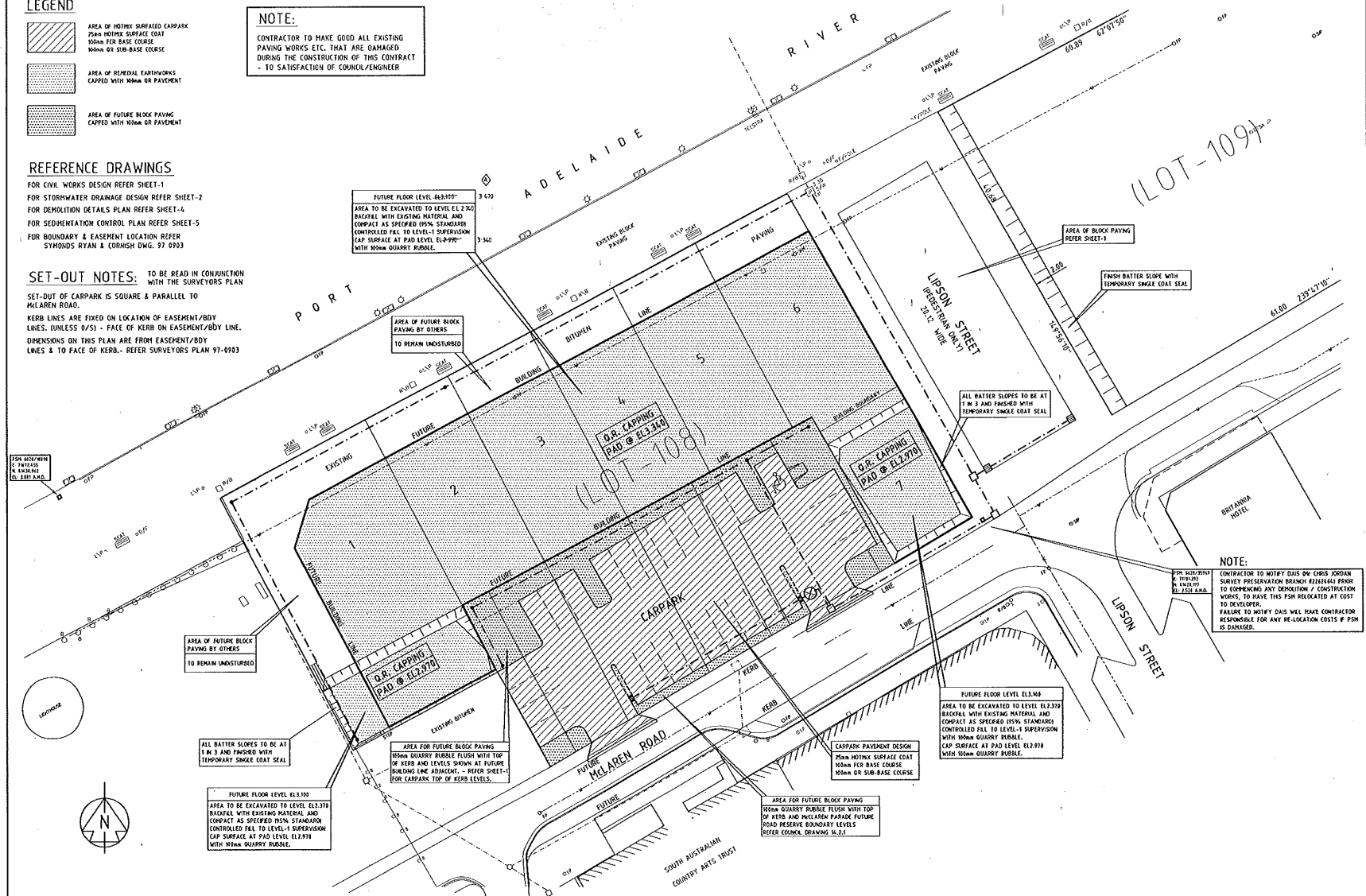
CONTRACTOR TO MAKE GOOD ALL EXISTING PAVING WORKS ETC. THAT ARE DAMAGED DURING THE CONSTRUCTION OF THIS CONTRACT - TO SATISFACTION OF COUNCIL/ENGINEER

REFERENCE DRAWINGS

- FOR CIVIL WORKS DESIGN REFER SHEET-1
- FOR STORMWATER DRAINAGE DESIGN REFER SHEET-2
- FOR DEMOLITION DETAILS PLAN REFER SHEET-4
- FOR SEDIMENTATION CONTROL PLAN REFER SHEET-5
- FOR BOUNDARY & EASEMENT LOCATION REFER STYMONDS RYAN & CORNHIS DWG. 97-0903

SET-OUT NOTES:

TO BE READ IN CONJUNCTION WITH THE SURVEYORS PLAN
SET-OUT OF CARPARK IS SQUARE & PARALLEL TO MCLAREN ROAD.
KERB LINES ARE FIXED ON LOCATION OF EASEMENT/BDY LINES, (UNLESS O/S) - FACE OF KERB ON EASEMENT/BDY LINE.
DIMENSIONS ON THIS PLAN ARE FROM EASEMENT/BDY LINES & TO FACE OF KERB. - REFER SURVEYORS PLAN 97-0903



NOTE:

CONTRACTOR TO NOTIFY DMS ON CHRIS JORDAN SURVEY PRESERVATION BRANCH #321461 PRIOR TO COMMENCING ANY DEMOLITION / CONSTRUCTION WORKS, TO HAVE THIS FSM RELOCATED AT COST TO DEVELOPER.
FAILURE TO NOTIFY DMS WILL HAVE CONTRACTOR RESPONSIBLE FOR ANY RE-LOCATION COSTS IF FSM IS DAMAGED.

Issue	Date	Amendment	SGC	App'd
3-12-98		NOTE ALTERED RE LEVELS - LOTS 1 TO 6.		

Dn	S.G.C.	LR, S, R & C
Des	S.G.C.	F.A. C70P1
App'd		
Date	11/2/98	

ALLAN GILBERT & ASSOCIATES Pty. Ltd.
CONSULTING ENGINEERS
43 KENSINGTON ROAD, ROSSE PARK, SOUTH AUSTRALIA 5017
TEL 8332 8722
FAX 8332 9722
A.C.N. 837 923 352

LIPSON WHARF PTY. LTD.
LIPSON WHARF REDEVELOPMENT
LOT 108 - ALLOTMENT EARTHWORKS & "CAPPING"

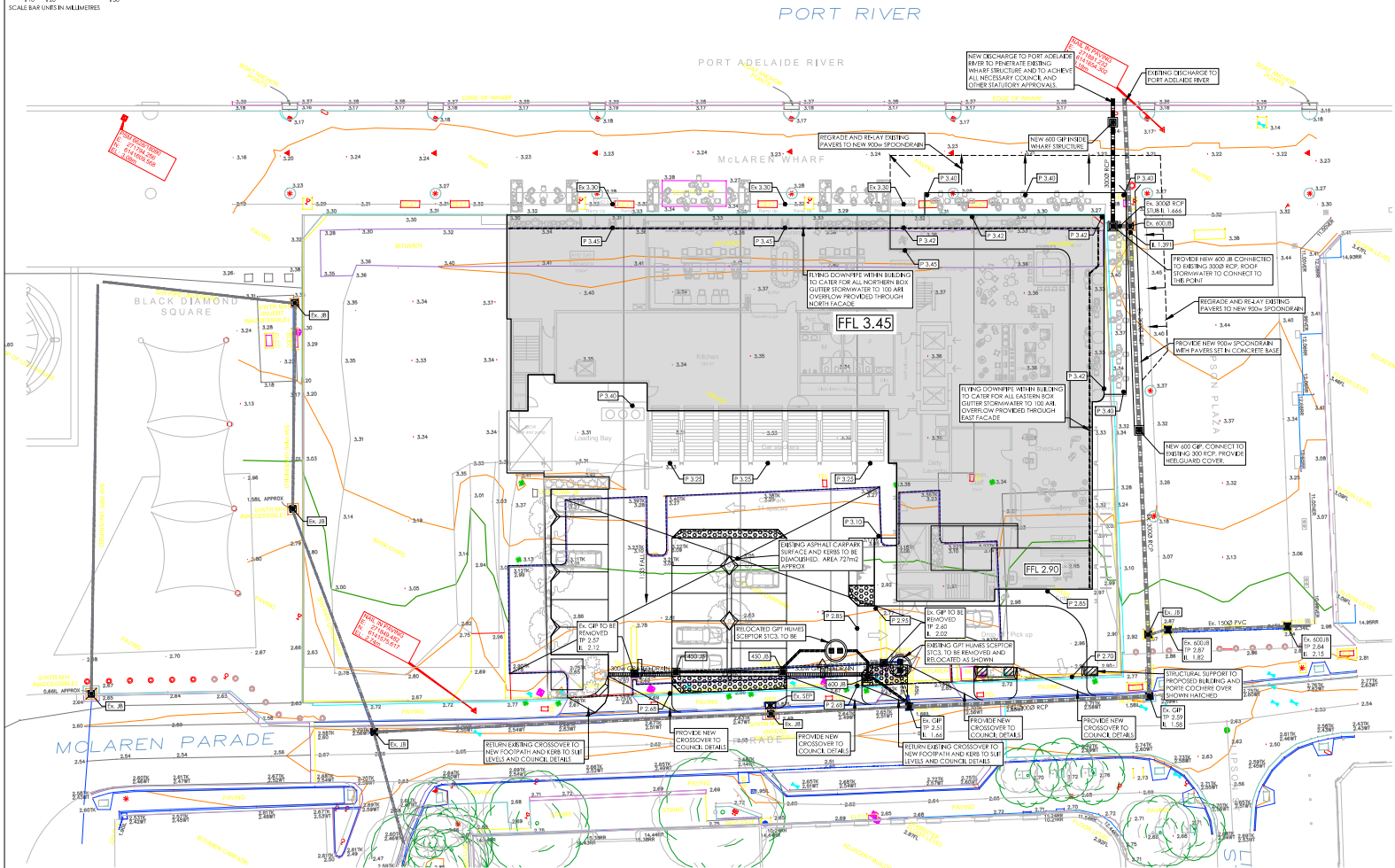
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APPENDIX B:

190160-C01-Rev A – Stormwater Management Plan

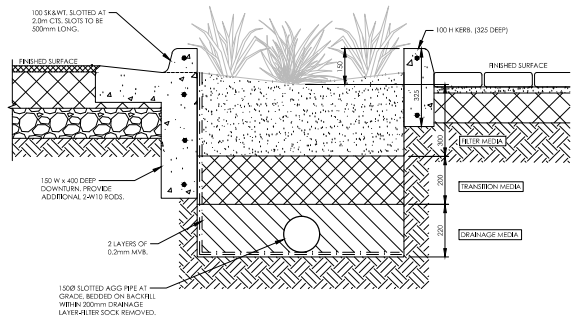
SCALE BAR UNITS IN MILLIMETRES



LEGEND

	NEW STORMWATER PIPE (UNSEALED SYSTEM).
	STORMWATER PIPE EXISTING.
	GRADED INLET PIPE
	JUNCTION BOX
	300mm x 150mm GRATED STRIP DRAIN OR SIMILAR APPROVED.
	PAVEMENT LEVEL
	TOP OF KERB
	TOP OF PAVEMENT
	EXCAVATING LEVEL
	BACKFILL LEVEL
	TOP OF WALL
	LANDSCAPE LEVEL
	EXISTING SPOT LEVELS FROM SURVEY.
	DENOTES SWALES/WSUD DRAINAGE ZONES, REFER DETAIL.

STORMWATER MANAGEMENT PLAN
SCALE 1:200



WVA/WSUD DRAINAGE DETAIL
SCALE 1:30

Rev	Description	By	Check
A	06/2020	DR	DR
Rev	Description	By	Check
1	2016	DR	DR

174 Robinson Road, Adelaide SA 5005
 PO Box 2802, North Town SA 5071
 Phone 08 8232 1344
 email: info@brownfalconer.com.au

BROWN FALCONER
PEARSON REYNOLDS
 CONSULTING ENGINEERS

PRELIMINARY

Project: PORT ADELAIDE HOTEL
 Address: 2-7 McLAREN PARADE, PORT ADELAIDE
 Client: CK GROUP
 Architect: BROWN FALCONER
 28 CHESSER STREET, ADELAIDE
 Phone 8203-5800

Sheet Title: STORMWATER MANAGEMENT PLAN

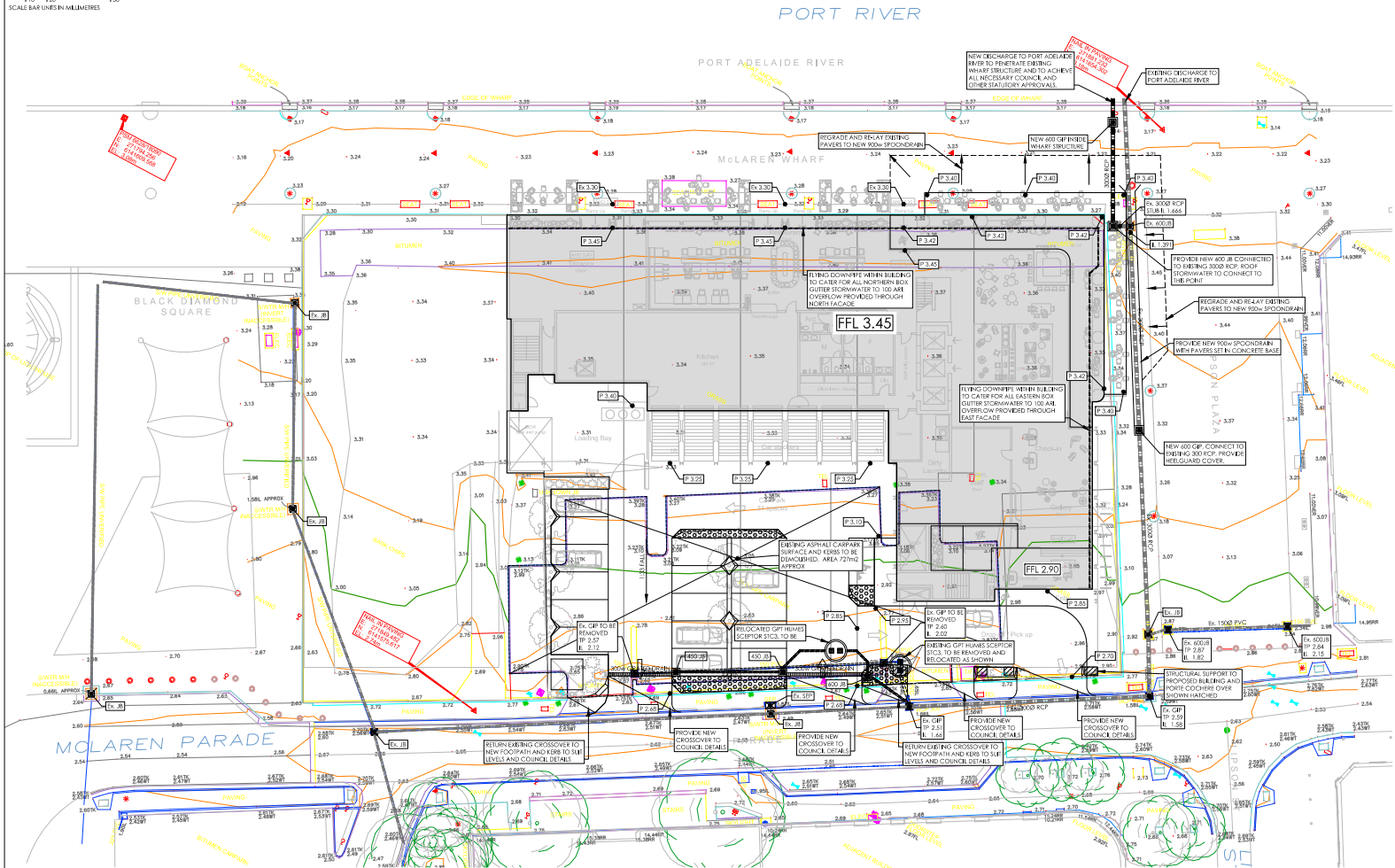
Designed	DR	Drawn	M.D.C.	Date	Feb-20	Scale	1:200 (B.A1)	Rev	A
Checked	-	Drawing No.	190160-C100						



APPENDIX B:

190160-C01-Rev A – Stormwater Management Plan

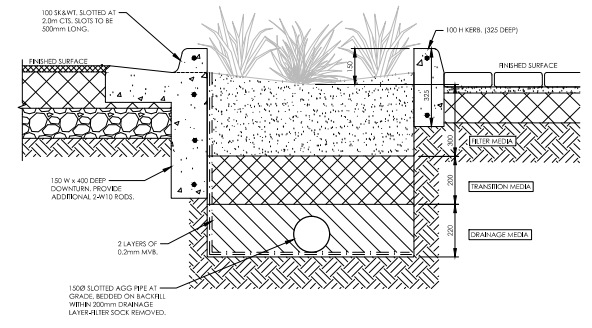
SCALE BAR UNITS IN MILLIMETRES



LEGEND

	NEW STORMWATER PIPE (UNSEALED SYSTEM).
	STORMWATER PIPE EXISTING.
	GRADED INLET PIPE
	JUNCTION BOX
	300mm WIDE 'ACO' GRATED STRIP DRAIN OR SIMILAR APPROVED.
	DESIGN LEVEL: PAVEMENT LEVEL, IN-TOP OF KERB, W/FAIRER LEVEL, IN-TOP OF PIPE, EX-CENTRE LEVEL, TROOP WATER, BACKFLOW BATTERY, TROOP OF WALL, LANDSCAPE LEVEL.
	EXISTING SPOT LEVELS FROM SURVEY.
	DENOTES SWALES/WSUD DRAINAGE ZONES, REFER DETAIL.

STORMWATER MANAGEMENT PLAN
SCALE 1:200



W/SALE/WSUD DRAINAGE DETAIL
SCALE 1:30

Author	06/2020	SUBMITTED FOR PLANNING APPROVAL	D.S.M.J.C.
Revision	02/06	02/20	17/07/20

COMBE PEARSON REYNOLDS
CONSULTING ENGINEERS

174 Robinson Road, Dubech SA 5005
PO Box 2802, North Town SA 5071
Phone: 08 8232 1344
www.combepersonreynolds.com.au

Drawn: M.D.C. 06/2020
Checked: C. 02/2020

PRELIMINARY

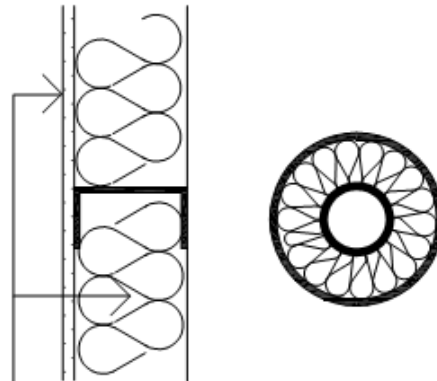
Project: PORT ADELAIDE HOTEL
Address: 2-7 McLAREN PARADE, PORT ADELAIDE
Client: CK GROUP
Architect: BROWN FALCONER
28 CHESSER STREET, ADELAIDE
Phone 8203-8800

Sheet Title: STORMWATER MANAGEMENT PLAN

Designed	D.R.	Drawn	M.D.C.	Date	Feb-20	Scale	1:200 (B.A.1)	Rev	A
Checked	C.	Drawing No.	190160-C100						

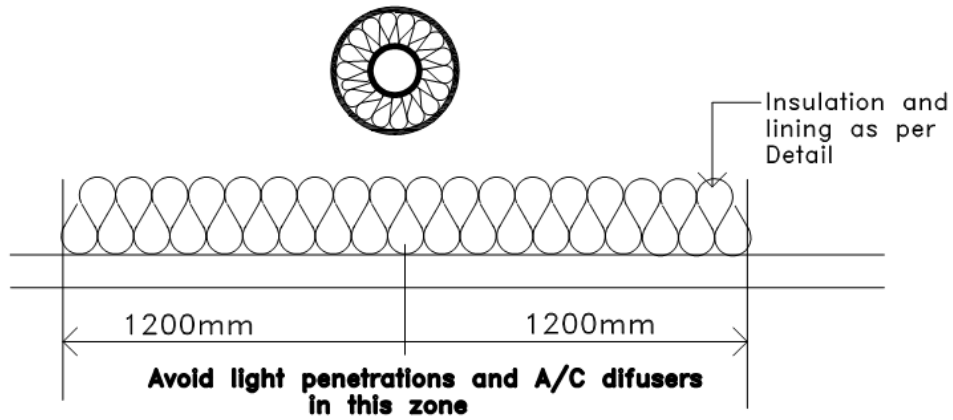
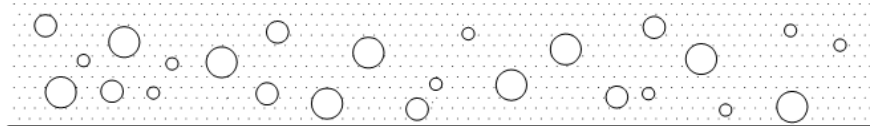
Appendix C
Hydraulic services details to achieve NCC compliance

Pipework lagged (4kg/m² loaded vinyl on 25mm backing)



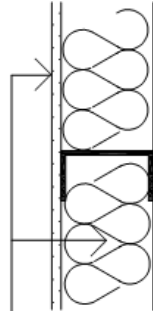
13mm Fire rated PB
50mm, 10kg/m³ FG
OR
13mm PB
75mm, 22kg/m³ FG

Detail 4: Construction to achieve R_w+C_v 40, for pipes running adjoining habitable spaces (Bedroom, Living)



Detail 5: Construction for pipes running through ceiling of habitable spaces

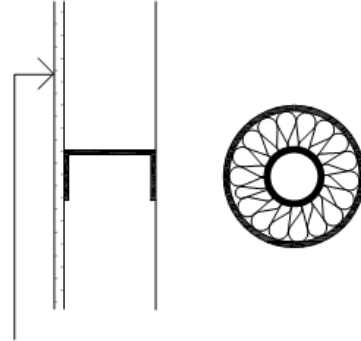
Pipework unlagged



13mm Fire rated PB
50mm, 10kg/m³ FG
OR
13mm PB
75mm, 22kg/m³ FG

Pipework lagged

(4kg/m² loaded vinyl on 25mm backing)



PB as required by architect

Detail 6: Construction to achieve R_w+C_{tr} for pipes adjoining non-habitable spaces (e.g. Bathroom, Laundry)

Appendix D
Glossary of Acoustic Terminology

dB(A) Also referred to as dBA. A unit of measurement, decibels(A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate human ear response at a loudness level of 40 phons. The table below outlines the subjective rating of different sound pressure levels.

Noise Level (dBA)	Subjective Rating
25-30	Barely audible and very unobtrusive.
30-35	Audible but very unobtrusive.
35-40	Audible but unobtrusive.
40-45	Moderate but unobtrusive.
45-50	Unobtrusive with low levels of surrounding activity.
50-55	Unobtrusive with high levels of surrounding activity.

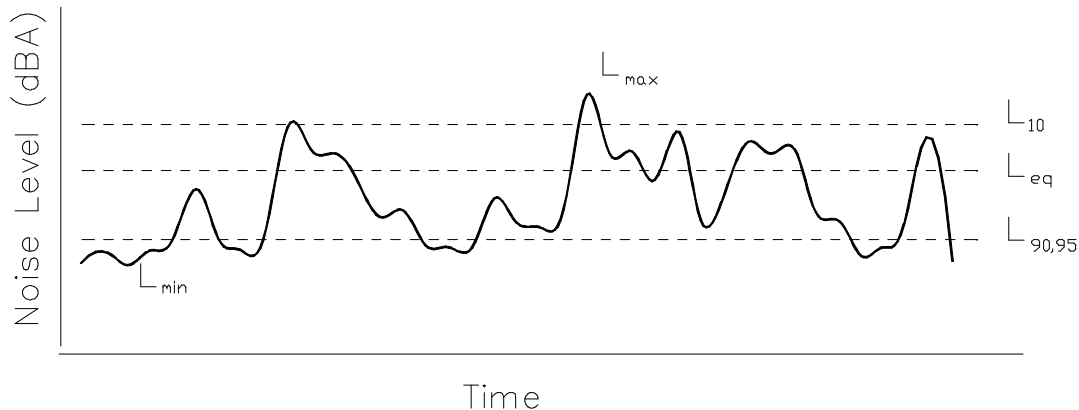
L₁ The noise level which is equalled or exceeded for 1% of the measurement period. L₁ is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₁₀ The noise level which is equalled or exceeded for 10% of the measurement period. L₁₀ is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₉₀, L₉₅ The noise level which is equalled or exceeded for 90% of the measurement period. L₉₀ or L₉₅ is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

L_{eq} The equivalent continuous noise level for the measurement period. L_{eq} is an indicator of the average noise level (usually in dBA).

L_{max} The maximum noise level for the measurement period (usually in dBA).



Note: The subjective reaction or response to changes in noise levels can be summarised as follows: A 3dBA increase in sound pressure level is required for the average human ear to notice a change; a 5dBA increase is quite noticeable and a 10dBA increase is typically perceived as a doubling in loudness.

STC/R_w Sound Transmission Class or Weighted Sound Reduction Index. Provides a single number rating (from the sound transmission loss or sound reduction index for each frequency band) of the sound insulation performance of a partition. The higher the value, the better the performance of the partition. The subjective impression of different ratings is shown in the table below.

Type of noise source	STC/R _w Rating				
	40	45	50	55	60
Normal Speech	Audible	Just Audible	Not Audible		
Raised speech	Clearly Audible	Audible	Just Audible	Not Audible	
Shouting	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Small television/small entertainment system	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Large television/large hi-fi music system	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Just Audible
DVD with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible
Digital television with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible

FSTC/R_w' The equivalent of STC/R_w, unit for sound insulation performance of a building element measured in the field.

C_i, C_{tr} The ratings (R_w, D_{nTw}, L_{nTw}) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C_{tr}) or footfalls (C_i). The ratings may be written as R_w+C_{tr}, or D_{nTw}/L_{nTw}+C_i.

NNIC/D_{nTw} Normalised Noise Isolation Class, or Weighted Standardised Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R_w rating.

IIC/L_{nw} Impact Insulation Class, or Weighted Normalised Impact Sound Level. L_{nw}=110-IIC. The higher the IIC rating, or the lower the L_{nw} rating the better the performance of the building element at insulating impact noise. The table below gives the subjective impression of different ratings:

IIC	L _{nw}	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L_{nTw}' The equivalent of IIC/L_{nw}, but the performance is for the building element measured in the field.

Appendix 10. BESTEC Acoustic Report



BESTEC[®]

BRINGING BUILDINGS TO LIFE

PORT ADELAIDE HOTEL DEVELOPMENT
MCLAREN WHARF PORT ADELAIDE

ACOUSTIC SERVICES
CONCEPT DESIGN REPORT

BESTEC[®]

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56491/6/1
16 February 2020

MOTO Projects
Level 3, 100 Pirie Street
ADELAIDE SA 5000

Attention: Mr L McClurg

Dear Sir

**PORT ADELAIDE HOTEL DEVELOPMENT – MCLAREN WHARF PORT ADELAIDE
CONCEPT DESIGN REPORT
ACOUSTIC SERVICES**

As requested, we enclose a copy of our design report on the Acoustic Services for the above project.

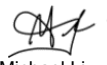
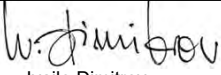

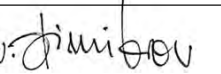
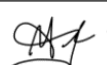
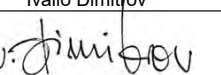
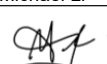
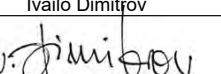
We trust that the report provides sufficient information for your immediate purpose and we would be most pleased to further discuss any aspect upon your request.

Yours faithfully
BESTEC PTY LTD



**MICHAEL LI
ACOUSTIC SERVICES ENGINEER**

DOCUMENT CONTROL

Report Issue Register				BESTEC®	
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Introduction

BESTEC Pty Ltd was engaged to provide acoustic engineering services during the design and construction stages of the Port Adelaide Hotel development at 25 McLaren Parade, Port Adelaide, SA 5015. This document presents the proposed acoustic design criteria, the results of our traffic noise assessment and preliminary recommendations for acoustic treatment to achieve the selected design criteria.

Executive Summary

In summary:

- The preliminary architectural drawings of the proposed development were reviewed.
- Attended surveys were conducted at the proposed site to determine the existing ambient noise levels and dominant sources of noise on 5 December and 12 December.
- Appropriate acoustic design criteria were nominated based on Port Adelaide Enfield Council Development Plan, SA Environment Protection (Noise) Policy 2007, National Construction Code Series 2019 and AS2107:2016 “Acoustics – Recommended design sound levels and reverberation times for building interiors”.
- Architectural acoustics design recommendations to achieve the selected criteria were provided, including:
 - Constructions of the building façade and glazing were nominated in order to provide sufficient attenuation to noise from port activity and music from the Dockside Tavern and the Lighthouse Wharf Hotel.
 - Appropriate constructions of the walls and floors separating the hotel suites were nominated to ensure compliance with the requirements of National Construction Code Series 2019, Building Code of Australia for sound insulation (Section F5).
 - Preliminary design recommendations for reverberation control in order to achieve the selected criteria for room acoustics within the critical spaces.

For an explanation of acoustic terms, please refer to the Glossary of Acoustic Terminology attached to this document (refer Appendix D).

Acoustic Analysis

References

The following documents have been referenced within the preparation of this report

- [1] Port Adelaide Enfield Council Development Plan, Consolidated – 6 February 2018.
- [2] SA Environment Protection (Noise) Policy 2007.
- [3] World Health Organisation (1999) “Guidelines for Community Noise”.
- [4] AS/NZS 2107:2016/2000 “Acoustics – Recommended design sound levels and reverberation times for building interiors”.
- [5] AS2021:2015 “Acoustics – Aircraft noise intrusion – Building siting and construction”
- [6] Adelaide Airport Masterplan 2019.
- [7] Parafield Airport Masterplan 2017.
- [8] Concept Architectural Drawings provided by Brown Falconer, dated 06 December 2019.
- [9] National Construction Code Series 2019, Building Code of Australia, Class 2 to Class 9 Buildings.
- [10] AS ISO 140.4–2006 “Acoustics – Measurement of sound insulation in buildings and of building elements. Part 4: Field measurements of airborne sound insulation between rooms”.
- [11] ISO 140-5:1998 “Acoustics – Measurement of sound insulation in buildings and building elements. Part 5: Field measurements of airborne sound insulation of façade elements and facades”.
- [12] Development proposal assessment for venues where music may be played, EPA Guidelines, September 2003.
- [13] Townsville Ocean Terminal Project – Review of Submissions by Ron Rumble Pty Ltd – June 2008

Proposed Development and Conditions

It is proposed that a new 6-storey hotel be constructed on the site, comprising of the following components:

- Ground floor: Retail tenancy, lobby lounge, restaurant, gallery, bar, bar lounge, alfresco terrace, kitchen, reception, admin room, loading bay, car park and amenities.
- Level 1: Function rooms, function lobby, boardrooms, kitchen, gymnasium, suites, king rooms and double/ accessible rooms.
- Level 2 - 5: King rooms, suites, double/ accessible rooms and housekeeping on each level.
- Roof: Engineering services plant.

Noise Survey

Attended Noise Survey

An attended noise survey was conducted at the proposed site at location L1 and L2 (refer to Figure 1) between 11:20AM - 11:40AM, on 5 December 2019 and between 10:00PM – 10:15PM, on 12 December 2019 in order to determine the existing noise levels, mainly from port activities in the vicinity of the development site. The survey was conducted using a Brüel and Kjær Hand-held Analyser Type 2270 Sound Level Meter (Serial Number: 3003020, last calibrated on the 15 October 2019, due for calibration 14 October 2020), with an approved windshield fitted at all times. The calibration of the analyser was spot checked before and after the measurements and no drift was detected.

Location	Time	L _{Aeq} , dB(A)	L _{A10} , dB(A)	L _{A90} , dB(A)	L _{Amax} , dB(A)	Notes
1	5 December 2019 11:20AM	59	61	54	76	Typical operation of Dolphin Explorer, with engine on idle for 15mins, reverse for departure for 2mins. At departure, tour guide starts broadcasting with PA system onboard.
1	12 December 2019 10:00PM	45	47	42	61	Multiple road train and heavy vehicles passing through on Tom Diver Derrick Bridge.
2	12 December 2019 10:15PM	46	47	43	62	Moderate traffic noise from Divett Street.

Table 1: Summary of the measured noise levels during the attended noise survey at Port Adelaide Hotel



Figure 1: Location of attended noise measurements

Design Criteria

Environmental Noise

Continuous Noise

This criterion will be relevant to noise emitted from the proposed development resulting from operation of engineering services, operational noise from the commercial component, car park etc.

The Environment Protection (Noise) Policy 2007 [2] sets out the maximum allowable continuous noise in terms of A-weighted Equivalent Continuous Noise Level (L_{Aeq}) based on the time of day and zoning / use of land, in which the noise source and receiver are located. With reference to the Port Adelaide Enfield Council Development Plan [1], we note that the proposed development is located within the Regional Centre (RCe) Zone. The Regional Centre Zone is an essentially mixed-use zone comprising a mixture of commercial and residential uses. Port Adelaide Enfield Council Development Plan [1] states in Principles of Development Control 7 that:

“7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.”

Therefore, the criteria derived in accordance with the EPP 2007 [2] based on the indicative noise levels for different land categories apply. Table 2 shows the indicative noise factors based on time of day and land-use as stipulated in Table 2 of the EPP 2007 [2].

Land Use Category	Day Time (07:00 to 22:00)	Night Time (22:00 to 07:00)
Commercial	62	55
Residential	52	45

Table 2: Indicative noise factors based on time of day and land use of immediate development locale

Since the mixed-use area is intended for commercial and residential purposes, the Environment Protection (Noise) Policy 2007 [2] states that the indicative noise level is the average of the indicative noise factors for the land use categories. In addition, the Environment Protection (Noise) Policy 2007 states that the predicted continuous noise due to the proposed development (for application for development authorisation) should not exceed the indicative noise level, minus 5dBA. Based on the average of the “Commercial” and “Residential” land use categories, minus 5dBA for planning purposes, the applicable day and night time noise criteria would be as follows:

- Day-time (7:00 a.m. to 10:00 p.m.): 52dBA
- Night-time (10:00 p.m. to 7:00 a.m.): 45dBA

Note that if noise emitted by the proposed development contains any tones, modulation, impulsive or low frequency characteristics, the continuous noise level of the noise source must be adjusted as follows:

- Noise containing 1 characteristic – 5dBA penalty added to source continuous noise level;
- Noise containing 2 characteristics – 8dBA penalty added to source continuous noise level;
- Noise containing 3 or 4 characteristics – 10dBA penalty added to source continuous noise level.

Moreover, the Port Adelaide Enfield Council Development Plan [1] also states in Principles of Development Control that:

“1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

... (b) noise

2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.

5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.

6 *Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.”*

Intermittent Noise

This criterion will be relevant to noise emitted from the proposed development resulting from short term noise events – rubbish collection, car door slams, etc.

The criteria provided in the above sections relate to continuous noise sources, and do not cater for intermittent noise events, such as slamming of car doors, car horns sounding, etc. We recommend the use of the World Health Organisation (WHO) Guidelines [3], which recommends a maximum A-weighted noise level L_{Amax} , of 45dBA in a bedroom, which is equivalent to approximately 55dBA to 60dBA at the façade of the residential building with windows partially open.

In addition, the EPP 2007 provides assessment criterion of L_{Amax} of 60dBA for night-time for the proposed development (for application for development authorisation) [2], which agrees with the criterion stipulated by the WHO [3].

Music Noise

We note that pre-recorded music may be played in the ground floor bar while the function rooms are intended as multipurpose spaces accommodating functions with live and pre-recorded music, convention events, birthday parties etc. Therefore, an assessment against the EPA Guidelines for Music Noise [12] and Port Adelaide Enfield Council Development Plan [1] requirements is warranted.

EPA provides guidelines for assessment of music emissions from entertainment venues [12], which is used for acoustic assessment for development approval purposes as well as for acoustic design of residential developments in the vicinity of existing entertainment venues. The criterion is set as follows:

“The music noise ($L_{10,15min}$) from an entertainment venue when assessed externally at the nearest existing noise sensitive location should be:

- *less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum, and*
- *less than 5 dB(A) above the level of background noise ($L_{A90,15min}$) for the overall (sum of all octave bands) A-weighted levels.”*

Typical background noise levels (L_{90}) in a hotel suite with air-conditioning operating are provided in AS/NZS 2107-2000, Appendix C [4] as detailed in below along with the calculated relevant music noise criteria.

	Octave band sound pressure level dB re 20µPa									Overall level, dBA
	31.5	63	125	250	500	1000	2000	4000	8000	
Background noise level $L_{90,15min}$ (AS/NZS 2107-2000)	70	52	42	34	28	25	22	20	18	30
Maximum allowable exceedance	8	8	8	8	8	8	8	8	8	5
Maximum allowable music noise level, $L_{10,15min}$	78	60	50	42	36	33	30	28	26	35

Table 3: Typical background noise level $L_{90,15min}$ in a hotel suite with the air-conditioning on (AS/NZS 2107-2000) and the relevant music noise criteria.

In addition, Port Adelaide Enfield Council principle of development control 10 states

“10 Development proposing music noise should include noise attenuation measures that achieve the following desired noise levels:

(a) Adjacent existing noise sensitive development property boundary:

(i) Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum; and

(ii) Less than 5 dB(A) above the level of background noise ($L_{A90,15min}$) for the overall (sum of all octave bands) A-weighted levels; or

(b) Adjacent land property boundary:

(i) Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum; or

(ii) Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5dB(A) overall (sum of all octave bands) A-weighted levels.”

Building Acoustics

The level of background and transient/intermittent noise, the speech privacy rating and the room acoustics define the quality of the acoustics within a building. The recommended criteria for each space are shown in Table 4 below. Please refer to each individual section below for interpretation of the criteria.

Type of occupancy/activity	Background Noise L_{Aeq} , dBA	Reverberation Time, secs	Airborne Sound Insulation		Weighted Sound Level Difference, D_w
			R_w	R_w+C_{tr}	
Hotel rooms	30 – 40		50 ¹	50 ²	
Admin, Staff	40 – 45	Minimise as practical			40 – 45
Restaurant	40 – 50	0.8 – 1.1			N/A
Tenancy	40 – 45	N/A ³			40 – 45
Kitchen	< 55	N/A			35 – 40
Entry/gallery	45 – 50	< 1.0			N/A
Lounge/Bar	< 50	< 1.0			N/A
Boardroom	30 – 40	0.6 – 0.8			40 – 45 45 – 50 ⁴
Gymnasium	< 50	< 1.0			40 – 45
Function room	40 – 45	0.7 – 1.0			45 – 50
Toilets	< 55	N/A			40 – 45
Amenities	< 55	N/A			35 – 40

Table 4: Proposed building acoustic design criteria for the Port Adelaide Hotel Development

Background Noise

AS/NZS 2107-2016

AS/NZS 2107-2016 [4] sets the criteria for background noise in terms of A-weighted equivalent continuous sound pressure level over 15-minute intervals ($L_{Aeq, 15min}$) in accordance with the use of the spaces and the location of the buildings. Recommendations for each space are provided in Table 4 in terms of an averaged A-weighted sound pressure level (L_{Aeq}) with Table 5 detailing the subjective response of individuals to the proposed sound levels for interpretation of the recommendations.

Average Sound Pressure Levels (dBA)	Subjective Rating
35 – 40	Audible but unobtrusive
40 – 45	Moderate but unobtrusive
45 – 50	Unobtrusive with low levels of surrounding activities
50 – 55	Unobtrusive with high levels of surrounding activities

Table 5: Subjective ratings for various average sound pressure levels

¹ Between hotel rooms and a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.

² Between hotel rooms

³ We assume that the tenancy will be handed over as cold shell with the fit-out carried out by the tenant

⁴ For video conference

Sound Insulation

Hotel/ Residential Component

For enclosed spaces, the noise from activities in the adjacent rooms transmitted through walls, floors, ceilings etc. increase the background noise level similarly to the noise intrusion from any outside sources. The level of noise transmitted from the adjacent rooms and the level of sound insulation/speech privacy is controlled by the design of building elements and providing adequate level of sound attenuation through specifying appropriate construction types for walls, floors, doors, ceilings etc.

The minimum requirements for sound insulation for the residential component (Buildings Class 3) are set by the National Construction Code Series 2019, Building Code of Australia [9] stipulates the required weighted sound reduction index (R_w), weighted sound reduction index with spectrum adaptation term ($R_w + C_{tr}$) and weighted normalised impact sound pressure level ($L_{n,w}$) for building elements separating sole-occupancy units. We note that the proposed hotel suites would be classified as Class 2 or 3 buildings, and therefore note the following criteria are applicable to the proposed development:

“A floor in a Class 2 or 3 building must have $R_w + C_{tr}$ (airborne) not less than 50 and an $L_{n,w}$ not more than 62 (impact) if it separates –

- (i) Sole occupancy units; or*
- (ii) A sole occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of different classification”*

“A wall in Class 2 or 3 building must –

- (i) Have an $R_w + C_{tr}$ (airborne) not less than 50, if it separates sole-occupancy units; and*
- (ii) Have an R_w (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification; and*

(iii) Is of discontinuous construction if it separates –

- (A) A bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than kitchen) in an adjoining unit; or*
- (B) A sole-occupancy unit from a plant room or lift shaft.”*

“A door may be incorporated in a wall of Class 2 or 3 building that separates a sole-occupancy unit from a stairway, public corridor, public lobby or the like, provided the door assembly has an R_w not less than 30.”

“Where a wall required to have sound insulation rating has a floor above, the wall must continue to-

- (i) The underside of the floor above; or*
- (ii) A ceiling that provides the sound insulation required for the wall.”*

“If a duct, soil, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an $R_w + C_{tr}$ (airborne) not less than –

- (i) 40 if the adjacent room is a habitable room (other than a kitchen); or*
- (ii) 25 if the adjacent room is a kitchen or non-habitable room.”*

Commercial Component

For enclosed spaces, the noise from activities in the adjacent rooms transmitted through walls, floors, ceilings etc., increase the background noise level similarly to the noise intrusion from any outside sources. The level of noise transmitted from the adjacent rooms and the level of sound insulation/speech privacy is controlled by the design of building elements and providing adequate level of sound attenuation through specifying appropriate construction types for walls, floors, doors, ceilings etc.

There are no Australian or International Standards giving recommendations for sound insulation ratings for adjoining spaces. Instead recommendations are based on experience from previous projects, with these recommendations reflecting budget constraints and user expectations. The privacy rating is dependent on the sound absorption and background noise level in the adjoining space as well as the area and acoustic performance of the dividing partition.

The proposed criteria for speech privacy between the spaces separated by partitions (extending either to the ceiling level or to the roof structure above) detailed in Table 4 are presented in terms of Weighted Sound Level Difference (D_w), as defined by ISO 16283-1:2014, which is related to the sound level difference between two spaces. The criteria are based on our experience in the acoustic design of similar facilities. Table 6 details the subjective response of individuals to the proposed privacy ratings for interpretation of the recommendations.

D _w Rating	Subjective Rating
50 - 55	Confidential privacy
45 - 50	Very good privacy. Speech inaudible unless raised
40 - 45	Good privacy. Speech audible but unintelligible
35 - 40	Normal privacy. Neighbouring conversations are audible and may be understood
< 35	Privacy not required

Table 6: Subjective perceptions for various privacy ratings

Room Acoustics

AS 2107-2016 [4] sets out the design criteria for reverberation times within occupied spaces. The reverberation time defines the time taken for sound to decay within a space and thus the degree of intelligibility of both unassisted speech and sound reinforcement systems. The criterion for a given space depends on the volume of the space, with Table 7 outlining the subjective impression for spaces with varying volume. Criteria considered appropriate for the various spaces involved within the project scope are listed in Table 4 above.

Reverberation Time (sec)			Subjective Rating
Small (100m ³)	Medium (1,000 m ³)	Large (10,000m ³)	
< 0.3	0.3 - 0.5	0.6 - 0.8	Dead
0.3 - 0.5	0.5 - 0.7	0.8 - 1.0	Medium dead
0.5 - 0.7	0.7 - 1.0	1.0 - 1.5	Average
0.7 - 1.0	1.0 - 1.5	1.5 - 2.5	Medium live
1.0 - 2.0	1.5 - 2.5	2.5 - 4.5	Live

Table 7: Subjective response to various reverberation times and room volumes

Assessment and Recommendations

General

Acoustic Sealants

We note that for the acoustic integrity of building elements to be maintained, all gaps and interfaces along the junctions and joints of linings must be sealed with an appropriate acoustic grade sealant. Penetrations for mechanical or electrical services must be properly caulked and sealed around the ductwork and cabling to ensure the intended acoustic rating of the partition is retained.

Appropriate acoustic caulking products include:

- Bostik Firemastic.
- Bostik Seal-n-flex 2637.
- Pyropanel Multiflex.
- Boral Fyreflex.
- Dow-Corning 790 Silicone.
- Dow-Corning 795 Silicone.
- Sika Sikaflex-11 FC.
- Fosroc Flamex 3.

Cavity Infill

Where a cavity infill is recommended, equivalent alternatives are:

- Fibreglass – 50mm, 12kg/m³.
- Rockwool – 50mm, 38kg/m³.
- Polyester – 900gsm.

Ceiling Overlay

Where a ceiling overlay is recommended, equivalent alternatives are:

- Glasswool – 100mm, 12kg/m³.
- Rockwool – 100mm, 38kg/m³.
- Polyester – 100mm, 32kg/m³.

Where higher durability and/or water resistance is required, 6mm compressed fibre cement sheeting could be used in lieu of the 13mm fire-rated plasterboard and 9mm compressed fibre cement in-lieu of 16mm fire-rated plasterboard.

Noise Intrusion

Noise Associated with Port Activity

We note that the proposed development is located adjacent to the Dolphin Explorer (within 15m), which often departs once on Monday to Saturday and twice on Sunday. The attended noise survey note that the entire departure sequence takes approximately 25 minutes, which includes boarding, reverse and depart. During the attended noise survey, no other Port Activity noise could be captured. In order to provide an accurate approximation of noise intrusion to the proposed development, the attended survey noise level is corrected according to the Townsville Ocean Terminal Noise and Vibration Assessment [12], during which it was found that the noise emissions from a ship engine could reach sound power level of 111dBA. Hence, this assessment will use the noise level from the attended survey, then adjusted and offset with a distance from the centre of Port Adelaide River.

Noise Associated with Aircraft Noise

The Port Adelaide Enfield Council [1] stated that development within area affected by aircraft noise should be consistent with AS2021 – Acoustic – Aircraft Noise Intrusion – Building siting and construction. According to AS2021 [5], the noise exposure of building site could be determined by Aircraft Noise Exposure Forecast map (ANEF) provided by the aerodrome. We note that the proposed development is within the ANEF zone <20 (both Parafield Airport [7] and Adelaide Airport [6]), which indicates that the construction of the building need not specifically be designed for aircraft noise intrusion and other noise source such as traffic or port noise is more dominant.

Music Noise

We note that there are two liquor licence holders around the Port Adelaide Hotel development, the Lighthouse Wharf Hotel is located on 1 Commercial Rd and is currently operational; the Dockside Tavern is located on 4 McLaren Parade and is closed permanently. Although the Dockside Tavern is no longer operational, the location of the Dockside Tavern (which is closer to the hotel development comparing to the Lighthouse Wharf Hotel) would have greater music noise impact onto the resident in the hotel if the business is being taken over by another operator. Hence, in order to control music noise intrusion for the residents in the proposed development, we assessed the music noise from the Dockside Tavern as worst case scenario where any treatment required would also be able to cover the music noise impact from the Lighthouse Wharf Hotel.

- The Dockside Tavern liquor license states:

“The authorised hours for the sale of liquor is 5am to midnight Monday to Wednesday, 5am to 2am on Wednesday to Saturday and 8am to midnight on Sunday on premises.”

We assessed the effect of music noise originating from the bar area of the Dockside Tavern onto the hotel rooms against the criteria outlined above based on the following assumptions:

- Reverberant sound pressure level of 97dBA in the bar area of the Dockside Tavern, resulting from music and patron noise (based on measurements taken in a bar on a busy weekend night during a previous project).
- The following construction of the Dockside Tavern building envelope has been assumed:
 - Facade – 200mm thick masonry wall;
 - Glazing – 4mm float glass;
 - Roof – profiled sheet metal with R1.5 cavity infill and ceiling of 13mm plasterboard.

Building Envelope Recommendation

Based on the architectural drawings [8] and the above noise intrusion assessment, we note the following construction of the building elements:

- Solid façade
 - 150mm precast concrete. Please note that this construction is sufficient from acoustic point of view, however, it might require additional thermal insulation.
 - Composite light weight façade constructed of 9mm fibre cement to the external side of minimum 92mm steel studs and 1 layer of 13mm plasterboard to the internal side with cavity infill as specified above.
- Glazing
 - Single Glazing – We recommend minimum 10.38mm laminated
 - Double Glazing – We recommend double glazing constructions of 6mm float glass on the external side with 12mm airgap and 6.38mm laminated glass on the internal side.

Please note where operable glazing is envisaged, compressible acoustic seals (Raven or Schlegell ranges) should be used.

- Roof structure – We note the roof is constructed with the combination of concrete and roof metal sheet.
 - Metal Sheet: We recommend 0.48mm roof cladding over minimum 90mm, 14kg/m³ insulation blanket. The recommendation will be revised once the mechanical plant selection is finalised.
 - Concrete: We recommend minimum 200mm thick concrete be used from acoustic point of view.

Sound Insulation

Commercial/ Retail Component

Partitions

- Normal Privacy (D_w 35-40, yellow colour) – 1 layer of 13mm plasterboard to each side of 92mm steel studs extending to ceiling level with ceiling overlay and cavity infill as specified. Please note that the ceiling overlay shall extend minimum 1,200mm each side of the partition. For partition detail, please refer to Appendix A, Detail 1.
- Good Privacy (D_w 40-45, green colour) – 1 layer of 13mm plasterboard to one side of 92mm steel studs and 2 layers of 13mm plasterboard to the other side with 1 layer of plasterboard extending to the structure above and cavity infill as specified. For partition detail, please refer to Appendix A, Detail 2.
- Very Good Privacy (D_w 45-50, Red Colour) – 2 layers of 13mm plasterboard on each side of minimum 64mm steel studs with all the layers of plasterboard on each side extending to the structure above and cavity infill as specified. For partition detail, please refer to Appendix A, Detail 3.

Operable Walls

- Operable Wall for Function Room (Blue Colour) – We recommend operable wall with Weighted Sound Reduction Index of no less than R_w 53 (based on laboratory test) be installed. In addition, an acoustic baffle construction of 2 layers of 13mm Plasterboard to each side of the operable wall track, with cavity infill as specified above for partitions, should be installed, extending to the structure above as shown in Figure 2 below.

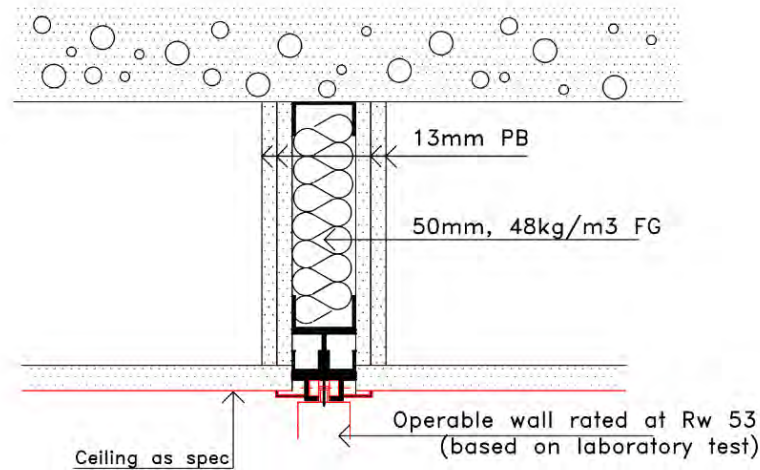


Figure 2: Operable Wall Baffle Treatment

Doors

- Normal Privacy, D_w 35-40 – 40 mm thick solid core doors or hinged aluminium framed glass doors with 10.38mm laminated glass.
- Good Privacy, D_w 40-45 – 55 mm thick solid core doors or hinged aluminium framed doors with 10.38mm laminated glass. We recommend medium duty acoustic seals (Raven RP8, RP10 or equivalent). We note that the glass door would not strictly achieve Good speech privacy as the Weighted Sound Reduction of 10.38mm laminated glass is R_w 35, however, it would be acceptable between the sensitive spaces and adjacent trafficable area.
- Very Good Privacy, D_w 45-50 – Proprietary acoustic door with Weighted Sound Reduction Index of R_w 43. Please note that the proprietary acoustic doors are supplied as a set, including door leaf, frame, seals and hardware and are installed and tested by the supplier to guarantee compliance.

For amenities, 40mm solid core doors will be acceptable. Please note that relief air grilles installed within doors are not acceptable from an acoustic point of view.

Floors

- Floor separating Gym and ground floor –Recommendations in regards to preventing noise and vibration associated with the gymnasium will be provided once the structural design is sufficiently developed.
- Other floor separating ground and first level – Minimum 200mm thick concrete will be sufficient from acoustic point of view.

Hotel/Residential Component

Partitions/ Walls

To achieve the NCC 2019 requirements, we recommend:

- Walls between sole-occupancy units:
 - Where discontinuous construction is required – either:
 - 2 layers of 13mm fire rated plasterboard to each side of 64mm staggered studs in 92mm track extending to the structure above and with cavity infill of 50mm, 14kg/m³ glasswool.
 - 1 layer of 13mm plasterboard on 28mm furring channels with cavity infill of 25mm, 12kg/m³ glasswool to one side of minimum 150mm concrete wall and 1 layer of 13mm plasterboard on 28mm furring channels and resilient mounts to the other side with cavity infill of 25mm, 12kg/m³ glasswool.
 - Where discontinuous construction is not required:
 - 1 layer of 13mm plasterboard on 28mm furring channels with cavity infill of 25mm, 12kg/m³ glasswool to each side of minimum 150mm shear concrete wall; or

- 2 layers of 16mm fire-rated plasterboard to each side of 92mm steel studs with cavity infill of 75mm, 14kg/m³ glasswool.
- Walls separating sole-occupancy units from corridors and lobbies – 2 layers of 13mm fire-rated plasterboard to one side of 76mm steel studs and 1 layer of 13mm fire-rated plasterboard to the other side with cavity infill of 75mm, 11kg/m³ glasswool.
- Walls between sole occupancy units and stairwells - 28 mm furring channels installed with resilient mounts to the building core concrete wall (assumed 250mm thick in-situ concrete), with 1 layer of 13 mm plasterboard to the hotel suites side and cavity infill of 25 mm, 14kg/m³ glasswool.

Doors

- Hotel Room doors – minimum 45mm thick solid core doors with compressible seals (e.g. Raven or Schlegel ranges).
- Stairwell doors - minimum 45 mm thick solid core doors or as to suit fire rating requirements where necessary. In order to avoid noise from slamming of stairwell doors into the hotel lobbies or adjacent bedrooms, we recommend installing a soft closer mechanism (e.g. damping piston) to the stairwell doors.

Floors

- Floors – we consider that 150mm concrete on steel pan (BONDEK, Kingspan or similar) over steel joists and ceiling of 1 layer of 13mm plasterboard installed on resilient mounts offset from the concrete by 200mm cavity will be required to comply with the NCC 2019 requirements for airborne noise. Alternatively, the ceiling constructed of 13mm flush plasterboard can be installed on lightweight suspension grid with minimum cavity of 200mm. Where hard floor finishes (tiles, timber flooring) are installed above habitable areas in the apartments below, resilient underlay (Acoustibond, Regupol etc.) should be installed in order to meet the NCC 2019 requirements for impact noise.

Room Acoustics

Recommendations for acoustic treatment in order to control reverberation and achieve the selected criteria for room acoustics will be provided once the reflected ceiling plans and architectural finishes schedule are available.

Engineering Services

Hydraulic Services

The following stipulates the recommended design, in order to reach NCC compliance with hydraulic systems. Where a wall separates a room of a sole-occupancy unit from a duct, soil, waste or water pipe serving or passing through more than one sole-occupancy unit, we recommend the following constructions:

PVC pipes:

- Where the adjacent room is a habitable room (i.e. bedroom, open plan living room, etc.), the pipes should be lagged with Soundlag 4525C or equivalent and enclosed with 1 layer of 13mm plasterboard with cavity infill of 75mm, 11kg/m³ glasswool (See Appendix C Detail 4 attached).
- Where a waste water pipe is running within the ceiling space of a habitable room or the waste water pipe is running within the ceiling space next to a habitable room, the pipes should be lagged with Soundlag 4525C or equivalent with ceiling overlay of 75mm, 11kg/m³ glasswool extending minimum 1,200mm each side of the pipe. Please note that down lights should be avoided in these areas (See Appendix C Detail 5).

We note that the specified constructions above will achieve a rating of $R_w + C_{tr}$ 40, and will meet the NCC requirements for a services riser adjoining a habitable space.

- Where the room is a non-habitable room (See Appendix C Detail 6)
 - The pipes should be lagged with Soundlag 4525C or equivalent, and the wall construction would be as per architectural requirements, or
 - The pipes left unlagged and enclosed with 1 layer of 13mm plasterboard with cavity infill as specified.

We note that both the constructions specified will achieve a rating of $R_w + C_{tr}$ 25, and will meet the NCC requirements for services riser adjoining a kitchen or non-habitable room.

Acoustically rated pipes (Geberit, Raupiano, Silere etc.)

If the drainage system is constructed using acoustically rated pipes, the following wall constructions will be sufficient to achieve NCC 2019 requirements:

- Where the adjacent room is a habitable room, construction of 1 layer of 13mm plasterboard with cavity infill of 75mm, 11kg/m³ glasswool. Where a waste water pipe is running within the ceiling space of a habitable room or the waste water pipe is running within the ceiling space next to a habitable room ceiling overlay of 75mm, 11kg/m³ glasswool extending minimum 1,200mm each side of the pipe will be required.
- Where the adjacent room is non-habitable – 1 layer of 13mm plasterboard.

Drainage pipes reticulated into ceiling spaces or risers, have to be supported resiliently to the brackets to prevent transmission of flow induced vibration into the building structure, which is re-radiated as structure borne noise. Applying appropriately sized neoprene sleeves between the pipes and the brackets is sufficient in that regard.

Where either copper pipe reticulation or drainage pipes are proposed to run within partitions separating adjoining spaces, the installation should ensure there is no physical contact between the pipes and the partition leaves and where the pipes are supported to the stud work, neoprene isolation pads are used.

The above applies to all areas of the building including hotel rooms, back of house area, corridor spaces, riser ducts, clinical and non-clinical spaces, office areas and all other associated areas.

Flexible couplings must be used at the point of connection between the service pipes in a building and any circulating or other pump, in order to avoid vibration from pump operation be transmitted into the building structure, which could lead to structure borne noise.

Mechanical Services Noise

Details of the mechanical services that will be serving the fit out are not available at this stage; the assessment of the noise emissions resulting from fans, roof plant (condensers and others) and ducted air conditioning units will be conducted once the mechanical services design is sufficiently developed.

Environmental Noise

Noise Associated with Mechanical Plant

Details of the engineering plant that will be serving the development are not available at this stage. However, we note that the airborne noise associated with the engineering services will be controlled by design of appropriate attenuators, duct lagging and acoustic enclosures. This will include noise intrusion from the plant, as well as the environmental noise to the surrounding noise sensitive receivers. Where plant screening is required for the roof plant, recommendations of screening extend and construction will be provided once the engineering plant selection is available.

The vibration and structure borne noise will be controlled by design of appropriate vibration isolators (double deflection mounts, spring isolators etc.).

Noise Associated with Rubbish Collection

The bin area is located on the ground floor loading bay area where the waste collection vehicles will access the refuse area via McLaren Parade, collect rubbish and exit via McLaren Parade. Based on this, we assessed the noise impact on the surrounding noise sensitive receivers resulting from noise emissions from typical rubbish collection vehicle activities.

We calculated the A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq,15min}$) assuming the following activity durations and measured noise levels from similar activities on a previous project:

- Rubbish collection vehicle accessing the waste loading zone (including reverse alarm) – 30 seconds, 70dBA at 5m.
- Rubbish collection – 10 minutes, 65dBA at 5m.
- Rubbish collection vehicle departing – 30 seconds, 73dBA at 5m.
- The balance of a 15-minute interval – 4 minutes, 54dBA (ambient noise level).

The calculated A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq,15min}$) resulting from loading / unloading activities, which we used in the assessment was 65dBA at 5m.

Based on the above, we calculated incident noise levels of less than 50dBA at the façade of the nearest noise sensitive receiver (residents on Mercantile Dock) and 52dBA at the façade of the nearest commercial

noise sensitive receiver (Country Arts SA and Ocean View College on McLaren Parade). Therefore, we note that this readily achieves the selected criteria for environmental noise (for criteria refer above). However, we recommend the rubbish collection be restricted to the EPA stipulated day time only (i.e., after 7:00 am and before 10:00pm) Monday to Friday and after 9:00 am on Saturday and Sunday (if applicable).

Noise Associated with Delivery Trucks

We note that there would be a loading bay located on the ground floor and calculated the A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq,15min}$) assuming the following activity durations and measured noise levels from similar activities on a previous project:

- Delivery vehicle accessing the loading dock (including reverse alarm) – 30 seconds, 70dBA at 5m.
- Loading/unloading activities including noise from refrigeration unit on the delivery vehicle – 10 minutes, 76dBA at 5m.
- Delivery vehicle departing – 30 seconds, 73dBA at 5m.
- The balance of a 15-minute interval – 4 minutes, 54dBA (ambient noise level).

The calculated A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ($L_{Aeq, 15min}$) resulting from delivery vehicle activities, which we used in the assessment was 74dBA at 5m.

Based on the above we predicted incident noise levels of 57dBA at the nearest commercial noise sensitive receiver (Country Arts SA and Ocean View College on McLaren Parade) and 48dBA at the nearest residential noise sensitive receiver (residents on Mercantile Dock). We note that the noise emissions due to the delivery vehicle activities readily achieves the day-time environmental noise criteria and would not affect the amenity of the adjacent residential and commercial area.

Noise Associated with Car Park

We have assessed the noise impact within the critical spaces of the proposed development associated with the use of the adjacent carpark, considering the following:

- Vehicle movement through car parking spaces
- Vehicle Ignition
- Vehicle door slamming
- Vehicle idle and take off from car parking and drop off zones

A time weighted averaged approach was implemented, based on the above breakdown of noise generating activities.

To calculate the noise levels from the carpark operation over a typical 15-minute period, we assumed 8 vehicles either entering or exiting the carpark during this period. Therefore, the noise level ($L_{Aeq,15min}$) used in this assessment was 70dBA at 5m. We note the car park activities readily achieves the environmental noise criteria and would not affect the amenity of the adjacent residential and commercial area.

Conclusion

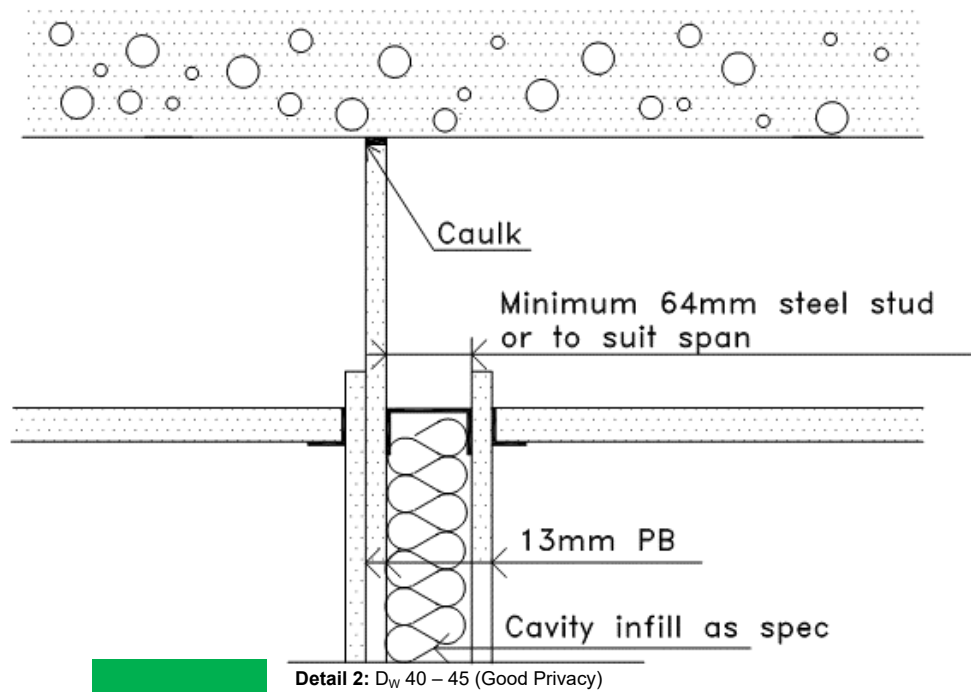
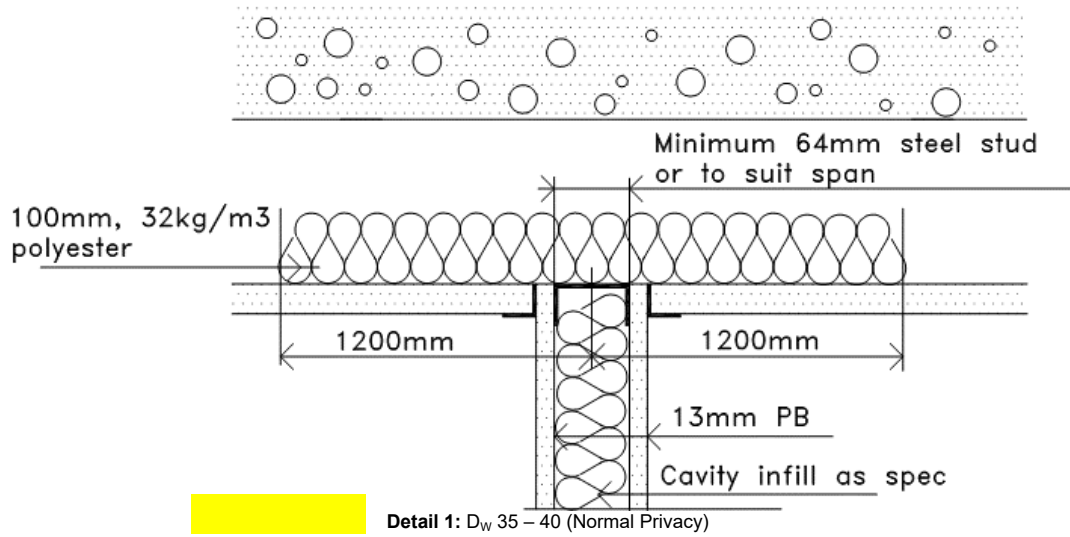
As a summary, we conclude the recommendations that were made throughout the report:

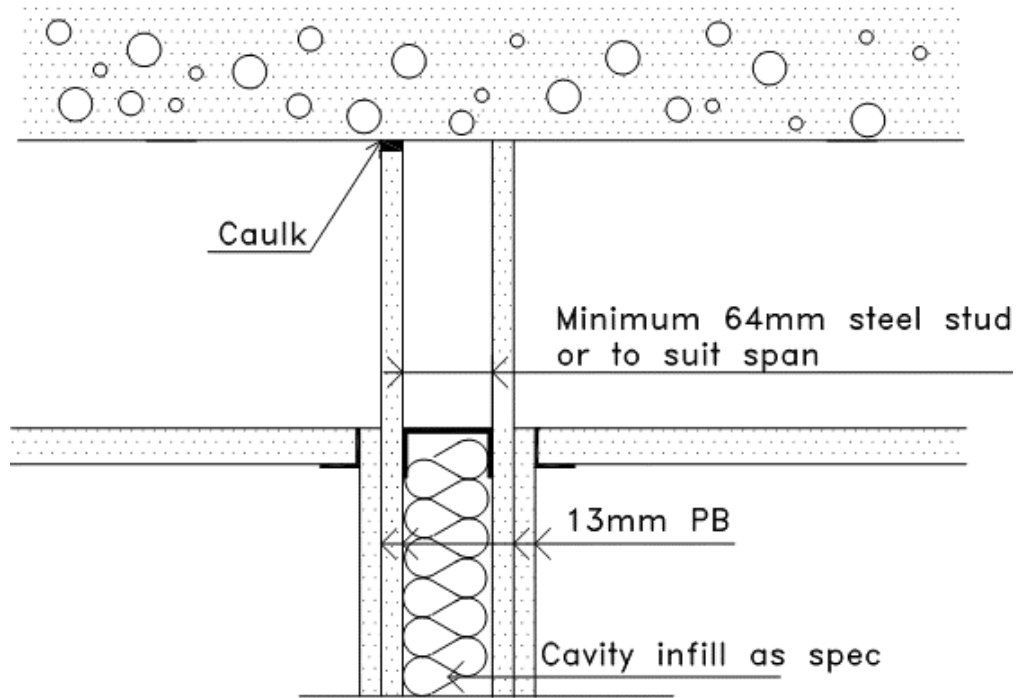
- For sound insulation recommendation please refer to Section Commercial/ Retail Component and Section Hotel/ Residential Component.
- For building envelope recommendation:
 - Noise intrusion from port activities and music noise impact from the Lighthouse Wharf Hotel and the Dockside Tavern have been taken into account to provide appropriate building envelope recommendations. (See Section: Building Envelope Recommendation.)
- For environmental noise recommendation:
 - Rubbish collection noise – We recommend the rubbish collection be restricted to the EPA stipulated day time only (i.e., after 7:00 am and before 10:00pm) Monday to Friday and after 9:00 am on Saturday and Sunday (if applicable) to achieve the day-time environmental noise criteria.
 - Delivery trucks noise – No further treatment required as noise emissions due to the delivery vehicle activities readily achieves the day-time environmental noise criteria.
 - Car park noise – No further treatment as the car park activities readily achieves the environmental noise criteria.
- For engineering services recommendations:
 - Mechanical services – Will be assessed once the mechanical plant selections and layout are available.
 - Hydraulic services – please refer to Section Hydraulic Services.

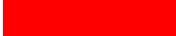
Appendix A

Standard Partition Construction Details

Speech Privacy	D _w	Mark-up Colour
Normal Speech Privacy	35 – 40	Yellow
Good Speech Privacy	40 – 45	Green
Very Good Speech Privacy	45 – 50	Red





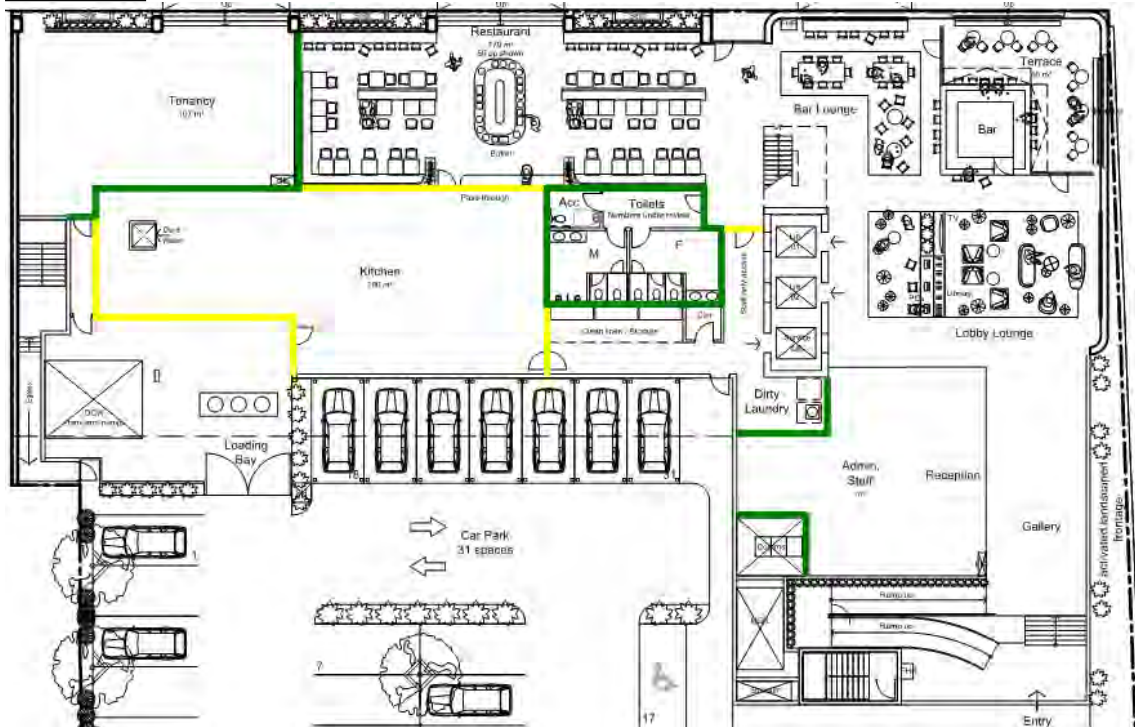
 **Detail 3: D_w 40 – 45 (Very Good Privacy)**

Appendix B

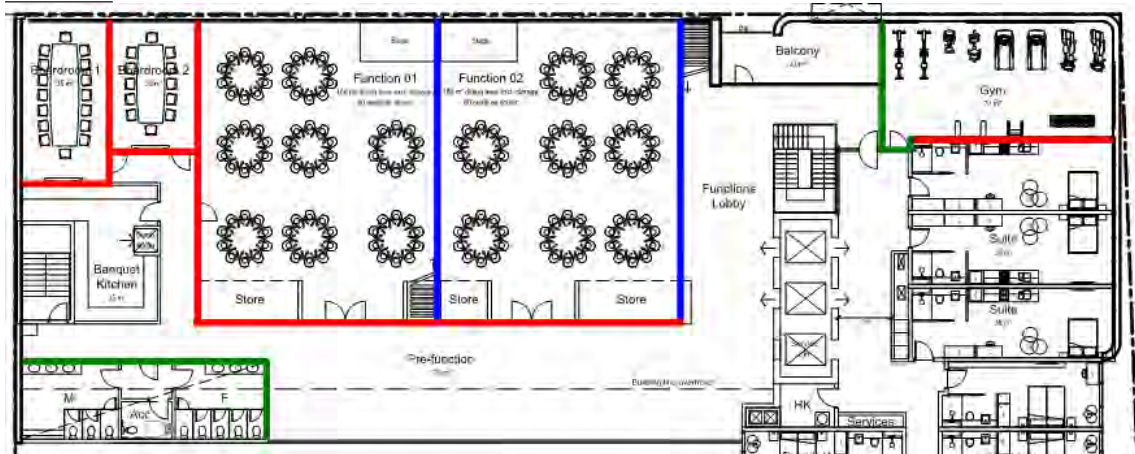
Internal Partition Mark-ups

Speech Privacy	D _w	Mark-up Colour
Normal Speech Privacy	35 – 40	Yellow
Good Speech Privacy	40 – 45	Green
Very Good Speech Privacy	45 – 50	Red
Operable Walls		Blue

Ground Floor

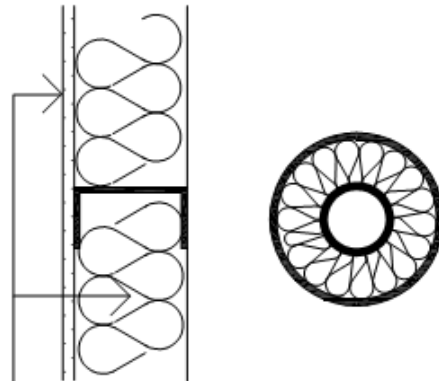


First Floor



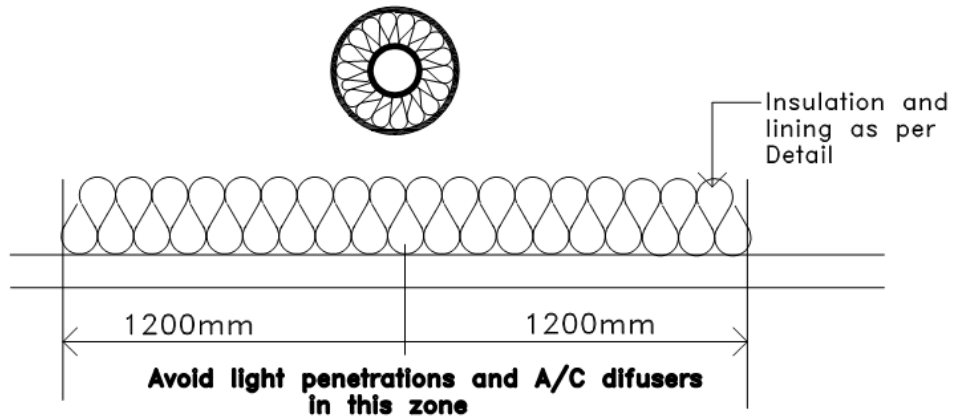
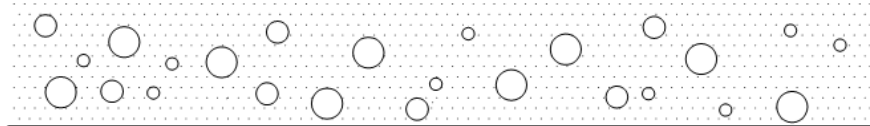
Appendix C
Hydraulic services details to achieve NCC compliance

Pipework lagged (4kg/m² loaded vinyl on 25mm backing)



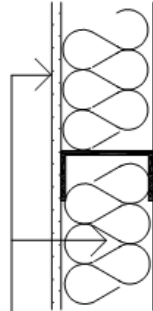
13mm Fire rated PB
50mm, 10kg/m³ FG
OR
13mm PB
75mm, 22kg/m³ FG

Detail 4: Construction to achieve R_w+C_v 40, for pipes running adjoining habitable spaces (Bedroom, Living)



Detail 5: Construction for pipes running through ceiling of habitable spaces

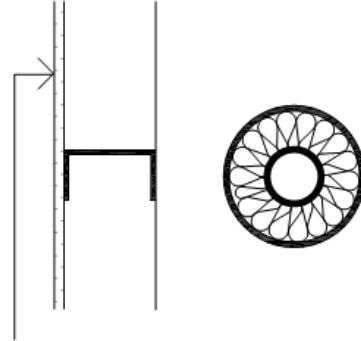
Pipework unlagged



13mm Fire rated PB
50mm, 10kg/m³ FG
OR
13mm PB
75mm, 22kg/m³ FG

Pipework lagged

(4kg/m² loaded vinyl on 25mm backing)



PB as required by architect

Detail 6: Construction to achieve R_w+C_{tr} for pipes adjoining non-habitable spaces (e.g. Bathroom, Laundry)

Appendix D
Glossary of Acoustic Terminology

dB(A) Also referred to as dBA. A unit of measurement, decibels(A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate human ear response at a loudness level of 40 phons. The table below outlines the subjective rating of different sound pressure levels.

Noise Level (dBA)	Subjective Rating
25-30	Barely audible and very unobtrusive.
30-35	Audible but very unobtrusive.
35-40	Audible but unobtrusive.
40-45	Moderate but unobtrusive.
45-50	Unobtrusive with low levels of surrounding activity.
50-55	Unobtrusive with high levels of surrounding activity.

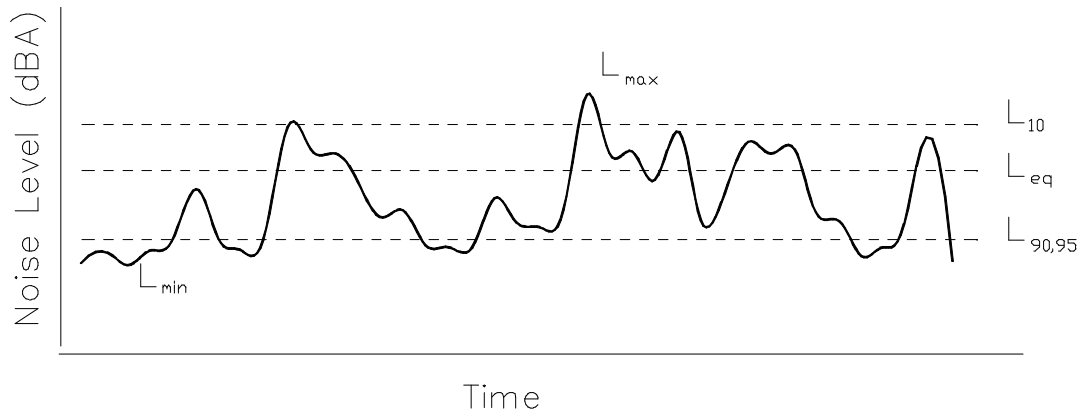
L₁ The noise level which is equalled or exceeded for 1% of the measurement period. L₁ is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₁₀ The noise level which is equalled or exceeded for 10% of the measurement period. L₁₀ is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L₉₀, L₉₅ The noise level which is equalled or exceeded for 90% of the measurement period. L₉₀ or L95 is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

L_{eq} The equivalent continuous noise level for the measurement period. L_{eq} is an indicator of the average noise level (usually in dBA).

L_{max} The maximum noise level for the measurement period (usually in dBA).



Note: The subjective reaction or response to changes in noise levels can be summarised as follows: A 3dBA increase in sound pressure level is required for the average human ear to notice a change; a 5dBA increase is quite noticeable and a 10dBA increase is typically perceived as a doubling in loudness.

STC/R_w Sound Transmission Class or Weighted Sound Reduction Index. Provides a single number rating (from the sound transmission loss or sound reduction index for each frequency band) of the sound insulation performance of a partition. The higher the value, the better the performance of the partition. The subjective impression of different ratings is shown in the table below.

Type of noise source	STC/R _w Rating				
	40	45	50	55	60
Normal Speech	Audible	Just Audible	Not Audible		
Raised speech	Clearly Audible	Audible	Just Audible	Not Audible	
Shouting	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Small television/small entertainment system	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Large television/large hi-fi music system	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Just Audible
DVD with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible
Digital television with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible

FSTC/R_w' The equivalent of STC/R_w, unit for sound insulation performance of a building element measured in the field.

C_i, C_{tr} The ratings (R_w, D_{nTw}, L_{nTw}) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C_{tr}) or footfalls (C_i). The ratings may be written as R_w+C_{tr}, or D_{nTw}/L_{nTw}+C_i.

NNIC/D_{nTw} Normalised Noise Isolation Class, or Weighted Standardised Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R_w rating.

IIC/L_{nw} Impact Insulation Class, or Weighted Normalised Impact Sound Level. L_{nw}=110-IIC. The higher the IIC rating, or the lower the L_{nw} rating the better the performance of the building element at insulating impact noise. The table below gives the subjective impression of different ratings:

IIC	L _{nw}	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L_{nTw}' The equivalent of IIC/L_{nw}, but the performance is for the building element measured in the field.

Appendix 3. Brown Falconer Architectural Package

McLaren Wharf Port Adelaide - Hotel Development

DAISSUE

Rev: Amendment Date
 ISSUED FOR PROVISIONAL
 DEVELOPMENT PLAN CONSENT 19.02



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Contents

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DA01	Cover Page	02	19.02.2020
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DA04	3D Perspectives	01	14.02.2020
DA05	3D Perspectives	01	14.02.2020
DA06	Streetscape Elevations	01	14.02.2020
DA07	Elevations	01	14.02.2020
DA08	Sections and Photomontages	01	14.02.2020
DA09	Site Plan	01	14.02.2020
DA10	Ground Floor Plan	02	19.02.2020
DA11	Level 1 Plan	01	14.02.2020
DA12	Levels 2 - 4 Plan	01	14.02.2020
DA13	Level 5 Plan	01	14.02.2020
DA14	Roof Plan	01	14.02.2020

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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

COVER PAGE

Scale N/A
 Drawn MG LP ER
 Date 19/02/2020
 Job No 2019042
 Dwg No 3293 DA02 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development Context Analysis + Project Aspiration

Locality



Sun and Views



Key Locations

- Legend
- Subject Site
 - Guest Hotel
 - Port Adelaide Backpackers
 - MH Motel
 - 4 Hart's Mill
 - 5 Queen's Wharf
 - 6 Fishermen's Market
 - 7 Lighthouse
 - 8 McLaren Wharf
 - 9 Lipson Street Plaza
 - 10 One and All Ship
 - 11 Clipper Ship
 - 12 Dockside Tavern
 - 13 Maritime Museum
 - 14 Town Hall
 - 15 Visitor's Centre
 - 16 Port Admiral Hotel
 - 17 Port Mall



Site Analysis

- Legend
- Front of House
 - Back of House
 - Active Node
 - Activated Frontage
 - Sight Lines
 - Boundary

Cultural Context

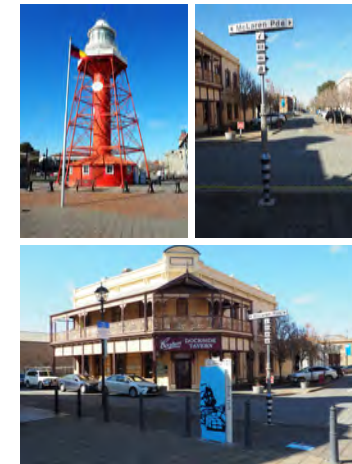
Port Adelaide / Yertabutti

Kaurna Cultural Heritage Survey July 2007

"...there were mangroves before the wharves were built. Those mangroves were a source of food for the local Kaurna people who lived there." Kaurna Elders Veronica Brodie and Lewis O'Brien told of how they saw their land as their "University" that their people "walked to gain strength, knowledge and spirituality."

<http://www.cityofpas.sa.gov.au/page.aspx?i=2380>

Heritage Context



Historic Context



Art Context

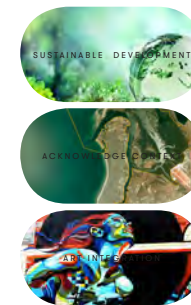


Design Principles

*Agreed with the local community through significant and comprehensive community consultation events during the McLaren Wharf Master Plan project, Renewal SA and Tract

- Celebrate the Waterfront
- Activate the Plaza
- Enhance City Streets
- Support a Diverse Community
- Promote Port's History
- Provide a Welcome for Visitors
- Facilitate Coming and Going
- Ensure a City for People

Project Principles



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PORT ADELAIDE HOTEL

CONTEXT ANALYSIS AND PROJECT ASPIRATION

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McLaren Wharf Port Adelaide - Hotel Development
Form, Sun Study + Long Views

Form



Gesture 1
Allow for future expansion



Gesture 2
Corner feature with recessive wings



Gesture 3
Two storey finer grain with recessive top level

Long Views



Corner of Commercial Rd and St Vincent St



Corner of Commercial Rd and Nile Street



9am



12pm



3pm

Sun Study : Winter Solstice - 21st of June



9am



12pm



3pm

Sun Study : Equinox - 20th of March



9am



12pm



3pm

Sun Study : Summer Solstice - 21st of December



Corner of Lipson St and St Vincent St



Birkenhead



McLaren Wharf near Warrawee Dock



Queens Wharf

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives



McLaren wharf looking south-west



McLaren wharf promenade



Fishermen's Wharf looking north-east



Lipson Street looking north-west

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives



McLaren Wharf facade



McLaren Parade



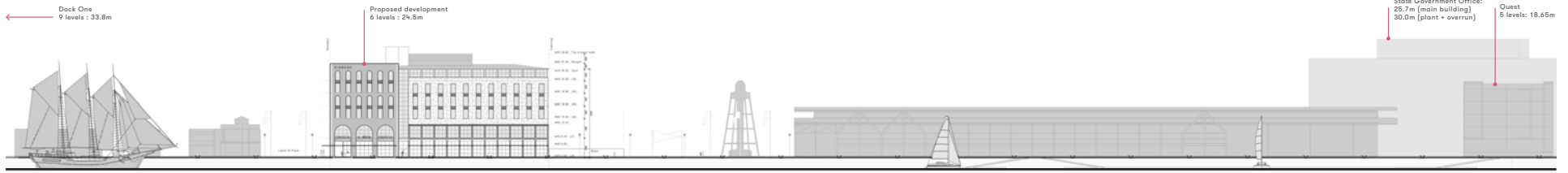
Lipson Plaza colonnade



McLaren Parade entrance

McLaren Wharf Port Adelaide - Hotel Development

Streetscape Elevations



North Streetscape (McLaren Wharf)
Scale - 1:500



East Streetscape (Lipson Street)
Scale - 1:500



South Streetscape (McLaren Parade)
Scale - 1:500



West Streetscape (Commercial Road)
Scale - 1:500

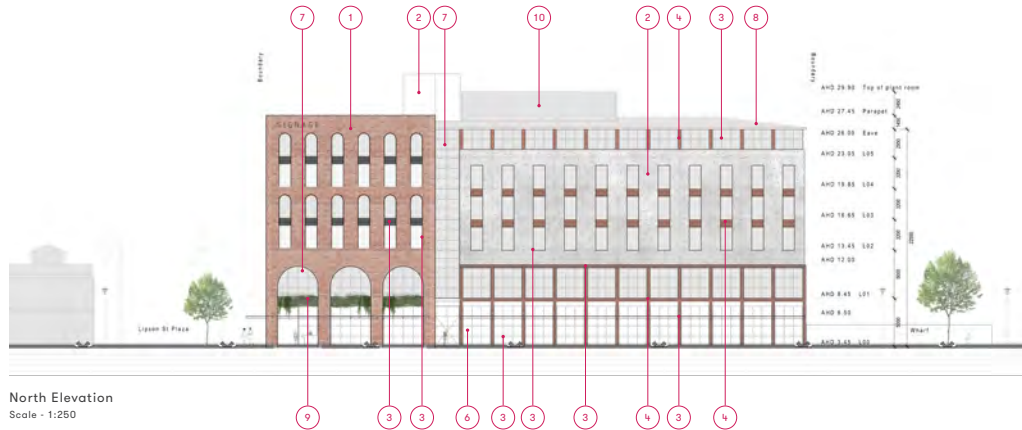
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PORT ADELAIDE HOTEL

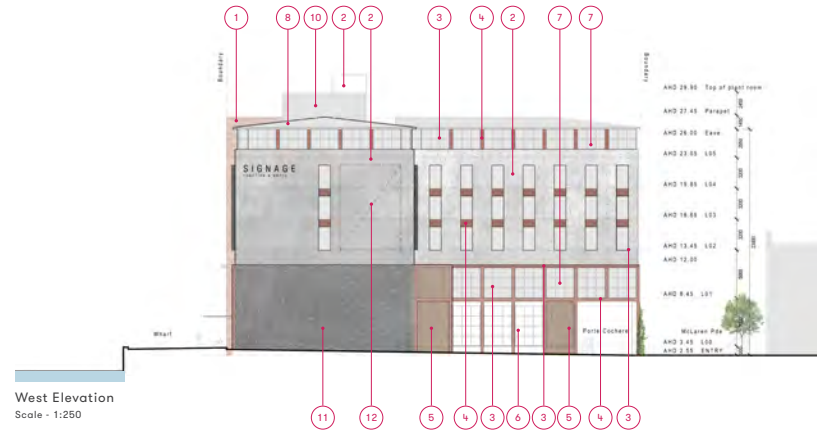
STREETSCAPE ELEVATIONS

Scale: 1:500
Drawn: MG LP ER
Date: 14/02/2020
Job No: 2019042
Dwg No: 3293 DA06 Rev 01 A1 sheet

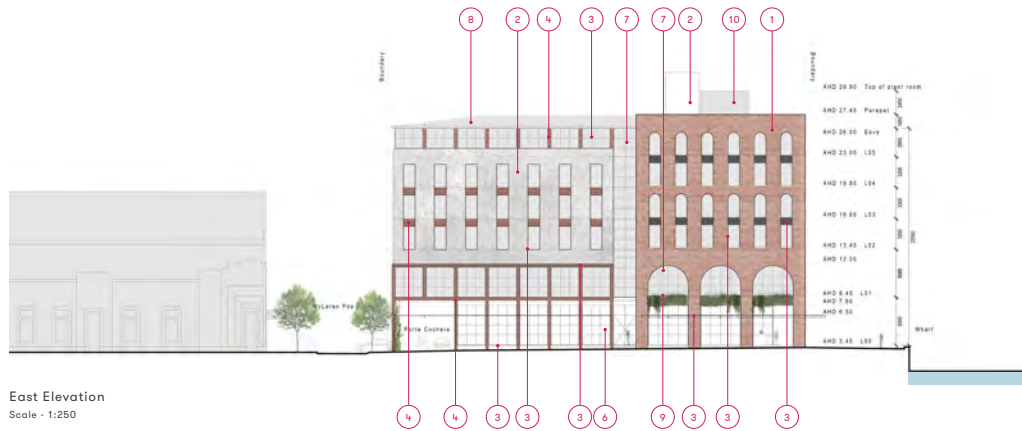
McLaren Wharf Port Adelaide - Hotel Development Elevations



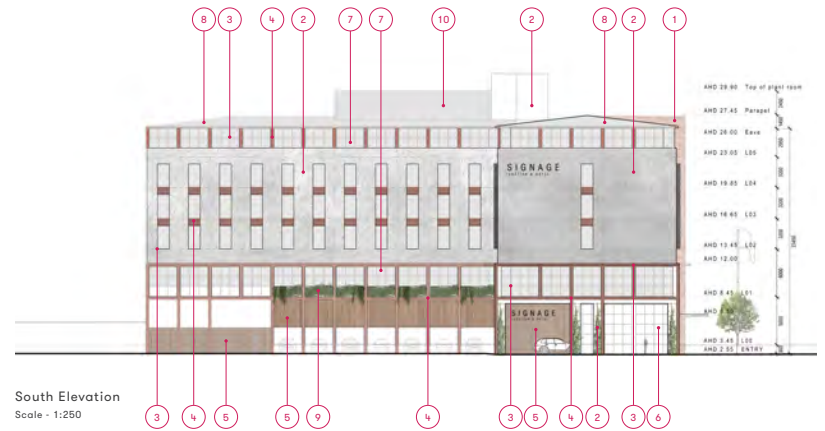
North Elevation
 Scale - 1:250



West Elevation
 Scale - 1:250

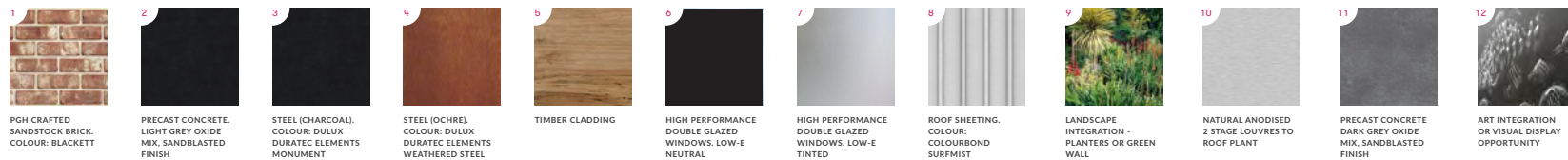


East Elevation
 Scale - 1:250

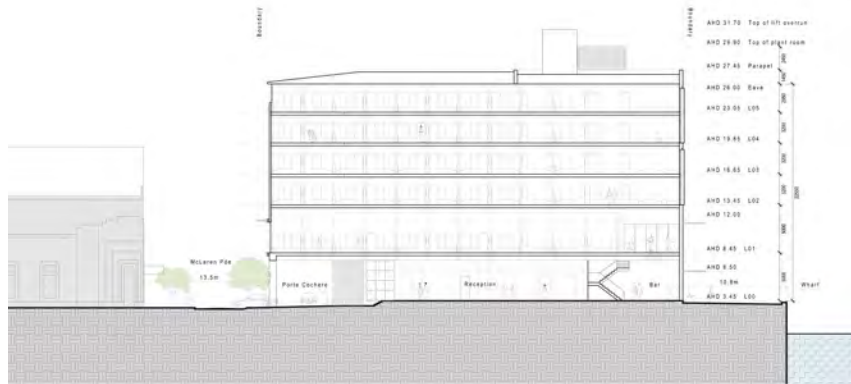


South Elevation
 Scale - 1:250

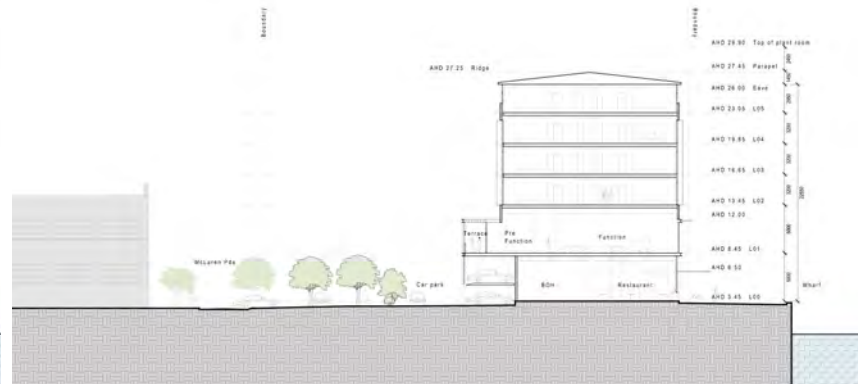
Material Legend



McLaren Wharf Port Adelaide - Hotel Development
 Sections + Photomontages



Section A
 Scale - 1:250



Section B
 Scale - 1:250



Photomontage 01
 Corner of Parade N and Commercial Rd looking north-east



Photomontage 02
 McLaren Wharf looking west



Photomontage 03
 Lipson St looking north-west

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PORT ADELAIDE HOTEL

SECTIONS AND
 PHOTOMONTAGES

Scale 1:250
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 Date 14/02/2020
 Job No 2019042

Proj No 3293 DA08 Rev 01 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
 Site Plan



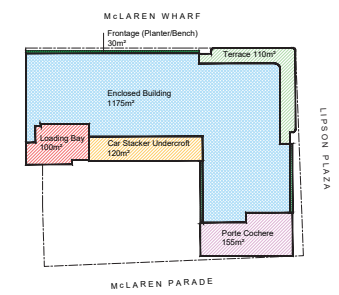
Proposed building footprint shown hatched

Potential extent of Council's McLaren Parade upgrade shown hatched

Site Plan
 Scale - 1:500

Metrics	Level	King	Double/DDA	Suite	1 Bed Suite	Car Parks	Keys	GFA
		24m ²	28m ²	30 - 32m ²	35m ²			
	L00	-	-	-	-	31	-	1175
	L01	11	1	3	1		16	1580
	L02	30	3	6	2		41	1500
	L03	30	3	6	2		41	1500
	L04	30	3	6	2		41	1500
	L05	30	3	6	2		41	1500
TOTALS		131	13	27	9	31	180	8755m²

Ground Floor Area Plan
 Scale - 1:500



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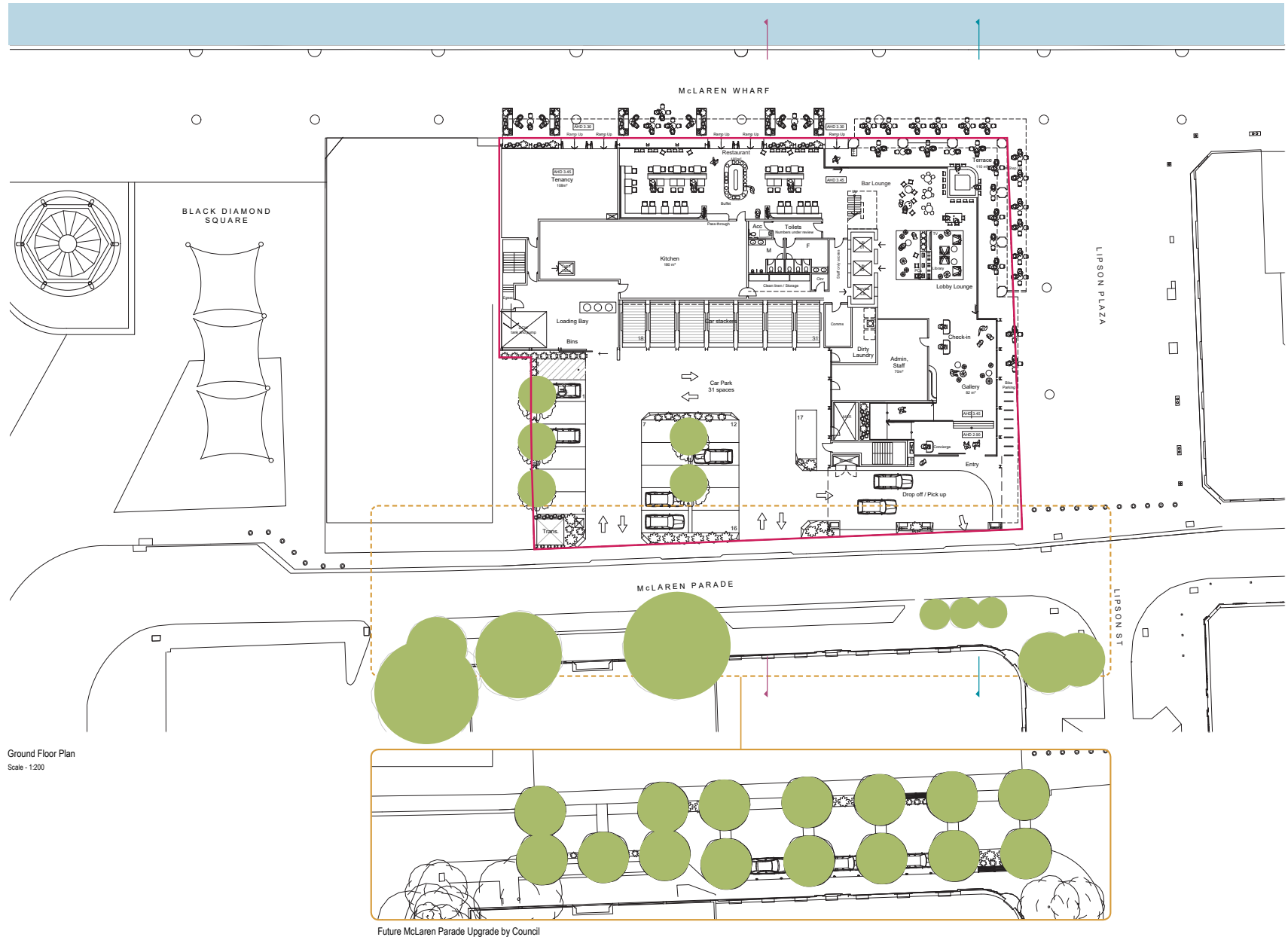
PORT ADELAIDE HOTEL

SITE PLAN

Scale: 1:500
 Drawn: MG LP ER
 Date: 14/02/2020
 Job No: 2019042

Dwg No: 3293 DA09 Rev 01 At sheet

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans



Ground Floor Plan
Scale - 1:200

Future McLaren Parade Upgrade by Council

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

GROUND FLOOR PLAN

Scale: 1:200
Drawn: MG LP ER
Date: 16/02/2020
Job No: 2019042



Draw No: 3293 DA10 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans



Level 1 Plan
Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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LEVEL 1 PLAN
Scale 1:200
Drawn MG LP ER
Date 14/02/2020
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McLaren Wharf Port Adelaide - Hotel Development
Floor Plans



Level 2-4 Plan
Scale - 1:200



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LEVELS 2-4 PLAN
Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA12 Rev 01 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development
Floor Plans



Level 5 Plan
Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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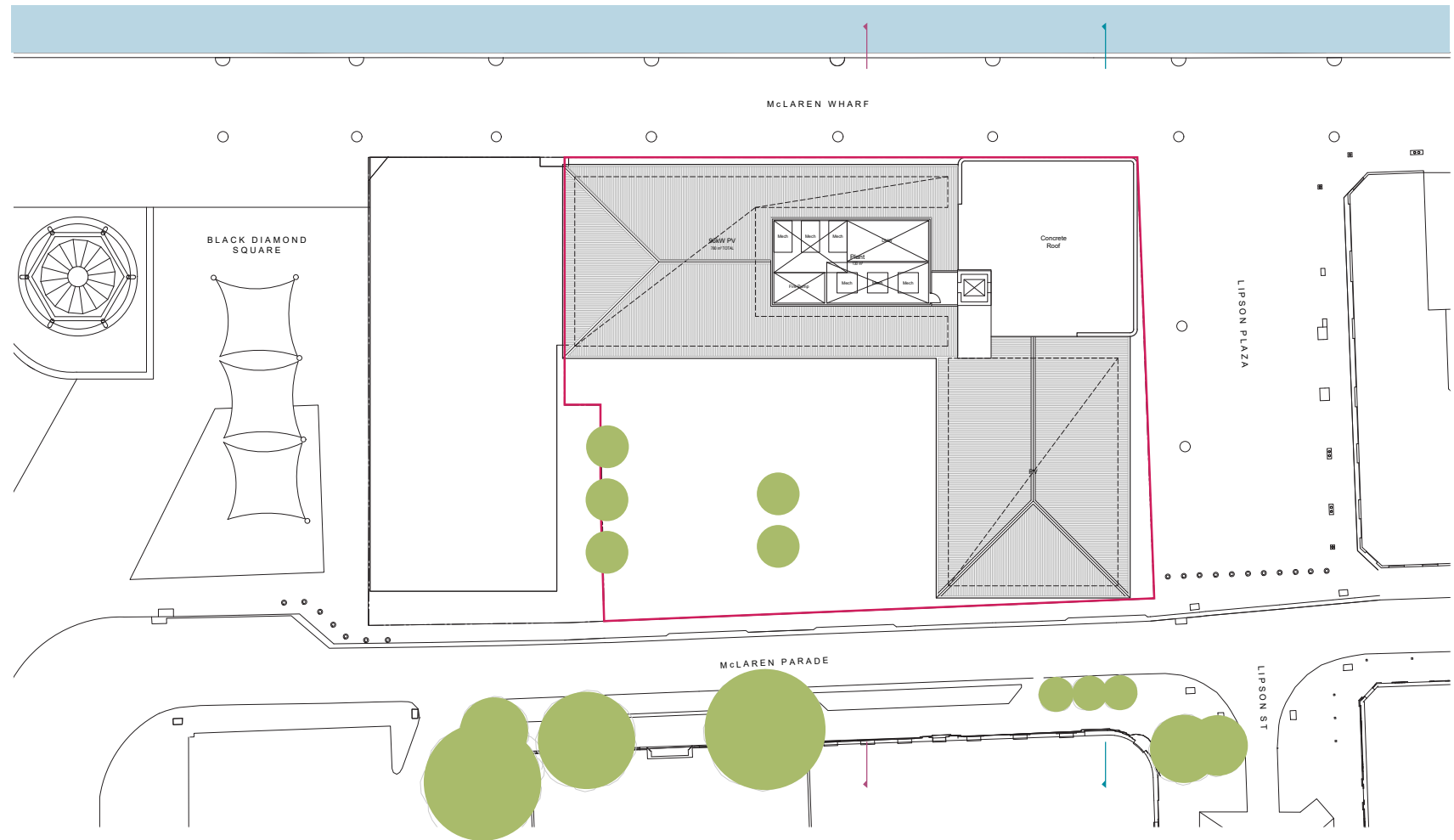
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PORT ADELAIDE HOTEL

LEVEL 5 PLAN
Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA13 Rev 01 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
 Floor Plans

DAISSUE

Rev: Amendment Date
 ISSUED FOR PROVISIONAL
 DEVELOPMENT PLAN CONSENT 14.02



Roof Plan
 Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
 Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

ROOF PLAN

Scale 1:200
 Drawn MG LP ER
 Date 14/02/2020
 Job No 2019042

Dwg No 3293 DA14 Rev 01 A1 sheet

Appendix 7. Rawtec Waste Management Plan

McLaren Wharf Hotel Development WMP - CK Group

Waste Management Plan



Document verification

Date	Version	Title	Prepared by	Approved by
06/02/20	V1	McLaren Wharf Port Adelaide - Draft WMP	K Le Gallou	J Webb
19/02/20	V1.1	McLaren Wharf Port Adelaide - WMP	K Le Gallou	J Webb

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Document summary

This waste management plan (WMP) has been developed at the planning stage of the development. The client, project managers, project architects, and traffic consultant have been consulted and consideration given to the relevant policy requirements (Appendix 1).

The proposed waste management system (WMS) is outlined in this document. This a high-level view and includes a preliminary design that demonstrates waste can be successfully managed at the site. If land uses and waste management arrangements for the development are altered during detailed design work, this WMP may need to be updated.

- Document summary 2**

- 1. Development summary 3**
 - 1.1. Land use and occupancy..... 3
 - 1.2. Recommended services..... 4

- 2. Waste management analysis 5**
 - 2.1. Estimated waste and recycling volumes 5
 - 2.2. Bin size and collection details..... 6
 - 2.3. Waste storage area 7

- 3. Waste management system..... 8**

- 4. Collection requirements..... 9**
 - 4.1. Vehicle movements per week..... 9
 - 4.2. Collection vehicle..... 9

- Appendix 1 - Policies 10**

- Appendix 2 - Additional waste management and design considerations 11**



1. Development summary

Project	McLaren Wharf Hotel Development - McLaren Parade, Port Adelaide
Client	CK Group
Architect	Brown Falconer
Project manager	Moto Projects
Traffic consultant	GTA Consultants

1.1. Land use and occupancy

Table 1 outlines the proposed building and land uses of the development. This is based on the most recent architectural plans. The waste resource generation categories are based on the land use outlined in the plans.

Table 1: Land use and occupancy overview

Level	Land use	Waste and resource generation rate	Size
Ground	Tenancy	Café/Restaurant	108 m ²
	Kitchen	Café/Restaurant	180 m ²
	Dining	Hotel or Motel (Combined Bar & Dining Areas)	180 m ²
	Bar	Hotel or Motel (Bar Areas)	230 m ²
	Admin	Offices or Consulting Rooms	70 m ²
Level 1	Banquet kitchen	Café/Restaurant	40 m ²
	Function	Hotel or Motel (Combined Bar & Dining Areas)	340 m ²
	Gym	Gym	70 m ²
	Hotel rooms	Hotel or Motel (Accommodation)	16
Level 2-5	Hotel rooms	Hotel or Motel (Accommodation)	164 rooms (41 per level)



1.2. Recommended services

For the development to achieve effective waste and recycling management it's recommended the services outlined in Table 2 be provided.

Table 2: Recommended waste management services

Required/recommended waste and recycling collection services							
Land use	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial
	<i>Hotel or Motel (Accommodation)</i>	<i>Café/Restaurant</i>	<i>Hotel or Motel (Combined Bar & Dining Areas)</i>	<i>Hotel or Motel (Bar Areas)</i>	<i>Offices or Consulting Rooms</i>	<i>Gym</i>	<i>Café/Restaurant</i>
Development land uses	Hotel rooms	Kitchen + Banquet Kitchen	Dining + Function	Bar	Admin	Gym	Tenancy
Routine collection (rear lift)	General waste	X	X	X	X	X	X
	Comingled recycling	X	X	X	X	X	X
	Organics recycling	X	X	X	X	X	X
	Cardboard recycling	NS	X	X	X	NS	NS
	Paper recycling	NS	NS	NS	NS	X	NS
	Confidential paper recycling	NS	NS	NS	NS	X	NS
On-call or external drop-off	Hard waste	X	X	X	X	X	X
	E-waste	X	X	X	X	X	X
	CFL/Lighting	X	X	X	X	X	X
	Printer Cartridges	X	X	X	X	X	X
	Batteries	X	X	X	X	X	X

X = Required/Desired

NS = Not serviced as separate service not required

These recommendations align with the *SA Better Practice Guide - Waste Management in Residential or Mixed-Use Developments* (Green Industries SA, 2014).



2. Waste management analysis

2.1. Estimated waste and recycling volumes

Table 3 below outlines the estimated volumes of waste and recycling produced within the development per stream each week.

Table 3: Estimated waste volumes produced by the development¹

Estimated waste generation volumes (litres per week)									
Land use type	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Total	
Development land use	Hotel rooms	Kitchen + Banquet Kitchen	Dining + Function	Bar	Admin	Gym	Tenancy		
WRGR classification	Hotel or Motel (Accommodation)	Café/Restaurant	Hotel or Motel (Combined Bar & Dining Areas)	Hotel or Motel (Bar Areas)	Offices or Consulting Rooms	Gym	Café/Restaurant		
Waste stream	General waste	6,300	3,900	4,800	800	100	20	2,200	18,100
	Comingled recycling	3,800	700	400	200	50	20	400	5,600
	Organics recycling	1,900	5,200	6,400	40	20	4	2,900	16,500
	Cardboard recycling	NE	2,000	1,200	600	NE	NE	1,100	4,900
	Paper recycling	NE	NE	NE	NE	50	NE	NE	100
	Confidential paper recycling	NE	NE	NE	NE	6	NE	NE	10
Total site volume	12,000	11,800	12,800	1,600	200	40	6,600	45,200	

*Totals have been rounded and may not equate

NE = Not Estimated as Not Required

¹ Estimates are based on the proposed land use data provided by the client and architect, client expectations and waste management policies (Outlined in Appendix 1) relevant to the developments' land uses. The metrics used are based on those found in The SA Better Guide Practice Guide - Waste Management for Residential and Mixed-Use Developments and developed by Rawtec based on industry knowledge and experience.

2.2. Bin size and collection details

Table 4 below provides estimates of the number of bins and collections per week required to service the development. These figures are based on the total volumes of waste and recycling for the development and the assumption that all waste and recycling would be collected by one service provider.

Table 4: Estimated bin requirements and collections per week

	Waste area		
	Bin size (L)	Number of bins required	Collections per week
General waste	1,100	3	5
Comingled recycling	1,100	2	3
Organics recycling	660	5	5
Cardboard recycling	1,100	2	3
Paper recycling	240	1	On call
Confidential paper recycling	240	1	On call
Total		14	16

*Totals have been rounded and may not equate

The following irregular waste streams will be managed as they occur onsite:

- Electronic waste (batteries, printer cartridges, lighting)
 - E-waste will be temporarily stored within the development (e.g. within appropriate containers where they are generated or in a central storage location. It would then be taken to an appropriate receiveal facility (e.g. recycling depot or participating retailer) or collected by a certified collection contractor.
- Hard Waste (during tenancy/hotel room fit out or furniture replacement)
 - Hard waste will be temporarily stored within the development and managed via a pull-in/pull-out collection service during retrofitting or maintenance activities. This would be arranged by the tenants in conjunction with building services, to ensure that collection via the on-property loading area is undertaken at an appropriate time.

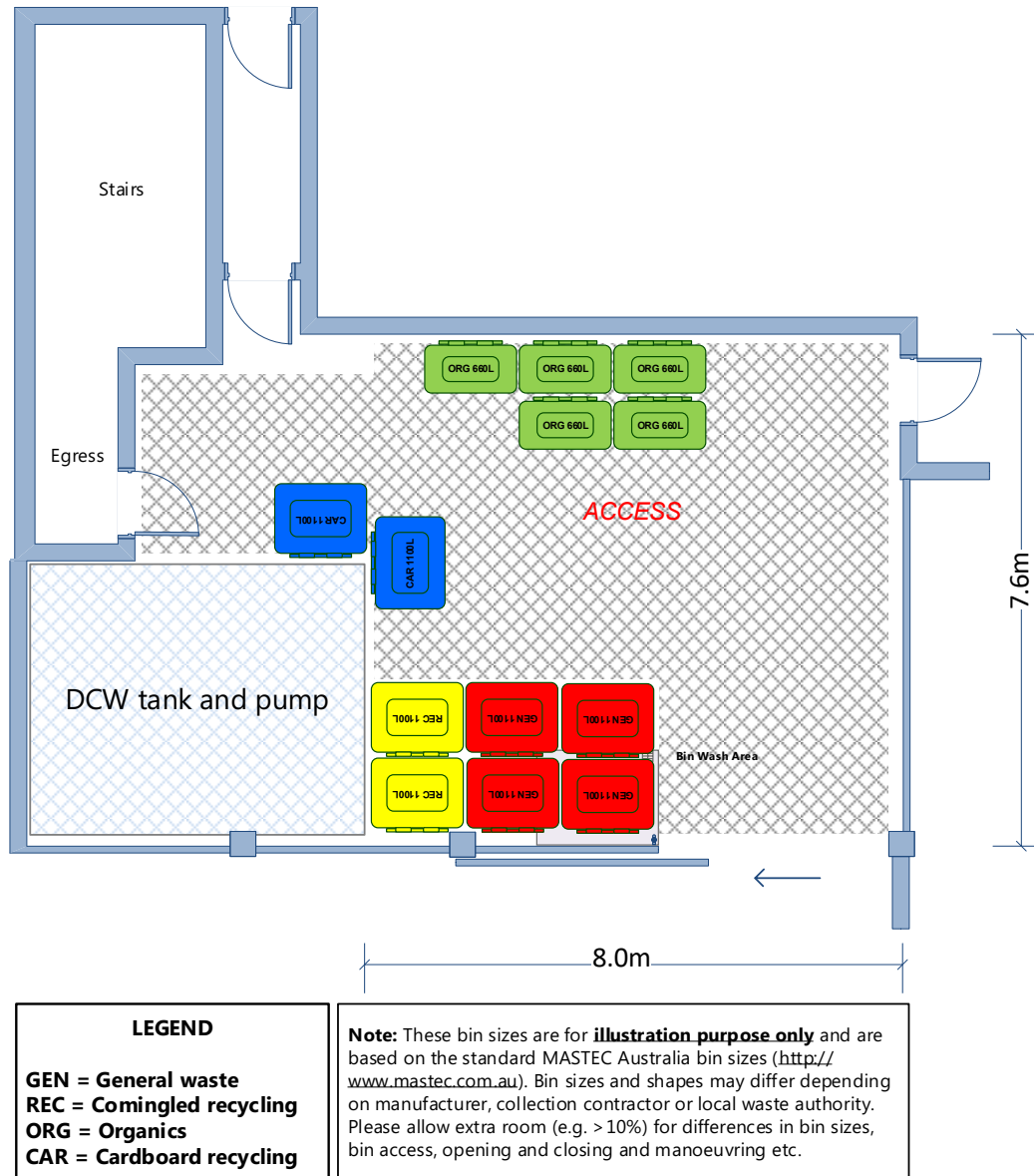
Container deposit system (CDS) containers could also be separately collected to the comingled recycling. The hotel operator could partner with a collection organisation (e.g. Scouts SA) that can collect the containers, ensure they are recycled, and provide the 10-cent refund for the collected containers to the business.



2.3. Waste storage area

Figure 1 outlines an indicative drawing of the waste storage area for the development. This is an example configuration outlining the estimated size and layout of the waste storage area. Additional design advice and other considerations have been included in Appendix 2.

Figure 1: Indicative waste storage area



3. Waste management system

A Waste management system has been developed to effectively manage the waste generated at the development. The WMS outlined in Table 5 addresses each land use within the development and considers the appropriate policies for waste management (Appendix 1).

Table 5: Waste management system for the development

Proposed waste management system	
Waste/recycling services	<ul style="list-style-type: none"> • General waste • Organics recycling • Comingle recycling • Cardboard recycling
WMS step	WMS notes
1. User storage	<ul style="list-style-type: none"> • Hotel guests will dispose of their waste and recycling in bins provided in their rooms. <ul style="list-style-type: none"> – It is recommended at minimum that a general waste and recycling bin be provided with clear signage. • Waste and recycling from the kitchens/bar/tenancy will be collected at the point of generation: <ul style="list-style-type: none"> – General waste will be collected using black bin liners – Organics will be collected using compostable bin liners – Comingled recycling will be collected loose – Cardboard will be collected loose. • If required, the administration room may have a 240-litre paper recycling and 240 litre confidential paper recycling bin in the printing/utility room.
2. Transfer pathways	<ul style="list-style-type: none"> • Cleaners will collect waste and recycling from the hotel rooms and transfer via the service lifts to the bulk bins in the ground floor loading bay. • Staff from the kitchen, bar will transfer waste and recycling via the kitchen BOH corridor to the bulk bins in the ground floor loading bay. Staff from the tenancy will use the corridor to the loading area to transfer waste and recycling. • Transfer routes must be at least 1.25m wide, free of obstructions and steps and a slope of no more than 1:10.
3. Aggregation & storage	<ul style="list-style-type: none"> • 1100 litre and 660 litre bulk bins will be stored in the loading bay. • Waste and recycling will be placed into the appropriate bin and stored until collection.
4. Bin collection	<ul style="list-style-type: none"> • The waste collection contractor will enter the development in a forward direction and reverse into the loading bay (the vehicle must be fitted with appropriate safety measures). • The contractor will collect bins from the waste area and empty them at the rear of the collection vehicle and then return them to the waste area • The collection vehicle will then exit the development in a forward direction.



4. Collection requirements

4.1. Vehicle movements per week

The number of collection vehicle movements has been estimated at 16 per week. This is based on the estimated waste and recycling volumes and service frequency as outlined in Table 4. This also assumes that collection will take place by the same waste collection contractor for all services for the hotel and tenancy.

4.2. Collection vehicle

Approximate truck dimensions are provided to help the Traffic Consultant's analysis (Table 6). Please note:

- Collection vehicle dimensions and operating requirements vary between waste collection contractors.
- Rawtec does not offer assurance that the collection zone can accommodate waste collection vehicles.
- The Traffic Consultant must independently confirm there is sufficient space for the collection vehicle and that it can enter and exit the development safely.
- The client must ensure the preferred waste collection contractor can service the development before collection can begin.

Table 6: Truck dimensions for consideration

Collection vehicle dimensions ²		
Vehicle type	Rear Lift	Pan-tech/Flat Bed
Collection type	Collection of bins up to 1100 L	At call waste streams
Dimensions	3.4m minimum, up to 4m (h) x 2.5m (w) x 8.8m minimum, up to 11m (l)	Up to 4.5m (h) x 2.5m (w) x 8.8m (l)
Rear loading space required	2m	-
Operational vehicle height	Up to 4m	Up to 4.5m
Vehicle turning circle	18-25m	10m

² Vehicle width dimensions are based on Australian MRV standard specifications - AS 2890.2-2002. Vehicle length and heights are based on common collection vehicles currently operating in the SA market. However, it should be noted that waste and recycling collection vehicles are custom designed and may differ from these specifications.

Appendix 1 - Policies

This WMP has been prepared in consideration of the following policies, design and operational requirements:

- The South Australian Environment Protection (Waste to Resources) Policy 2010 (W2REPP) (Government of South Australia, 2011):
 - Waste is subject to resource recovery processes, which can include source separation, before disposal to landfill.
- South Australian Better Practice Guide - Waste Management in Residential or Mixed-Use Developments (Green Industries SA (previously Zero Waste SA), 2014):
 - Identifies need for areas to store waste and recyclable materials. They must be appropriate to the size and type of development, screened from public, minimises disturbance to residents and provides access to service vehicles.



Appendix 2 - Additional waste management and design considerations

This table provides additional considerations and advice for the development. This information is based on the SA Better Practice Guide Waste Management for Residential and Mixed-Use Developments.

Area	Consideration
Bin/chute rooms	<ul style="list-style-type: none"> • Access to bin/chute rooms by mobility impaired persons must be considered. • Allocating chutes in closed waste rooms on each floor may prevent odours or spillage issues compared to providing access directly from a hallway.
Bin design, colours and signage	<ul style="list-style-type: none"> • Bins and signage should conform to the Australian Standard for Mobile Waste Containers (AS 4213).
Bin transfer routes	<ul style="list-style-type: none"> • The Better Practice Guide recommends transfer routes be at least 1.25m wide, free of obstructions and steps and a slope of no more than 1:10. • These should not pass through living areas or dwellings.
Bin washing	<ul style="list-style-type: none"> • A bin washing station must: <ul style="list-style-type: none"> – Slope to a drain leading to the sewer – Have a tap and a hose with mains supply – Be at least 2m x 2m – Be slip resistant to prevent slippage during washing. • Note: <ul style="list-style-type: none"> – Line marking and bunding is not required around the bin wash area. – Bins can be stored on top of the bin wash area in the waste room. During washing, other bins can be placed outside the waste collection room while bins are washed in the waste room. Alternatively, the bin wash area can be installed outside the waste room. It may also be possible for the waste contractor to be contracted to provide this service (either on-site or off-site).
Container deposit scheme (10-cent) containers	<ul style="list-style-type: none"> • Businesses that generate large volumes of beverage containers eligible for the 10-cent refund (e.g. restaurants, cafes, hotels) could partner with a collection organisation (e.g. Scouts SA) that shares the revenue from this stream. These businesses collect the containers, ensure they are recycled and share the 10-cent refund (using a portion to cover the cost of collection) with the business.
Detailed design and construction	<ul style="list-style-type: none"> • This WMP provides a high-level overview of waste management at the development. Appropriate design and construction advice should be sought during the detailed design phase to ensure equipment, infrastructure and building services can fulfil the functions proposed.
Education and training	<ul style="list-style-type: none"> • The developer should consider providing education and training for tenants in the building's WMS to ensure appropriate waste management practices.

Area	Consideration
	<ul style="list-style-type: none"> The inclusion of better practice waste management requirements within strata or commercial lease agreements should also be considered.
Hard waste	<ul style="list-style-type: none"> An aggregation point for hard waste should be provided that is easy to access for collection vehicles. <ul style="list-style-type: none"> This streamlines collection logistics. If stored in individual locations the building services manager, tenant and collection contractor will need to be present for collection. This may increase costs.
Health and amenity	<ul style="list-style-type: none"> The Better Practice Guide stipulates effective WMS design should: <ul style="list-style-type: none"> Minimise and mitigate odour and noise Consider and preserve visual amenity for residents/tenants, neighbours and the public Prevent waste spreading beyond the defined location Specify washable services enabling periodic cleaning Provide adequate ventilation.
Lid within a lid bin	<ul style="list-style-type: none"> Bulk bins (e.g. 1100 litre) with a 'lid within a lid' system can be used to make waste and recycling disposal easier for tenants. <ul style="list-style-type: none"> A smaller, lighter lid reduces the weight and risk for people disposing of materials. The larger lid can be locked, stopping oversize items being put into the bin.
Peak periods	<ul style="list-style-type: none"> Peak periods during the year (e.g. Easter, Public Holidays, Christmas) can increase waste generation rates. Additional collections may need to be scheduled in these circumstances.
Waste collection timing	<ul style="list-style-type: none"> Waste collection timing and frequency should be scheduled to minimise the impact of noise and traffic on residents, neighbours and the public.
Waste storage area	<ul style="list-style-type: none"> A secure storage area should be provided to prevent interference with the bins and equipment from the public.
Waste streams	<ul style="list-style-type: none"> The SA Better Practice Guide indicates that organics (food and/or garden) is a required/expected service in South Australia. It is beneficial for disposal points of all three streams (general waste, comingled recycling and food organics) located together.





Government of South Australia

Department for Environment
and Water

Heritage South Australia

Environment, Heritage and
Sustainability Division

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www.environment.sa.gov.au

Ref: SH/13252D
Date: 23 April 2020

Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001
Attention: Janaki Benson

Dear Ms Benson

DESCRIPTION: CONSTRUCTION OF A 6-STOREY TOURIST ACCOMMODATION BUILDING, WITH RESTAURANT/BAR, RETAIL, CAR PARKING AND PORTE COCHERE – 5-25 MCLAREN PARADE, PORT ADELAIDE

Application number: 040/L074/20
Referral received: 27/02/2020
State heritage place: SH/13252—Port Adelaide State Heritage Area, Port Adelaide Precinct
PORT ADELAIDE
SH/10313—Former South Neptune Island (originally Port Adelaide)
Lighthouse, Black Diamond Square PORT ADELAIDE
SH/10920—Former Bank of Australasia Port Adelaide Branch and
Australasia, 15 Divett Street PORT ADELAIDE
SH/10926—Dockside Tavern (former Britannia Hotel), 4 McLaren
Parade PORT ADELAIDE
Documentation: As referred

The above application has been referred to the Minister for Environment and Water in accordance with Section 37 of the *Development Act 1993* as development that directly affects a State heritage place or, in the opinion of the relevant authority, materially affects the context within which a State heritage place is situated.

The heritage context of the proposed development is defined principally by the Port Adelaide State Heritage Area immediately to the south, separated by McLaren Parade. Within the State Heritage Area there are two individually State-listed places in close proximity—the Dockside Tavern diagonally opposite on the McLaren Parade/Lipson Street corner and the former Bank of Australasia on the Lipson Street/Divett Street corner.

On the southern side of McLaren Parade immediately opposite the subject site are the 1935 single-storey Art Deco former Harbors Board building on the Lipson Street corner and the 1936 two-storey former Adelaide Steamship building to its west. Both are State heritage places for Development Act purposes by virtue of their inclusion within the State Heritage Area.

The Port Adelaide State Heritage Area is an area of architectural and historical significance containing South Australia's most substantial and continuous grouping of colonial buildings, many of which have direct associations with Port Adelaide's function as the State's major port.

Port Adelaide was South Australia's first State Heritage Area, designated in 1982. It is the historic maritime heart of South Australia and was one of the State's earliest settlements. The Port became the principal gateway to the colony for immigrants and supplies and developed rapidly as a shipping, transport and industrial hub. The many substantial government and

commercial buildings that remain are evidence of the centre's prosperity and importance during the mid and late 1800s.

The heritage precinct contains more buildings of continuous scale and historic character than anywhere else in South Australia. This extensive group, of predominantly stone buildings, presents streetscapes representative of nineteenth century commercial areas. All streets within the State Heritage Area have significant building facades, but it is widely recognised that sections of both Divett and Lipson Streets display colonial architecture of an integrity that is rare in South Australia.

To the west of the subject site, separated by a currently vacant allotment, the former South Neptune Island lighthouse stands as the centrepiece of Black Diamond Square, having been returned to Port Adelaide in 1986 in recognition of its 1869 origins as the Port Adelaide lighthouse at the entrance to the Port River. From there, it was relocated to South Neptune Island in 1901.

At some future time the development of the adjacent vacant allotment will form the immediate built interface with the square and lighthouse, but for the time being the western aspect of the proposed hotel development will constitute the visual interface. As desirable as it might be to present a more **definitive architectural termination at the subject site's western boundary**, it is questionable whether this would be an unreasonably onerous expectation. The height of the building at the western boundary appears to exceed the height of the lighthouse by about one storey and begins to diminish its prominence within its setting. However it is ultimately the nature of future development on the adjacent site that will determine the immediate built form height relationship and effect on setting for the lighthouse.

The organisation of the site's **ground plane has resulted in** over half of its frontage to McLaren Parade being taken up with open space for vehicular access and car parking. Perhaps in partial mitigation of the resultant paucity of townscape contribution at the interface with the State Heritage Area is the intention that the landscaping design and material specification will produce a space of high visual and aesthetic quality as a positive contribution to the urban environment. **The success of this move will be influenced by the outcome of Council's** proposed public realm upgrade of McLaren Parade as a coordinated design exercise delivering a seamless urban space solution across both areas. Nevertheless, the utilitarian function of this area as vehicular circulation and parking is a disappointing interface outcome.

With vehicular access to the site limited to McLaren Parade, the building's southern aspect and the urban design quality of the open space will largely define the arrival experience for the majority of hotel guests. Although currently approachable from either Lipson Street or Commercial Road, the proposed upgrade of McLaren Parade incorporates one-way traffic from west to east, thereby cementing the **L-shaped building's** south-western aspect as the main future approach view for vehicular traffic.

The southern wing of the building, extending to the McLaren Parade boundary, constitutes the immediate built form interface with the State Heritage Area, and will define the point of arrival experience for all guests. Its design and visual character are of particular importance for both reasons.

In considering the longer-range contextual impacts on the State Heritage Area, of particular importance (in addition to views along McLaren Parade from the west) are the views from the wharf-front looking south along Lipson Street with the State Heritage Area in the background, and looking north along Lipson Street from the vicinity of the former Bank of Australasia on Divett Street (also a State heritage place in its own right). The importance of these two aspects is made apparent in the following images from the architectural set. Both images show the juxtaposition of the southern wing with the Harbors Board building, and the right-hand image also shows the view from the Divett Street/Lipson Street corner with the Bank of Australasia in the foreground.



The *Heritage Impact Assessment* report submitted with the application gives a brief analysis of the material and contextual impacts of the proposed development on the Port Adelaide State Heritage Area and the nearby State heritage places (which it refers to collectively as Heritage items). The report summarises the contextual impact thus: “*While the setting of the nearby Heritage Items may be affected by the proposed works, this effect has been mitigated through the set-out, scale and composition used on the proposed development*”.

The submitted proposal exhibits a high standard of architectural design, and has undergone a number of iterations in the pre-lodgement stage in response to agency feedback. Notwithstanding the quality of the design, I consider however that there remain several contextual issues not specifically discussed in the *Heritage Impact Assessment* that could **benefit from a more detailed exploration of the proposal's relationship with the State Heritage Area and the buildings that front McLaren Parade at the interface with the new development.**

Scale relationship with the Harbors Board building, Dockside Tavern and State Heritage Area

The incorporation of a strong, finely-detailed two-storey podium of appropriately referential proportioning, materiality, and articulation is an important and desirable aspect of the **proposal's response** to the low scale of the interfacing heritage buildings and of the State Heritage Area generally. I consider however that the lack of any transition in height at the interface with the State Heritage Area results in an uncomfortably abrupt and undesirable contrast between the six-storey height at the McLaren Parade boundary and the one/two storey heritage built form, particularly being over-height by one storey. The nature of the scale interface with the single-storey Harbors Board building is evident from the above images.

Design response at the south-eastern corner

Notwithstanding the issue of physical scale, I consider that the composition, articulation and architectural expression of the southern wing merit further review to more successfully mitigate the strong visual presence of the upper levels at this important corner. The bold form of the concrete shell wrapping levels 2 to 4 makes a strong visual statement, and its largely blank southern face (which emphasises its visual presence and is more suggestive of a secondary elevation of lesser importance) appears as an uncertain and insufficiently resolved response at this principal interface with the Port Adelaide State Heritage Area.

Proportions of the north-eastern corner element

Whereas the two wings flanking the brick corner element portray a balance of horizontal and vertical proportioning, the strong vertical emphasis of the six-storey corner element has the effect of visually reinforcing rather than mitigating its six-storey height. The expression of this corner as a singular form from ground to parapet works against a more sympathetic scale relationship with the State Heritage Area and passes up the opportunity to mitigate the visual impact of the additional storey over the five-storey height limit for the zone. I consider that revisiting the articulation and proportioning system of this building element is desirable to achieve a more compatible contextual relationship with the State Heritage Area and a more robust horizontality. The Port Adelaide State Heritage Area is notable for the horizontality of expression in its built form.

Recommendation

- A. The following aspects of the proposed development are recommended for review and further consideration by the State Commission Assessment Panel.
1. Achieving a transition in scale to the State Heritage Area, in particular the former Harbors Board building and the Dockside Tavern.
 2. Mitigating the visual presence **of the southern wing's upper levels and achieving a more contextual design response** at the south-eastern corner at the immediate interface with the State Heritage Area.
 3. Mitigating the height and verticality of the brick element at the north-eastern corner of the site to achieve a more satisfactory contextual relationship with the State Heritage Area and State heritage places.

General notes

1. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
2. To ensure a satisfactory heritage outcome, the relevant planning authority is requested to consult the Department for Environment and Water in finalising any conditions or reserved matters above.
3. The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department for Environment and Water.
4. The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

For any enquiries in relation to this application, I can be contacted on telephone 8124 4935 or e-mail peter.wells@sa.gov.au.

Yours sincerely



Peter Wells
Principal Conservation Architect
DEPARTMENT FOR ENVIRONMENT AND WATER
as delegate of the
MINISTER FOR ENVIRONMENT AND WATER



Government of South Australia

Department for Environment
and Water

Heritage South Australia

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Ref: SH/13252D
Date: 13 July 2020

Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001
Attention: Janaki Benson

Dear Ms Benson

DESCRIPTION: CONSTRUCTION OF A 6-STOREY TOURIST ACCOMMODATION BUILDING, WITH RESTAURANT/BAR, RETAIL, CAR PARKING AND PORTE COCHERE – 5-25 MCLAREN PARADE, PORT ADELAIDE

Application number: 040/L074/20-A (amended)
Referral received: 17/06/2020
State heritage place: SH/13252—Port Adelaide State Heritage Area, Port Adelaide Precinct PORT ADELAIDE
SH/10313—Former South Neptune Island (originally Port Adelaide) Lighthouse, Black Diamond Square PORT ADELAIDE
SH/10920—Former Bank of Australasia Port Adelaide Branch and Australasia, 15 Divett Street PORT ADELAIDE
SH/10926—Dockside Tavern (former Britannia Hotel), 4 McLaren Parade PORT ADELAIDE
Documentation: Document package received by email 17/06/2020, including the following material relevant to heritage impacts

- Ekistics letter (12 pages, dated 16/06/2020)
- Appendix 1: Brown Falconer 'Planning Response Comparison' perspective images (6 sheets, dated 5/06/2020)
- Appendix 2: Brown Falconer 'Amended Elevations, Plans and Perspectives' (14 sheets, dated 5/06/2020)
- Appendix 3: DASH Architects Heritage Review (3 pages, dated 12/06/2020)

With reference to our earlier advice by letter dated 23 April 2020, the following recommendation was provided for the regard of the State Commission Assessment Panel in relation to the proposed scheme as originally lodged.

Recommendation

- A. The following aspects of the proposed development are recommended for review and further consideration by the State Commission Assessment Panel.
1. Achieving a transition in scale to the State Heritage Area, in particular the former Harbors Board building and the Dockside Tavern.
 2. **Mitigating the visual presence of the southern wing's upper levels and achieving a more contextual design response at the south-eastern corner at the immediate interface with the State Heritage Area.**

3. Mitigating the height and verticality of the brick element at the north-eastern corner of the site to achieve a more satisfactory contextual relationship with the State Heritage Area and State heritage places.

I have considered the design amendments incorporated into the revised scheme, and concur generally with the discussion of design issues in section 1.0 of the Ekistics letter and the comments on heritage impact in the DASH Architects report.

The amendments to the design are welcomed, and I consider that they have capably addressed the issues identified in the above recommendation.

The articulation of the north-eastern corner brick element with three bold string courses successfully modulates horizontal and vertical proportioning to shift the visual perception of height in favour of a more satisfactory scale relationship with the built form characteristics of the State Heritage Area.

The addition of a three-sided brick arched base to the end of the southern wing grounds the building in a convincing manner that is suitably referential to the general scale and materiality of the State Heritage Area, while also unifying the composition of the Lipson Street elevation by referencing the materiality and the Level 2 horizontal articulation datum of the north-eastern corner element. It also delineates a visual step-down in scale from north to south for a more responsive transition to the State Heritage Area. From the western approach along McLaren Parade, the brick base will relate comfortably to the Harbors Board building and the Dockside Tavern, and assist the sense of address and wayfinding.

Above the brick base, the reduction in height of the concrete-faced element from three to two levels, the continuation of the fenestration pattern onto the south elevation and the introduction of an intermediate glazed band separating this element from the brick base all work together to favourably modify **the visual mass of the building's south-eastern aspect** and achieve a noticeably improved interface with the State Heritage Area.

Carried around to the western elevation of this southern wing, the reduced bulk of the concrete-faced element and its separation from the three-storey concrete facing to the waterfront wing also modulate **the building's bulk and** assist its visual transition and interface with the State Heritage Area.

The changes to the western elevation of the waterfront wing provide additional articulation of **scale and form, which will assist the building's interface with the State heritage listed lighthouse** in Black Diamond Square until such time as the intervening site is developed.

I support the amended design as a competent and well-resolved response to its interface with the State Heritage Area and relevant State Heritage Places.

General notes

1. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
2. To ensure a satisfactory heritage outcome, the relevant planning authority is requested to consult the Department for Environment and Water in finalising any conditions or reserved matters above.

3. The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department for Environment and Water.

4. The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

For any enquiries in relation to this application, I can be contacted on telephone 8124 4935 or e-mail peter.wells@sa.gov.au.

Yours sincerely



Peter Wells
Principal Conservation Architect
DEPARTMENT FOR ENVIRONMENT AND WATER
as delegate of the
MINISTER FOR ENVIRONMENT AND WATER



Reference: CPB/026/20
7 April 2020

Rebecca Thomas
Ekistics

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Adelaide SA 5001
Australia

BY EMAIL

Contact Officer: Kym Gerner
Ph: 8124 4885
Email: kym.gerner2@sa.gov.au

COAST PROTECTION BOARD
Development Applications Email:
DEW.CoastProtectionBoardDevelopmentApplications@sa.gov.au

Dear Rebecca

REQUEST FOR FURTHER INFORMATION

Development Application No: 040/L074/20
Applicant's Name: CK Property Groups C/- Ekistics
Description: Tourist Accommodation
Location: McLaren Parade, Port Adelaide

The above development application was forwarded to the Coast Protection Board (the Board) for its response in accordance with Section 37 of the *Development Act 1993*.

The application is for the construction of a six storey tourist accommodation building with car parking and port cochere at McLaren Parade, Port Adelaide.

For compliance with the Board's coastal flooding risk standard, minimum building site and finished floor levels of 3.2 metres and 3.45 metres Australian Height Datum (AHD), respectively, are required to address sea level rise to the year 2050 in this location. Associated with this, the Board requires that any mechanical or electrical equipment be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD.

Board policy also requires that the development is capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise to the year 2100.

It is noted in the application information that the proposed building achieves the Boards recommended finished floor level of 3.45m AHD. It is also noted that the ground floor ceiling height clearances would allow for future floor levels to be raised a further 0.7m to address 2100 levels.

Information about site levels however is unclear from the information provided. It is also unclear whether the proposed port cochere is 2.9 m AHD, (as previously flagged in preliminary discussions late 2019) or 2.55m AHD which it appears to be in the 'South Elevation' in the Brown Falconer Elevation Drawings.

Additional information is therefore required to assess how the proposed development would respond to coastal flooding hazard risk.

Pursuant to Section 37(2) of the Act, the Board requests the following information, to inform its assessment:

- Clarification of proposed site levels for the entire development area, including clarification of the proposed level for the porte cochere (2.55m or 2.9m AHD)
- In the instance that recommended site levels of 3.2m are not proposed:
 - explanation as to why building site levels of 3.2m AHD would not be achieved, and
 - a detailed description of proposed engineering/design measures to mitigate the effects of any inundation associated with an extreme storm surge event, and assurance that any mechanical or electrical equipment can be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD

The further information must be supplied within 3 months of the date of this notice unless you gain an extension of time. Please send the further information to the Coast Protection Board via email to: DEW.CoastProtectionBoardDevelopmentApplications@sa.gov.au cc Kym.Gemer2@sa.gov.au (Emails must be below 10MB in size) .

Early attention to this matter would be appreciated. Please note that the time taken to respond will be added to the time allocated for the Coast Protection Board to provide its referral response to the Council.

Yours sincerely



Kym Gerner
Coastal Planner
Coastal and Marine Branch
Department of Environment and Water



Ref: CPB/026/20
8 July 2020

Janaki Benson
Planning Officer
Department of Planning, Transport and Infrastructure
C/- State Planning Assessment Commission

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Contact Officer: Kym Gerner
Ph: 8124 4485
Email: kym.gerner2@sa.gov.au
www.environment.sa.gov.au

Via APPIAN

Dear Janaki

Development Application No	040/L074/20
Applicant	CK Property Groups C/- Ekistics
Description	Tourist Accommodation
Location	McLaren Parade, Port Adelaide
Development Plan Zone	Regional Centre Zone
Council	City of Port Adelaide Enfield

I refer to the above development application forwarded to the Coast Protection Board (the Board) in accordance with Section 37 of the *Development Act 1993*. The planning authority must have regard to the Board's advice when making a decision on the proposal.

In accord with part 43 of the Development Regulations, a copy of the decision notification must be forwarded to the Board at the above address.

The following response is provided under delegated authority for the Board, in compliance with the policies within its Policy Document 2012 at:

http://www.environment.sa.gov.au/about-us/boards-and-committees/Coast_Protection_Board/Policies_strategic_plans

More information on coastal development assessment and planning policy is contained in the Coastal Planning Information Package at:

<http://www.environment.sa.gov.au/our-places/coasts>

Proposal

The application is for the construction of a six storey tourist accommodation building with car parking and port cochere at McLaren Parade, Port Adelaide.



Figure 1-Location of Proposed Development



Figure 2-Proposed Development

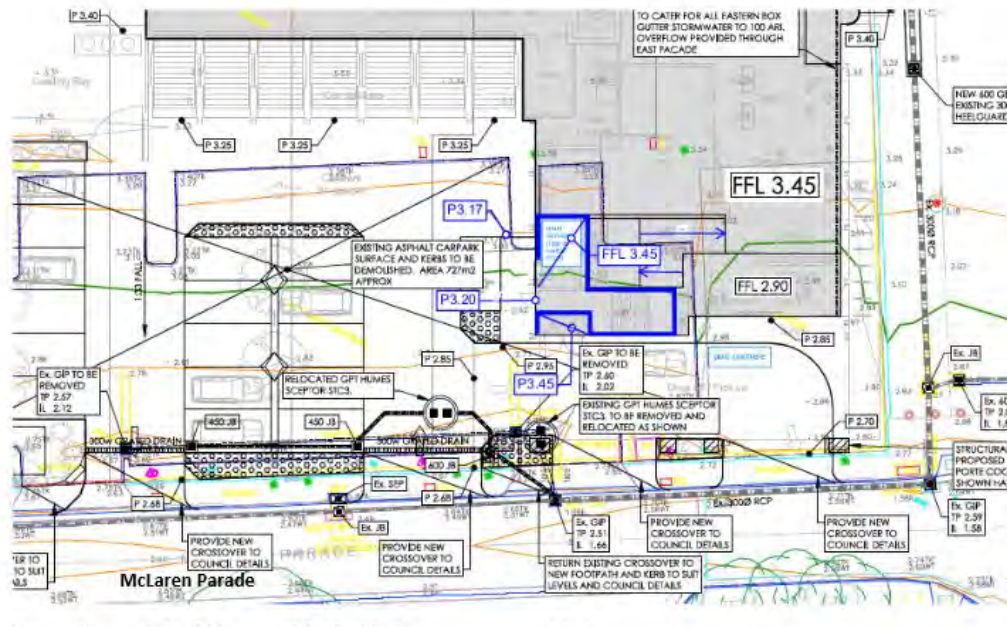


Figure 3-Proposed Levels

Coast Protection Board Policy

As per the Coast Protection Board's Policy Document 2002, the Board seeks to:

- retain coastal open space
- minimise impacts of development on the coast
- maintain compact coastal settlements and restrain development 'sprawl' along the coastline
- protect scenic amenity
- protect coastal biodiversity
- minimise or stop development in areas subject to coastal hazards
- minimise future environmental protection costs
- minimise future protection costs by ensuring new development satisfies the Board's flooding and erosion policies
- conserve developed coastal areas for land uses that require a coastal location.

The Board's policies are generally reflected in Council's Development Plan.

Coastal Flooding

The Board seeks to minimise the exposure of new and existing development to risk of damage from coastal hazards (Board Policy 1.4 (b)) states:

"The Board will seek to minimise the exposure of new and existing development to risk of damage from coastal hazards and risks to development on the coast."

For compliance with the Board's coastal flooding risk standard, minimum building site and finished floor levels of 3.2 metres and 3.45 metres Australian Height Datum (AHD), respectively, are required to address sea level rise to the year 2050 in this location.

Associated with this, the Board requires that any mechanical or electrical equipment be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD.

Board policy also requires that the development is capable, by reasonably practical means, of being protected, adapted or raised to withstand a further 0.7 metres of sea level rise to the year 2100.

The application information indicated that the proposed building achieves the Board's recommended finished floor level of 3.45m AHD. Further to this the ground floor ceiling height clearances would allow for future floor levels to be raised a further 0.7m to address 2100 levels.

Information about site levels was originally unclear from the information provided. It was also unclear whether the proposed port cochere was 2.9 m AHD, (as previously flagged in preliminary discussions late 2019) or 2.55m AHD which it appears to be in the 'South Elevation' in the Brown Falconer Elevation Drawings.

The Board subsequently sought additional information to assess how the proposed development would respond to the future coastal flooding hazard risk including clarification of proposed site levels for the entire development area, including clarification of the proposed level for the porte cochere (2.55m or 2.9m AHD)

The applicant subsequently advised that site levels of 3.2 are achieved for the majority of the development site with the exception of the port cochere and the surface levels of the pavement that adjoin the entry, which match into the current levels off McLaren Parade and mean that some sections of the car park and landscape areas are at levels that will become subject to inundation in extreme events.

The Board accepts this approach and recommends that a condition be included requiring that mechanical and electrical equipment be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.

Coastal Environment

The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the *Act* is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.

All imported substrate material or engineered fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.

The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.

Coastal Acid Sulfate Soils

Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS.

The land and water over which the development is situated may have the potential to develop acid sulfate conditions if exposed to oxygen. Any spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert.

The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at:

https://www.environment.sa.gov.au/our-places/coasts/Coastal_hazards/Coastal_acid_sulfate_soils

Stormwater Impacts

The Board seeks to minimise the impact of stormwater discharge to the coast. The stormwater management system associated with the development must be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

Coast Protection Board Response

The Board has no objection to the proposed development provided the following conditions and notes (or similar) be applied should the application be approved:

Conditions

- Mechanical and electrical equipment shall be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.
- Any imported fill to be used shall be free of weeds and pathogens to ensure that noxious weed or contamination sources are not introduced into the coastal environment.
- All stormwater design and construction shall be in accordance with recognised engineering best practice to ensure that stormwater does not adversely affect the marine environment.

Notes

- Coastal Acid Sulfate Soils (CASS) have the potential to cause major habitat loss and degradation due to the release of acid and heavy metal ions into the environment. There is also a threat to development after construction due to deterioration and corrosion due to the disturbance of CASS. The land on which the development is situated, including the riverbed, may have the potential to develop acid sulfate conditions if exposed to oxygen. Spoil material should be closely monitored and tested for potential CASS and a contingency plan to remediate this action should be put in place, via an appropriate soil expert. The Coast Protection Board has released a set of guidelines which should be followed in areas where acid sulfate soils are likely to occur. These can be found at:
https://www.environment.sa.gov.au/our-places/coasts/Coastal_hazards/Coastal_acid_sulfate_soils
- The waters adjacent the development site fall within the area covered by the *Adelaide Dolphin Sanctuary Act 2005*. The object of the Act is to protect the dolphin population and their natural habitat. Contractors should be made aware of the *Adelaide Dolphin Sanctuary Act 2005* and that there is a general duty of care to ensure the protection of the dolphin population from direct physical harm including as a result of changes in water quality.
- The applicant is reminded of their general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not cause environmental harm.

Disclaimer

The Board attaches the following disclaimer to the above advice;

Based upon current knowledge and information the development and development site is at some risk of coastal erosion and inundation due to extreme tides notwithstanding any recommendations or advice herein, or may be at future risk. Neither erosion nor the effect of sea level change on this can be predicted with certainty. Also, mean sea level may rise by more than the 0.3 metres assumed in assessing this application.

Accordingly neither the South Australian Coast Protection Board nor any of its servants, agents or officers accept any responsibility for any loss of life and property that may occur as a result of such circumstances.

If this application is approved, SCAP should consider including a similar disclaimer in its Decision Notification to the applicant. However, no reference must be made to the Coast Protection Board in SCAP's disclaimer.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Quinn', is written over a light grey rectangular background.

**Jason Quinn
Acting Manager, Coast and Marine Branch
Department for Environment and Water
Delegate for Coast Protection Board**

File No:
2019/15351/01

6 April 2020

Ref No:
15335626

Ms Janaki Benson
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

janaki.benson@sa.gov.au

For the attention of the State Commission Assessment Panel

Lot 2-7 McLaren Parade, Port Adelaide

Further to the referral 040/L074/20 received 27 February 2020 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

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

Development of this site presents a rare opportunity to make a significant and positive contribution to the waterfront and to the historic precinct of Port Adelaide. I strongly support the aspiration to deliver a new destination for the Port and the benefit the hotel, food and beverage uses and increased daily population could bring to the precinct. I am of the opinion that the proposed development should capitalise on the potential of the unique context and deliver a high benchmark for design. Fulfilling this responsibility will require due consideration of the proposal's built form massing, architectural expression, materiality, contribution to the public realm, and expression relative to its State heritage context.

I understand the project team has refined aspects of the design following the Design Review session including the provision of inset terraces on Lipson Plaza and the McLaren Wharf promenade, relocation of roof plant, removal of the art wall fronting the State heritage precinct, amendments to facade alignments and joints, window proportions and depths, and the colour of the steelwork and concrete. While these amendments are acknowledged, in my view, there are aspects of the proposal that would benefit from further consideration.

The subject site is 2464 square metres in area and located on the western corner of Lipson Street and the McLaren Wharf promenade. The site is predominantly rectangular in form, with three public interfaces including a prominent frontage of approximately 56 metres to the McLaren Wharf promenade, an approximately 43 metre frontage to Lipson Street Plaza to the north east, and an additional street frontage to McLaren Parade to the south east. The site falls approximately 700mm from the promenade to McLaren Parade. Lipson Street Plaza and the McLaren Wharf promenade are pedestrian and cycle prioritised public spaces with consistent paving and bollards to limit vehicle access. The McLaren Wharf promenade is under ownership by Renewal SA.

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File No:
2019/15351/01

The subject site is currently vacant. Adjacent the site's south west boundary is another vacant allotment that is currently under different ownership.

Ref No:
15335626

A number of State heritage listed places are located within the immediate context of the site, including a State heritage precinct across McLaren Parade. This State heritage precinct extends south to St Vincent Street and includes the Dockside Tavern (former Britannia Hotel) located diagonally from the subject site across Lipson Street. The State heritage listed Port Adelaide Lighthouse in Black Diamond Square is also a visually prominent landmark located west of the site. The greater locality includes significant landmarks such as the State heritage listed Birkenhead Bridge and Harts Mill.

The proposal is for a six storey tall tourist accommodation building comprising 180 hotel rooms. The development includes a ground floor lobby, restaurant, retail tenancy, porte cochere, car parking and associated back of house service areas. The first floor level includes function spaces, a gym and 16 hotel rooms. Levels 2-5 comprise 164 hotel rooms and housekeeping facilities. The hotel rooms are proposed as a mix of double, king, one bedroom, and DDA/accessible suites. I note the number of hotel rooms has increased by 13 rooms and the variety of accommodation offerings has been reduced since the Design Review session. A roof top plant is proposed to the north west portion of the building to accommodate services infrastructure with lift access provided to the plant area. A concrete roof slab is proposed to the northern corner of the development.

The proposal is for an L-shaped built form with an open at-grade car park located in the southern corner of the site. The built form predominantly extends to the three public interface boundaries. The design seeks to activate the promenade and Lipson Street Plaza through a publicly accessible ground plane with retail and food and beverage facilities located along these frontages, which I strongly support. I also support the inclusion of a recessive outdoor terrace in the northern corner and inset terraces on Lipson Plaza and the promenade that in my view reinforce the design intent to provide a destination and a variety of spatial and environmental experiences for guests.

I acknowledge the finished floor level of the ground floor has been designed in response to flood design levels. A series of ramps are proposed to manage the 150mm site level difference from the promenade to the ground floor level, and a series of steps are proposed to manage the additional site level differences at the northern corner of the development. I recommend provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users. I also recommend continued engagement with the Coastal Protection Board to ensure the required levels and the design intent for an activated and universally accessible development are achieved.

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All private and service vehicle access is proposed via McLaren Parade which is currently a two way roadway. A loading bay is proposed at the south west portion of the building. On site car parking accommodates a total of 31 cars. The open at-grade car park in the southern portion of the site accommodates 17 car spaces for hotel guests. A car stacker for 14 valet parking spaces is provided with access via McLaren Parade and the at-grade car park. A porte cochere is proposed on-site at the eastern corner of the site.



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2019/15351/01

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15335626

I acknowledge ongoing discussions with the City of Port Adelaide Enfield in regard to traffic movement, landscape, the public realm interface and consideration of a future upgrade of McLaren Parade to create a one way roadway. I also acknowledge the design intent for hard and soft landscaping treatments to the at-grade car park to distinguish this space as a shared use/pedestrian priority zone, and provide a positive contribution to the streetscape of McLaren Parade. Additionally, I also recognise the challenges of the site in regard to sense of address, access and servicing requirements and the effort undertaken to conceal back of house functions. In my opinion, this development presents a unique opportunity to set a framework for future development in the Port. To that end, I encourage ongoing discussions with the City of Port Adelaide Enfield, with the view to achieving an integrated high quality urban design and landscape outcome that is safe, welcoming, universally accessible and presents an appropriate interface with the significant State heritage precinct. I also recommend review of the arrival sequence for hotel guests using the southern car park that are currently required to walk through the porte cochere to the main hotel lobby. In my view, an opportunity exists to provide a more direct and welcoming experience between the car park and the hotel lobby.

The development is expressed as three built form elements comprising a corner element flanked by two building wings; one wing with frontage to the waterfront, and the second wing with frontage to McLaren Parade and Lipson Street Plaza. A key objective of the proposal is to establish a new landmark for the precinct through provision of the taller feature element at the McLaren Wharf/Lipson Street Plaza corner of the site. This corner element is intended to be distinctive from the two building wings through materiality, proportion and architectural expression. It is proposed with authentic red variegated brickwork and curved corners, vertically proportioned fenestration and arches with modelled reveals to the lower levels. The two building wings are set back from the corner element to further define this element. In principle I support the design intent to define the waterfront corner of the development through a taller element with materiality and proportions that counterpoint the building wing elements. I also support the proposal to use an authentic and robust material, and the proportions and expression of this corner element that in my view are a contemporary response to the contextual references.

The two wings that flank the corner building are expressed as horizontal elements to counterpoint the vertically proportioned corner element and reflect the adjacent lower scale State heritage precinct. The lower two levels are highly glazed to maximise activation and permeability, and the expression seeks to reference the industrial character of the Port, which I support. A series of slender ochre coloured columns are proposed at the McLaren Parade interface with the intent to ground the building at the porte cochere corner. Above the glazed lower levels, the hotel room levels are expressed as a solid orthogonal element of light grey coloured precast concrete and windows with contrasting charcoal coloured sunshading hoods with ochre coloured horizontal insets. The uppermost level is glazed with the intent to be expressed as a recessive element. The south west and south east end elevations of the precast facades are intended as singular and continuous, with the south east end elevation fronting Black Diamond Square allowing for art opportunities and/or projection displays.

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File No:
2019/15351/01

Ref No:
15335626

The building height is approximately 24 metres to the uppermost roof, with an additional 2.45 metre tall rooftop plant and 1.8 metres to the top of the lift overrun. In principle, I support the approach for a building that exceeds five storeys, which is the maximum height envisaged by the Development Plan. However, my support for the height from a design perspective is contingent on further refinement of the presentation of the Lipson Plaza wing relative to the significant State heritage and streetscape context.

I support the intent to express the top levels of the building wings as recessive and separated elements, however in my view the design response is not yet convincing. I recommend further review of the design and articulation of the top levels of the building wings including further consideration of the hip roof elements and relationship to the corner building with the view to provide visual separation.

The strength of the built form at street corners is a key defining characteristic of the existing streetscape context. As such, the treatment of the corner of McLaren Parade and Lipson Street Plaza requires careful consideration, particularly given its prominent aspect, visibility in long view perspectives from Lipson Street and McLaren Parade, and as it will be the first experience of the development for the majority of guests and public. I remain of the view that the height, massing, architectural expression and precast concrete material of the Lipson Plaza wing is yet to respond successfully to the predominantly low scale and fine grain character of the State heritage precinct. I recommend further review of the height, massing, proportions, materiality and architectural expression of the Lipson Plaza wing including the McLaren Parade elevation with the view to provide a more convincing transition from the waterfront corner to the State heritage precinct.

I acknowledge ongoing discussions regarding development opportunities for the site to the west of the subject site, however I recommend further review of the articulation of the south west elevation of the waterfront building wing that may remain highly visible from Black Diamond Square. Additionally, I remain of the view that an opportunity exists for the two building wings to respond to their individual contexts, being the waterfront and the State heritage precinct. I acknowledge the relocation of the roof top plant from the Lipson Plaza wing to the northern/waterfront wing. However I remain of the opinion that further consideration of the building in the round and the height and visibility of the plant is required as this element currently presents as an additional building level, as demonstrated in the long view perspectives from Commercial Road and across the Port River. I recommend consideration of a plant room that is integrated into the overall built form.

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The project seeks to achieve a minimum 4 star NABERS energy rating, which I support. However, I recommend further review of opportunities to meet the originally stated Ecologically Sustainable Design (ESD) ambitions to achieve a 5 star rating and be the first hotel in South Australia to meet this sustainability rating. I recommend further demonstration of solar shading and wind studies are provided to maximise amenity, use of the external spaces adjacent the promenade all year-round and reduce the reliance on glazing performance to address solar loads. I also recommend consideration of the ground floor glazing selection and detailing in the next phase of design development to ensure delivery of the design intent for high levels of visual permeability to support activation of the promenade.



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15335626

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 further review or protection as part of the planning permission, such as:

- Review of the height, massing, proportions, architectural expression and precast material of the Lipson Plaza wing, including the McLaren Parade elevation, with the view to provide a more convincing transition from the waterfront corner to the State heritage precinct and the predominantly low scale and fine grain character.
- Review of the articulation of the south west elevation of the waterfront building wing that may remain highly visible from Black Diamond Square.
- Review of the design and articulation of the top levels and roof of the two building wings to fulfil the design intent for recessive and separated building elements.
- Further consideration of a plant room that is integrated into the overall built form.
- Provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users.
- A high quality of external materials suitable for the marine environment, supported by a physical sample board.

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc: Belinda Chan

ODASA

belinda.chan@sa.gov.au

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From: Chan, Belinda (DPTI)
Sent: Thursday, 2 July 2020 12:33 PM
To: Benson, Janaki (DPTI) <Janaki.Benson@sa.gov.au>
Subject: RE: 040/L074/20 - CK Property Group C/ Ekistics

Dear Janaki,

Further to the email and revised drawings received 17 June 2020 regarding design amendments to Lot 2-7 McLaren Parade, Port Adelaide, I would like to offer the following comments for your consideration.

I understand the project team have refined aspects of the design in response to the Government Architect's referral advice dated 6 April 2020, and include the following:

- Amendments to the composition and architectural expression of the Lipson Plaza wing and McLaren Parade elevation to include a two storey brick colonnade element below a glazed horizontal band and two storey tall precast concrete element, and further articulation of the south east elevation through additional fenestration.
- Additional articulation to the podium levels of the south west elevation
- Removal of lift access to the roof top plant level
- Amendment to the colour of the precast concrete from light-grey sandblasted concrete to mid-grey sandblasted concrete

I note the planning consultant's statement describes two items that do not appear to be reflected in the revised drawings:

- Increased depth of eaves overhangs to the upper roof elements and increase in roof pitch
- Inclusion of steps to allow access from the Lipson Plaza to the terrace and lobby lounge

I recommend provision of updated material to accurately reflect all design changes. I also request confirmation of the proposed access strategy to the roof top plant noting the amendment to remove lift access to this level.

I acknowledge and accept the applicant's response to the advice provided in relation to the arrival sequence for hotel guests using the southern car park that are required to walk through the porte cochere to the main hotel lobby. I also note the applicant's intent to provide a physical materials sample board prior to the SCAP hearing.

While some amendments to the original proposal are acknowledged, the previous referral advice largely remains applicable. The main concerns remain in regards to the following aspects of the design:

- In relation to the Lipson Plaza wing and McLaren Parade elevation, I support the design intent for the inclusion of brickwork and additional fenestration to provide further articulation and fine grain character at this interface, however in my view, the revised composition and architectural expression of the Lipson Plaza wing emphasises the visual prominence of the development when viewed from Lipson Street. I remain of the view that further consideration of the height, massing and proportions of the building wing is required to provide a convincing response from the waterfront corner to the predominantly low scale character of the State heritage precinct.
- Review of the design and articulation of the top levels and roof of the two building wings to fulfil the design intent for recessive and separated building elements
- Further consideration of a plant room that is integrated into the overall built form
- Provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users
- Further review of opportunities to articulate the south west elevation of the waterfront building wing in addition to the proposed podium level steel elements

Overall, I remain concerned by the potential impact of the built form and height of the Lipson Plaza wing on the established low scale streetscape character. It is critical that the development achieves a high quality design outcome, particularly in terms of built form massing, architectural expression, materiality and contribution to the public realm, and expression relative to its State heritage context.

Happy to discuss, and trust that the above assists in your assessment of the proposal.

Kind regards, Belinda

Belinda Chan on behalf of Kirsteen Mackay, South Australian Government Architect
Team Leader, Design Review and Advice
Office for Design and Architecture SA
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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06 April 2020

Chairperson
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Sir/Madam

Development Application No.:	040/0445/20
Applicant:	CK Property Group
Proposal:	Construction of a 6 Storey Accommodation Building with Restaurant/Bar, Retail and Car parking with a Porte Cochere - McLaren Wharf Hotel (040/L074/20)
Subject Land:	5-7 McLaren Pde PORT ADELAIDE SA 5015 Allotment 2 D 52739 CT Vol 6220 Folio 548 Allotment 3 D 52739 CT Vol 6220 Folio 549 Allotment 4 D 52739 CT Vol 6220 Folio 550 Allotment 5 D 52739 CT Vol 6220 Folio 551 Allotment 6 D 52739 CT Vol 6220 Folio 552 Allotment 7 D 52739 CT Vol 6220 Folio 553

Further to our previous correspondence regarding the above application, for which the Commission is the relevant authority, Council advises that it has considered this matter and provides the following report pursuant to Regulation 38(2) of the *Development Regulations 2008* to assist the Commission in reaching its decision:

- Council makes the following comments

Planning & Heritage

Outdoor dining on the wharf promenade has been indicated but not discussed. While Council is supportive of outdoor dining to help reinvigorate the area and improve vibrancy, the layout will be key to its success and needs to take into account Disability Discrimination Act requirements as outdoor dining is not usually placed hard up against a property, although it is noted that this would be the best layout in this instance. However, thought needs to be given to how this will interact with the wharf promenade (whilst maintaining an 8m minimum width in accordance with the Development Plan) and providing a continuous path of travel for the visually impaired (Warning Tactile Ground Surface Indicators would need to be considered and a straight alignment [no dimensions are shown on the provided plans]). There is no advice on whether the outdoor dining furniture should be permanent or temporary – some commentary around this requirement needs to be provided by the Applicant. Alternatively the outdoor dining should be removed from the application and applied for separately after further discussions with Council.

It is acknowledged that the applicant does not have ownership of the vacant allotment between the subject land and lighthouse square. However Council is supportive of the proposed place activation consisting of light projections and murals. It is recommended that this actually forms a condition on any approval to enable these important elements to be assessed in more detail by the relevant authority.

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COUNCIL OFFICES

Enfield Library
1 Kensington Crescent, Enfield
Greenacres Library
2 Fosters Road, Greenacres

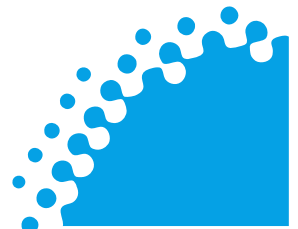
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Council supports the sustainability measures detailed on page 20, noting that achievement of the NABERS 5 star energy rating is subject to further detailed design and negotiations with the Clean Energy Finance Corporation post planning consent. In terms of the applicants intent to explore carbon neutrality, Council encourages the applicant to consider any local opportunities for carbon offsets, including blue carbon offsets opportunities being encouraged in the South Australian Blue Carbon Strategy (<https://www.environment.sa.gov.au/news-hub/news/articles/2019/11/blue-carbon-strategy>).

Council also supports the 'greening' interventions proposed for the development, including the applicants commitment to green the vertical elements of the north facing facade at street level and the proposed swales in the car park. It is requested however that a condition be placed on any approval in relation to the detailed design process in the soft landscaping of the site to ensure appropriate soil preparation, irrigation and plant selection is done in consultation with Council and to the satisfaction of the relevant authority.

Council is encouraged by the architectural design, activation of the ground levels, articulation between the wing elements and the materials proposed, however the development is considered:

- over height with no design technique to resolve the contextual interface or the greater height that is contemplated in the Development Plan;
- to have resulting vertically proportioned elements and compositions that fall short of connecting visually with adjacent heritage buildings.

Please see attached Council's Heritage Advisor report, which expands upon and gives context to, the above architectural comments.

Stormwater comments:

1. Given the site directly abuts the water's edge there is increased risk of seawater inundation due to wave runoff which has not appear to have been accounted for in the CPR report. The current CPR report states a FFL of 3.45m, it is recommended that FFL's be raised a further 200mm to 3.65m AHD (consistent with other recently completed developments in the Port e.g. Quest Apartments, Dock 1) to protect against wave run-up.
2. The surface level within carparking areas should be designed to minimise the risk of long term sea water inundation by constructing site levels to a minimum of 3.20m AHD (consistent with current CPB objectives for new developments). A majority of carpark areas are proposed significantly lower than this.
3. Calculations are required to confirm that best practice stormwater quality improvement targets (90% GP, 80% TSS, 60% TP, 45% TN) have been met. The current CPR provides no information regarding this and is a critical objective given the development discharges stormwater directly to the Port River. The CPR states that WSUD treatments will be provided within carpark areas however (other than a generic WSUD detail being provided), the CPR concept stormwater management site plan does not demonstrate how all stormwater runoff from hardstand areas can be captured and conveyed through WSUD treatments.
4. Rainwater collection and re-use systems should be incorporated into the development and be connected to all toilets, laundry taps and irrigation systems, and where desirable, any washing machines or hot water systems to better satisfy Water Sensitive Urban Design planning objectives.

5. Council previously advised that stormwater detention would not be required only if all stormwater from the development was captured and directed to the Port river via a new stormwater outlet. The current design proposes to discharge a large catchment into Council's existing stormwater system. All stormwater needs to be captured and conveyed directly into the Port River (via a new outlet, not connected to Council's drainage system), alternatively the capacity of Council's drainage system will need to be assessed and on-site detention provided to ensure Council's stormwater drainage system is not overloaded.

Traffic Comments:

6. The canopies that encroach into the public realm whilst supported would be an encroachment over Council land and as such a licence or lease which would attract an annual fee would be required to accommodate such a proposal.
7. No analysis of car parking demand for other similar hotels has been undertaken that demonstrates that 31 carparks for a 180 room hotel in a urban setting is adequate.
8. Secure Bike parking and change facilities should be considered for employees (none proposed).

Council is encouraged by this development and considers that it will make an overall positive contribution to the regional centre. The height, bulk and scale are supported in principle, however it is still considered that if the architectural comments outlined in Council's Heritage Advisor report, addressing façade design, are given more consideration and adoption, then the proposal would complement the surrounding heritage character and built form of the area to a more justifiable degree than it currently does.

Council requests an electronic copy of the Decision Notification Form be forwarded to customer.service@portenf.sa.gov.au to enable Council to keep its records up to date.

If you have any questions or would like to discuss this matter further please contact me on 8405 6858 or via email at Russell.fink@cityofpae.sa.gov.au



Russell Fink
Team Leader Planning
9/04/2020

Port Adelaide Enfield Council Heritage Advisor Comment

Planning Application No.: 040 0445 2020
Location: Lots 2 to 7 McLaren Parade, Port Adelaide

Zone: Regional Centre Zone
Policy Area: Policy Area 44
Heritage Status: Adjacent State Heritage Area
Proposal: Construction of a 6-storey tourist accommodation building comprising lobby, restaurant, bar and function spaces, retail tenancy, carparking, landscaping and port cohere

To: Russell Fink
Date: 1 April

Description:

The Subject Land is vacant. It has 54 metres frontage to McLaren Parade and 43 metres to Lipson Street, that abuts the Port Adelaide State Heritage Area.

A large portion of Port Adelaide was declared the first State Heritage Area in South Australia in April 1982. The area is of architectural and historical significance as it contains the most substantial and continuous grouping of colonial commercial and administrative buildings in South Australia. Many of the buildings within the area were directly associated with Port Adelaide's function as the port for the State's capital.

The Subject Land is also diagonally opposite the Dockside Tavern, an individually listed State Heritage Place that exhibits a high level of integrity.

It also is taller than and to the east of the Former South Neptune Island Lighthouse, which was relocated and reconstructed in Port Adelaide in 1985.

Lipson Street is the premier Street of the State Heritage Area. It is two storey in character.

The development includes:

- ground floor level with 4.2-4.7 metre ceiling heights building entries and lobby and port cohere to McLaren Street, a bar and lobby lounge, public restaurant, and open terrace to the north-east corner;
- separate ground floor tenancy for retail occupation at the western end abutting the Promenade;
- administration, kitchen, laundry, waste and amenities behind a façade and slatted fence;
- port cohere area under the building roof, accessed via the carpark from McLaren Parade;
- at-grade car parking for 17 vehicles in an open paved area adjacent McLaren Parade and 14 car parking spaces within a two-level car stacker system located within the building on the southern façade (setback 20 metres from McLaren Parade);
- Eight (8) bicycle racks adjacent the Lipson Street façade;
- first floor, also with 4.2-4.7 metre ceiling heights, comprising 15 suites, a guest gym, function spaces (including a southern facing balcony) and two boardrooms;
- four (4) levels above (floors 2-5) of hotel rooms/suites and support amenities; and
- Roof top plant and lift overruns penetrate a low hipped roof in the centre of the building, behind the corner brick parapet.

Port Adelaide Enfield Council Heritage Advisor Comment

The proposed design includes the following elements:

- Brick corner element extending full height of the building to the north east corner;
- Two concrete façade wings: one to the west and the other to the south set 900mm back from the corner element;
- Top floor nominally recessed to each wing predominantly glazed;
- Steel canopies at Ground Level;
- Inset terraces to the brick arches;
- Shallow pitched roof to each wing with central plant over west wing and concrete roof to corner portion.

The palette of materials as shown overleaf includes:

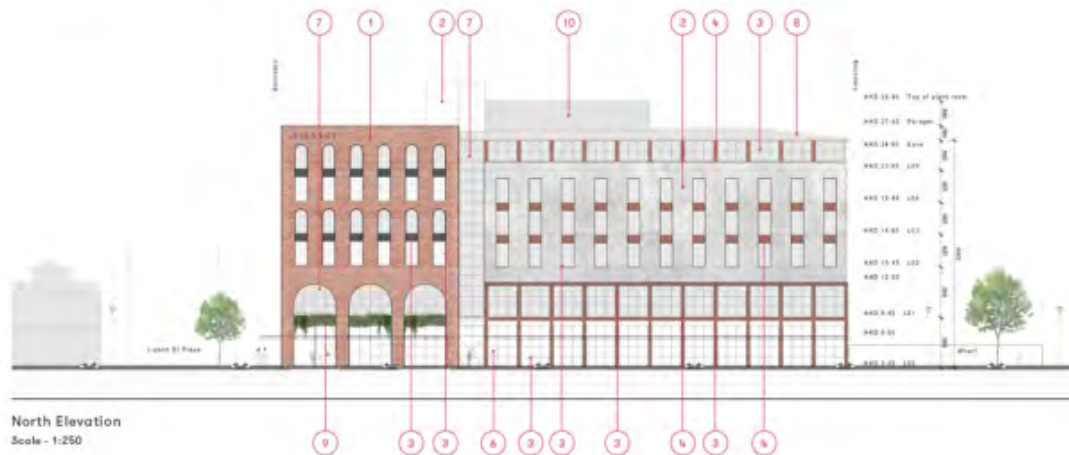
- Blackett sandstock bricks to the corner;
- Precast Light Grey Oxide sandblasted finish concrete wall to wings;
- Charcoal steel colour elements to canopies;
- Weathered steel elements to exposed structure to east and south in particular;
- Dark Grey Oxide Sandblasted concrete finish to lower portion of west elevation (boundary wall);
- Timber slats to screen;
- Surf mist roofing in max line or similar.

The corner portion extends for the full six storeys plus parapet. The Ground Floor arches include the second floor. The upper floor levels are paired to each vertically proportioned window.

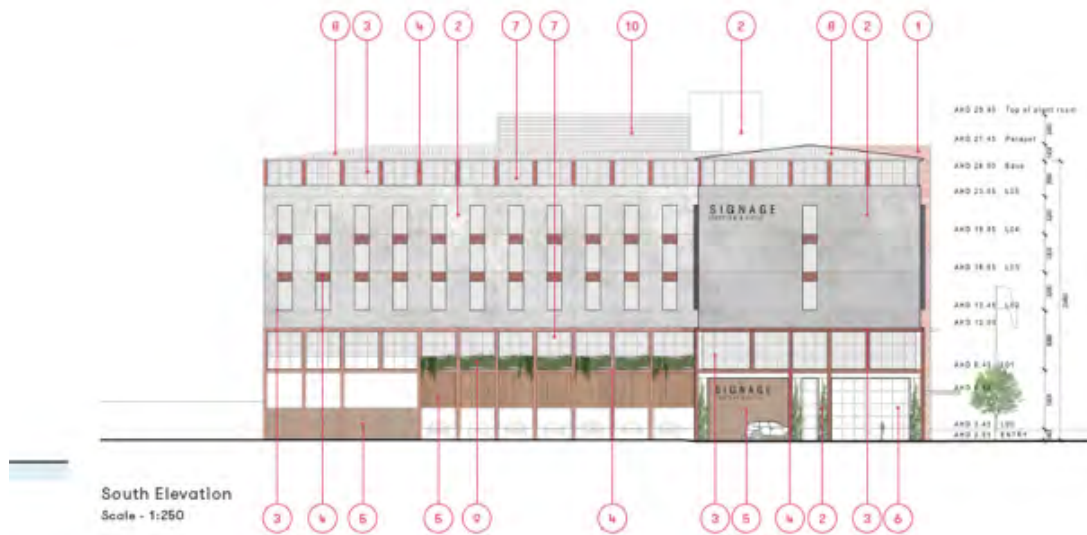
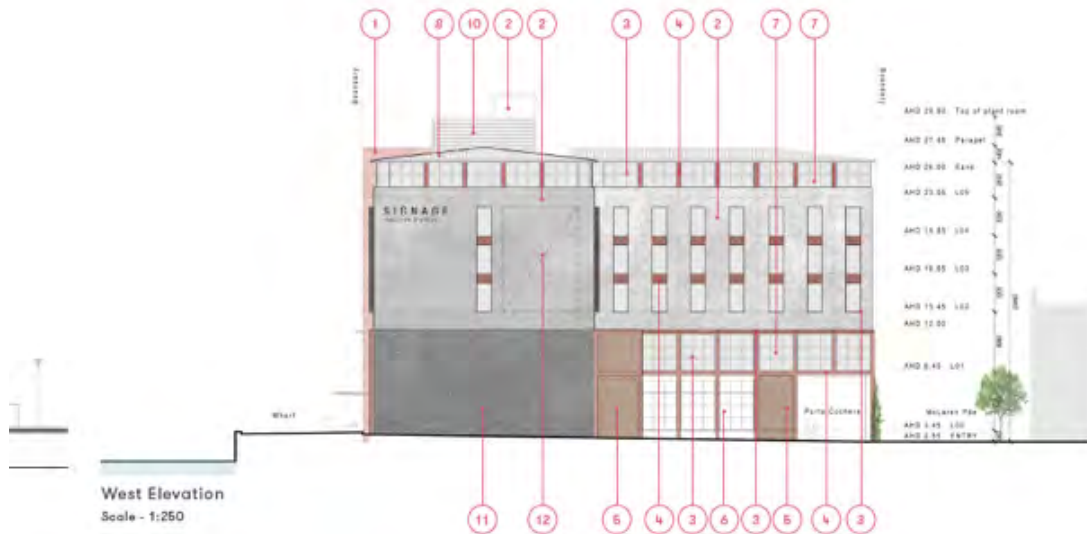
For the wings, the solid concrete walling occurs over three levels with windows being vertically proportioned and continuous. There is exposed weathered steel elements that visually support the upper levels. The top level is predominantly glazed with regularly spaced steel columns.

Port Adelaide Enfield Council Heritage Advisor Comment

McLaren Wharf Port Adelaide - Hotel Development Elevations



Port Adelaide Enfield Council Heritage Advisor Comment



Port Adelaide Enfield Council Heritage Advisor Comment



Section A
Scale: 1:200

Section B
Scale: 1:200

Material Legend



Port Adelaide Enfield Council Heritage Advisor Comment

Adjacent character and the State Heritage Area:



Bond Store



Port Adelaide Enfield Council
Heritage Advisor Comment

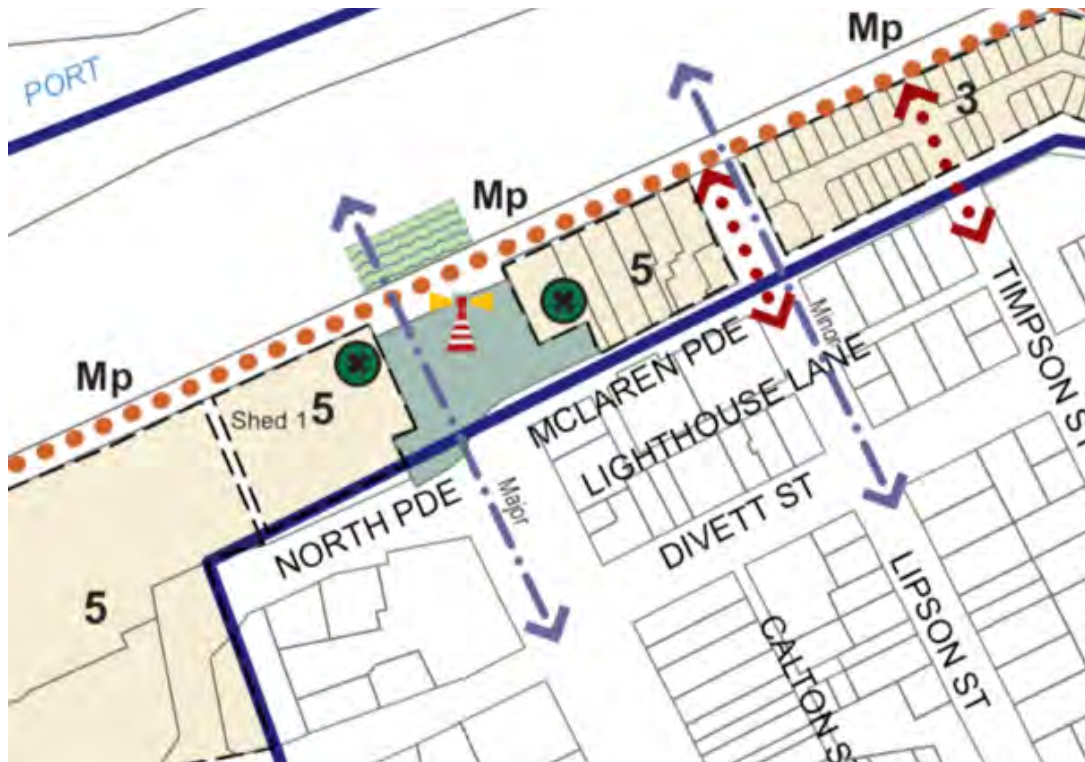


Typical robust store of the State Heritage Area

Port Adelaide Enfield Council Heritage Advisor Comment

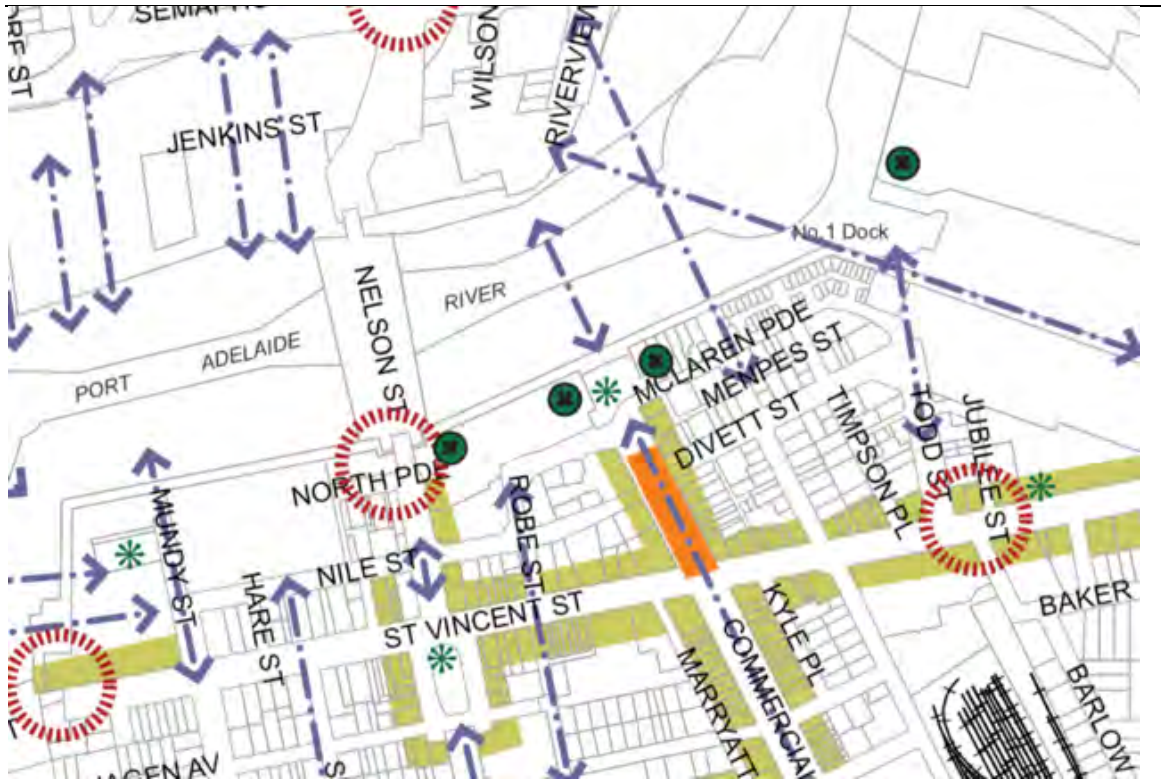
As Development on a prominent land holding located within Policy Area 44 of the Regional Centre Zone adjacent the State Heritage Area I have considered the following Development Plan Provisions:

- Heritage Places
- Policy Area 44
- Regional Centre Zone



Concept Plan 36

Port Adelaide Enfield Council
Heritage Advisor Comment



Concept Plan 29 : Views



Concept Plan 28

PA44

OBJECTIVES: 2,3,4

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL : 1,2,3,5,7,9,10,11,12,14,16

Heritage Places

OBJECTIVES: 3

PRINCIPLES OF DEVELOPMENT CONTROL: 6,9

Regional Centre Zone

OBJECTIVES: 3,5,8,9,15,16

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL: 1,4,5,7,8,13,24,25,26,30,31,38,39,48,49,50,51,52,53,56,57,58,60,88,89

Port Adelaide Enfield Council Heritage Advisor Comment

Assessment:

The proposal has been designed to a high architectural standard but the satisfaction of PA 44 Objective 2 is not complete. The proposal requires some refinement to incorporate effective visual connection with the traditional centre of Port Adelaide and the waterfront.

PA 44 Desired Character seeks buildings of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas. The State Heritage Area is characterized and best known for its robust materials and horizontal proportions. The adjacent State Heritage Place, the Dockside Tavern, is horizontal in proportions and simple in detail. The State Heritage Area is similarly characterized by robust two storey horizontally proportioned buildings.

Desired Character seeks buildings developed along the waterfront that create strong visual links back to St Vincent Street and the core of the heritage centre beyond. It seeks buildings that are sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.

The proposed building is one storey higher than that contemplated and the proportions of the corner element in particular introduce vertical proportions and excessive height, with a design technique that deliberately expresses verticality, at odds with Desired Character and therefore Objective 4 and PDC 2 of the Policy Area.

The building is only slightly separated from Lighthouse Square, with the Concept Plan 36 showing its Landmark preference being closer to the square. This suggests the need for an improved transition to the east and south of the Subject Land and leads to disappointment with the Site Planning. The rear of the building will be the approach from the SW.

The building is not of a height, scale and architectural form that reinforce and emphasise the policy area as a focus for activity in Port Adelaide. The western portion is contemplated as the landmark portion with greater scale and intensity to form the focus of the policy area.

The strong visual links to the rich architectural heritage of the adjacent State Heritage Area and individual heritage places are missing.

PDC 10 contemplates new buildings that respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. The architecture is contemporary and innovative but design lacks elements that adequately reference the State Heritage Area.

PDC 10 encourages architectural themes evocative of the area's maritime and industrial heritage. The proposed building is innovative and functional but proportionally and in height lacks the spirit and robust character of Port Adelaide.

Heritage Places Objective 3 seeks development that preserves the setting of State Heritage Places. While there is no physical interference, the proposal will be dominant and compared with distant taller buildings, lacking transition to the adjacent State Heritage Places. It is taller than the Lighthouse and lacks contextual reference to the predominantly two storey surroundings. PDC 6 of Heritage Places contemplates compatibility rather than contrast and while replication is discouraged, some referencing of scale and bulk, height, proportion form and composition is encouraged. The proposal requires improved attention to surrounding context.

Port Adelaide Enfield Council Heritage Advisor Comment

Heritage Places PDC 9 contemplates development on land adjacent to a State Heritage Place and seeks to conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings. The proposal challenges this.

PDC 9 of the Regional Centre Zone echoes this sentiment by seeking compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.

RTC Desired Character Objective 16 and PDC 4 contemplates new buildings designed to carefully manage **the interface with heritage buildings**, particularly with regard to massing proportions; overshadowing, scale and appearance.

In that respect the interface has not been carefully managed and requires refinement to demonstrate awareness and reflection of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context.

RTC PDC 24 contemplates compatibility with and reinforcement of the rich, historical and highly urbanised townscapes within the zone and and PDC 25 seeks to respect, but not mimic, existing 19th century building forms and townscapes of significance. In this regard the proposal falls short, particularly in the corner portion, the SE corner and appearance from the SW. The building appears to address the North East, away from the Landmark portion of the site, which remains a carpark. This results in a poor transition to the lower adjacent built form.

While PDC 8 seeks development of vacant or under utilised land for more appropriate uses and hotel is a contemplated use (PDC 1), the proposal could have better responded to the Development Plan Concept Plans.

PDC 38 seeks a high degree of architectural quality in addressing compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area, specifically in relation to building height, massing and proportion and facade articulation.

RTC 49 is clear in stating that buildings should not exceed the number of storeys. This proposal is over height, particularly on the corner element, without any endeavour to visually reduce the height.

PDC 53 seeks contextual design that responds to both the existing and desired future character, mentioning scale, massing, composition, architectural expression and materials.

PDC 58 provides guidance on techniques for taller buildings to reflect the street wall heights and horizontal elements of adjacent buildings, which are not adopted in this proposal.

PDC 88 and 89 provide similar guidance encouraging integration with the design, form and scale of adjacent heritage buildings, using design elements reflecting maritime themes associated with typical port operations. They contemplate bold, robust architectural forms with articulated and modelled facades.

Port Adelaide Enfield Council Heritage Advisor Comment

Conclusion:

While encouraged and excited by the quality of the architectural design, the activation of the Ground Levels with streetscape, the articulation between the wing elements and the materials proposed, the development is considered to be:

- over height with no design technique to resolve the contextual interface or the greater height contemplated in the Development Plan;
- have resulting vertically proportioned elements and compositions that fall short of connecting visually with adjacent heritage buildings.

The broad scale elevations in the proposal indicate the predominant scale and height of recent buildings in the Policy Area, ignoring the more finely grained, horizontally proportioned and robust maritime buildings that are more proximate.

The articulation of elements particularly the upper level of the accommodation wings and to a lesser degree the vertical separation of the wings from the brick portion may not be as effective as drawn because the set back of the upper floor is minimal.

The location of the landmark element in the building is also questioned, because it results in a tall element that faces to the north east, away from the designated landmark portion, resulting in a less than satisfactory transition with the State Heritage Area and adjacent Places. The designated landmark portion has become an open space carpark and the view from the SW, Lighthouse Square is correspondingly a rear view.

I am also concerned with the lack of information regarding the space between the building on the east side and the boundary with Lipson Street. This may result in retaining walls which could potentially detract from that corner.

The proposal has great merit, but the façade treatments and modelling require much greater contextual reference to Port Adelaide and therefore refinement before gaining heritage support.

Douglas Alexander

Benson, Janaki (DPTI)

From: Russell Fink <russell.fink@cityofpae.sa.gov.au>
Sent: Wednesday, 1 July 2020 11:31 AM
To: Benson, Janaki (DPTI)
Cc: rthomas@ekistics.com.au
Subject: Council Response to Amended Plans for 040/1074/20
Attachments: 2995 DA 040044520 - Port Adelaide HotelRegional Centre Zone_Policy Areapdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category

Hi Janaki,

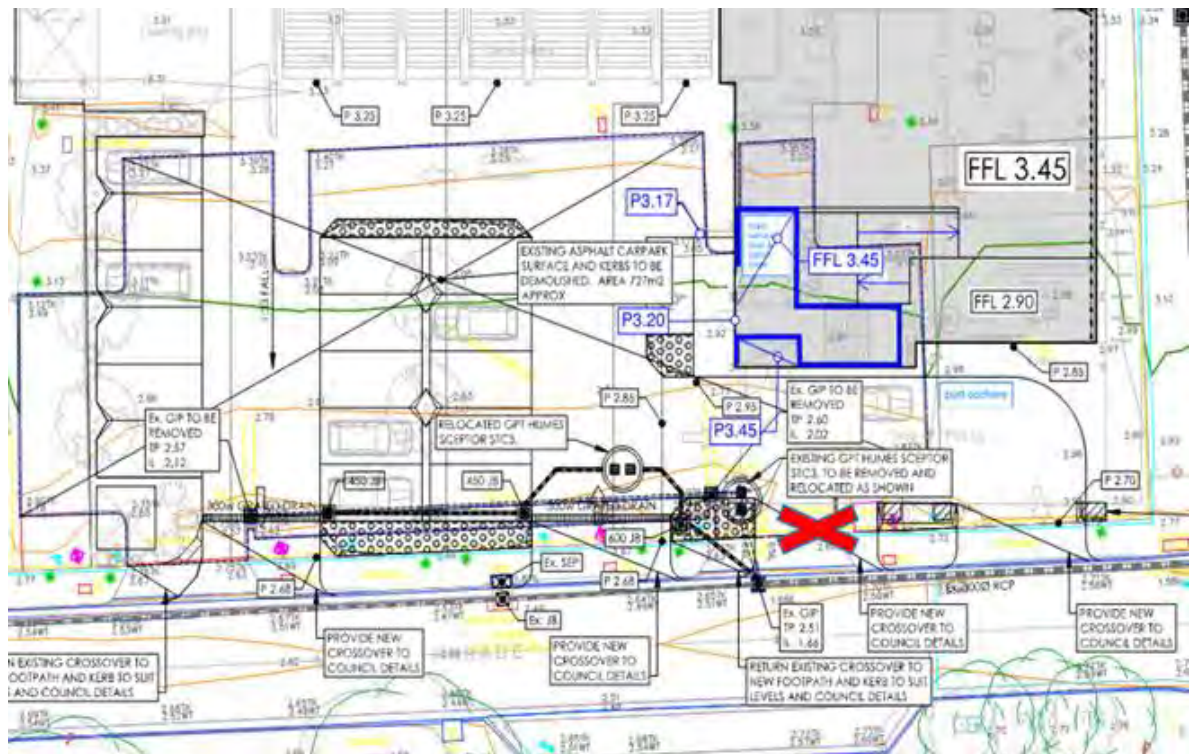
RE: Council Ref; 040/0445/20 – Hotel at 2-7 McLaren Pde Port Adelaide

Please see below and attached Council comments to the applicants response and amended plans dated 16 June, 2020.

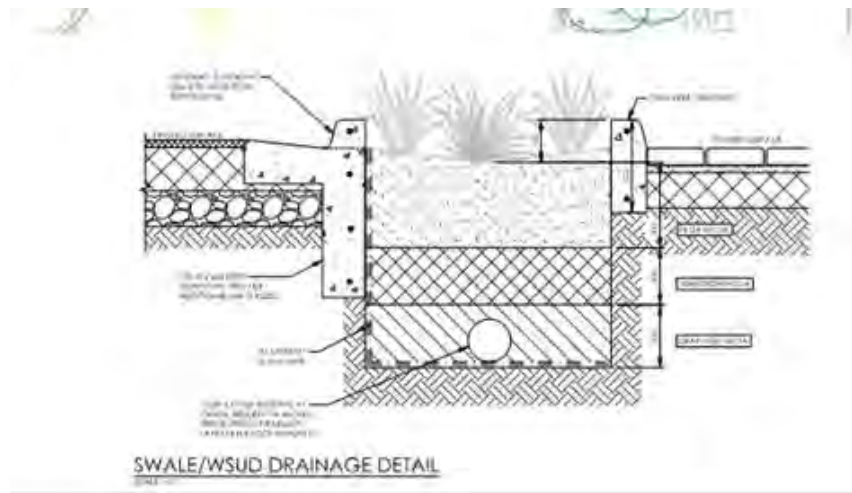
Heritage Comments: see attached report

Traffic and Civil Comments:

1. The western most entrance to the carpark is to be 'in' only
2. Interface between hotel development and McLaren Parade layout plans needs to be updated to show that McLaren Parade will not be kerbed and instead be a shared space (artists perspective show this but actual civil and floor plans do not)
3. Crossover between eastern most entrance and port cochere eastern entrance to be removed (identified as a red 'x below) – too many crossovers in such a short distance is not desirable form a traffic and pedestrian safety perspective



4. WSUD detail doesn't seem correct – there is no kerbing at the interface of the carpark and also at the interface of the footpath – please modify the detail below to suit the proposed plans



Stormwater Comments:

Updated stormwater comments are below. New comments (in red) to Council's previous comments so it is easy to follow:

Stormwater comments:

1. Given the site directly abuts the water's edge there is increased risk of seawater inundation due to wave runoff which has not appear to have been accounted for in the CPR report. The current CPR report states a FFL of 3.45m, it is recommended that FFL's be raised a further 200mm to 3.65m AHD (consistent with other recently completed developments in the Port e.g. Quest Apartments, Dock 1) to protect against wave run-up.

Council are satisfied with FFL of 3.45m based on support from CPB.

2. The surface level within carparking areas should be designed to minimise the risk of long term sea water inundation by constructing site levels to a minimum of 3.20m AHD (consistent with current CPB objectives for new developments). A majority of carpark areas are proposed significantly lower than this.

Refer further comments to point 3 below. Where practicable an attempt should be made to maximise the area of hardstand that is above 3.20m AHD as part of reviewing site grading.

3. Calculations are required to confirm that best practice stormwater quality improvement targets (90% GP, 80% TSS, 60% TP, 45% TN) have been met. The current CPR provides no information regarding this and is a critical objective given the development discharges stormwater directly to the Port River. The CPR states that WSUD treatments will be provided within carpark areas however (other than a generic WSUD detail being provided), the CPR concept stormwater management site plan does not demonstrate how all stormwater runoff from hardstand areas can be captured and conveyed through WSUD treatments.

Whilst the following commentary in the latest ekistics and CPR response is noted:

“The CPR Engineers’ SWMP addresses the quality of the water discharging from the site by means of:

- the WSUD areas of 32m² shown on the drawings that are positioned to capture 100% of the run-off from the new car park areas, and*
- the installation of a relocated Humeceptor STC3 Gross pollutant trap that is documented on the 190160-C100 Rev A plan.*

CPR considers that the above provisions will meet the Council’s required stormwater improvement targets quoted above.”

The statement “CPR considers that the above provisions will meet the Council’s required stormwater improvement targets” does not provide suitable justification that the proposed stormwater quality improvement measures will meet best practice stormwater quality reduction targets. As previously requested, stormwater calculations (e.g. MUSIC) are required in order to justify that the proposed stormwater quality improvement measures will meet best practice stormwater quality reduction targets of: 90% gross pollutants (greater than 50mm), 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen (TN) and demonstrated reduction of hydrocarbons (oils and greases).

Furthermore, and of equal importance, whilst the intention to incorporate “WSUD areas” is noted, the current site grading does not demonstrate that surface areas will actually be graded towards these areas. In fact, proposed site grading indicates that a majority of surface runoff will be conveyed from hardstand areas directly into grated drains, thus completely bypassing the “WSUD areas” (presumed to be bio-filtration systems) all together. Further review and information is required from CPR in the form of revised site grading documentation.

4. Rainwater collection and re-use systems should be incorporated into the development and be connected to all toilets, laundry taps and irrigation systems, and where desirable, any washing machines or hot water systems to better satisfy Water Sensitive Urban Design planning objectives.

In response to the latest comments provided by ekistics and CPR, notably:

- “The collection of water for re-use as suggested by Council, while desirable, is unfortunately not feasible on this site given the inability to have underground tanks in this coastal location (and limited space above ground for the size tanks required)”, and;*
- “The collection and re-use of water in association with this type of development is also impractical given the relatively limited water that would be captured from the 1,645m² roof area in comparison to the volume of water that would be required to service the needs of a 180 key hotel and restaurant with approximately 200 toilets and commercial kitchen facilities”*
- “the restrictions around available ground floor area and site area needed to store a suitably sized re-use tank”*
- “the challenge of collecting sufficient rainwater from a limited roof catchment area to service the needs of a hotel with 180 rooms and commercial kitchens, required an extremely large volume/tank size;”*
- “the inability to have underground tanks due to adverse ground and stability issues”*

Council disagree with these statements. It is quite well documented that stormwater collection and re-use systems are particular suited on developments with large roof areas and a high number of re-use opportunities (i.e. toilets, irrigation). Tanks can be provided within carpark areas and there are a multitude of custom sizes that are available to facilitate all types of development. Noting that a large underground stormwater treatment device is proposed, the site is to be raised, and based on other examples seen by Council, it is not foreseen that “adverse ground and stability issues” would be such that underground tanks could not be installed (if required).

5. Council previously advised that stormwater detention would not be required only if all stormwater from the development was captured and directed to the Port river via a new stormwater outlet. The current design proposes to discharge a large catchment into Council’s existing stormwater system. All stormwater needs to be captured and conveyed directly into the Port River (via a new outlet, not connected to Council’s drainage system), alternatively the capacity of Council’s drainage system will need to be assessed and on-site detention provided to ensure Council’s stormwater drainage system is not overloaded.

The responses provided by ekistics and CPR is noted. Whilst it is not ideal, given that proposed site areas directed towards the McLaren Parade drainage system do not exceed pre-development, in this instance Council will accept. With that said, every attempt should still be made as part of the detailed engineering designs to direct all stormwater directly to the Port River without connecting to Council's existing drainage networks. The current CPR design also indicates a connection to Council's existing drainage system in the north east corner of the site. This connection will not be permitted and will need to be removed from design plans prior to Full Development Approval. Calculations will also be required to confirm the proposed on-site drainage system is suitable to convey 100 year ARI flows to the Port River.

With the limited information and concerns that have been raised with respect to stormwater quality improvement, and decision not to take advantage of rainwater collection and re-use opportunities, the current proposal is considered to fall well short of satisfying water sensitive urban design planning objectives.

Council's preference is for the above matters to be addressed prior to planning consent being granted. In the event planning consent is granted, it is strongly recommended that the following development approval condition be included:

- Prior to Full Development Approval the Applicant shall submit a detailed Engineering Siteworks Plan and calculations, prepared by a suitably qualified Civil Engineer in accordance with Council Development Guide DG15 "Engineering Siteworks Plans", to the reasonable satisfaction of SCAP and Council.
- Rainwater collection and re-use systems shall be incorporated into the development and be connected to all toilets, laundry taps and irrigation systems, and where desirable, any washing machines or hot water systems to satisfy Water Sensitive Urban Design planning objectives.
- All surface stormwater runoff from car parking and vehicle manoeuvring areas shall be directed through bio-filtration systems or on-site pollutant treatment devices capable of removing and capturing oils, silts, greases, gross pollutants and nutrients to Council satisfaction, prior to discharging to Council's stormwater drainage system.
- The design of stormwater quality improvement systems shall ensure the following reduction targets are achieved: 90% gross pollutants (greater than 50mm), 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen (TN) and demonstrated reduction of hydrocarbons (oils and greases).
- Water Sensitive Urban Design (WSUD) techniques should be incorporated within the development with evidence that bio-filtration trenches, drainage swales, slotted kerbs, permeable pavement, and/or retention systems have been provided, consistent with the examples provided in the Water Sensitive Urban Design Technical Manuals for the Greater Adelaide Region.

Russell Fink

Team Leader Planning

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Please submit large files via my Dropbox: <https://sftp.cityofpae.sa.gov.au/filedrop/~BCxPRD>

www.cityofpae.sa.gov.au



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Port Adelaide Enfield Council Heritage Advisor Comment

Planning Application No.: 040 0445 2020 Amended proposal
Location: Lots 2 to 7 McLaren Parade, Port Adelaide

Zone: Regional Centre Zone
Policy Area: Policy Area 44
Heritage Status: Adjacent State Heritage Area
Proposal: Construction of a 6-storey tourist accommodation building comprising lobby, restaurant, bar and function spaces, retail tenancy, carparking, landscaping and port cohere

To: Russell Fink
Date: Amended 23 June 2020

Background:

This report is in response to Ekistics correspondence of 16 June, describing design amendments to the proposed tourist accommodation.

The amendments are:

Changes to the design of the Lipson Plaza (East)wing:

- Two storey brick element to three sides of the corner to McLaren Parade and Lipson Plaza;
- Glazed horizontal band above this separating the brick element from the floors above;
- Internal vertical negative joint to visually separate the north and east wings at the junction;
- Change in window pattern to become more consistent.

North East corner brick element

- Horizontal banding at the parapet, level 2 and level 4

South East Elevation

- Increased articulation through steel elements that continue around the west elevation;

Roof form

- Eaves overhang introduced;
- Increase in pitch to conceal plant;
- Reduction in lift plant room height.

Materials

- Mid- grey sandblasted finish.

Description:

The Subject Land is vacant. It has 54 metres frontage to McLaren Parade and 43 metres to Lipson Street, that abuts the Port Adelaide State Heritage Area.

A large portion of Port Adelaide was declared the first State Heritage Area in South Australia in April 1982. The area is of architectural and historical significance as it contains the most substantial and continuous grouping of colonial commercial and administrative buildings in South Australia. Many of the buildings within the area were directly associated with Port Adelaide's function as the port for the State's capital.

The Subject Land is also diagonally opposite the Dockside Tavern, an individually listed State Heritage Place that exhibits a high level of integrity.

Port Adelaide Enfield Council Heritage Advisor Comment

The proposed building is taller than and to the east of the Former South Neptune Island Lighthouse, which was relocated and reconstructed in Port Adelaide in 1985, also an individually listed State Heritage Place.

Lipson Street is the premier Street of the State Heritage Area. It is two storey in character.

The development includes:

- ground floor level with 4.2-4.7 metre ceiling heights building entries and lobby and port cochere to McLaren Street, now with an amended design, a bar and lobby lounge, public restaurant, and open terrace to the north-east corner;
- separate ground floor tenancy for retail occupation at the western end abutting the Promenade;
- administration, kitchen, laundry, waste and amenities behind a façade and slatted fence;
- at-grade car parking for 17 vehicles in an open paved area adjacent McLaren Parade and 14 car parking spaces within a two-level car stacker system located within the building on the southern façade (setback 20 metres from McLaren Parade);
- Eight (8) bicycle racks adjacent the Lipson Street façade;
- first floor, also with 4.2-4.7 metre ceiling heights, comprising 15 suites, a guest gym, function spaces (including a southern facing balcony) and two boardrooms;
- four (4) levels above (floors 2-5) of hotel rooms/suites and support amenities; and
- Roof top plant integrated with an amended hipped roof in the centre of the building, behind the corner brick parapet.

The proposed design includes the following elements:

- Brick corner element extending full height of the building to the north east corner; this now has horizontal banding in three locations;
- Two concrete façade wings: one to the west and the other to the south set back from the corner element;
- Top floor nominally recessed to each wing predominantly glazed;
- Steel canopies at Ground Level;
- Inset terraces to the brick arches;
- Amended pitched roof to each wing with central plant over west wing and concrete roof to corner portion;
- Amendments as described above.

The palette of materials as shown overleaf includes:

- Blackett sandstock bricks to the corner;
- Precast Mid Grey Oxide sandblasted finish concrete wall to wings;
- Charcoal steel colour elements to canopies;
- Weathered steel elements to exposed structure to east and south in particular;
- Dark Grey Oxide Sandblasted concrete finish to lower portion of west elevation (boundary wall);
- Timber slats to screen;
- Surf mist roofing in max line or similar.

The corner portion extends for the full six storeys plus parapet. The north east corner has been designed with Ground Floor arches that include the second floor. The upper floor levels are paired to each vertically proportioned window.

For the wings, the solid concrete walling occurs over three levels with windows being vertically proportioned and continuous. There is exposed weathered steel elements that visually support the upper levels. The top level is predominantly glazed with regularly spaced steel columns.

Port Adelaide Enfield Council Heritage Advisor Comment

The Ekistics letter provides comparative images to demonstrate the changes made.

Adjacent character and the State Heritage Area:



Bond Store



Port Adelaide Enfield Council
Heritage Advisor Comment



Port Adelaide Enfield Council
Heritage Advisor Comment

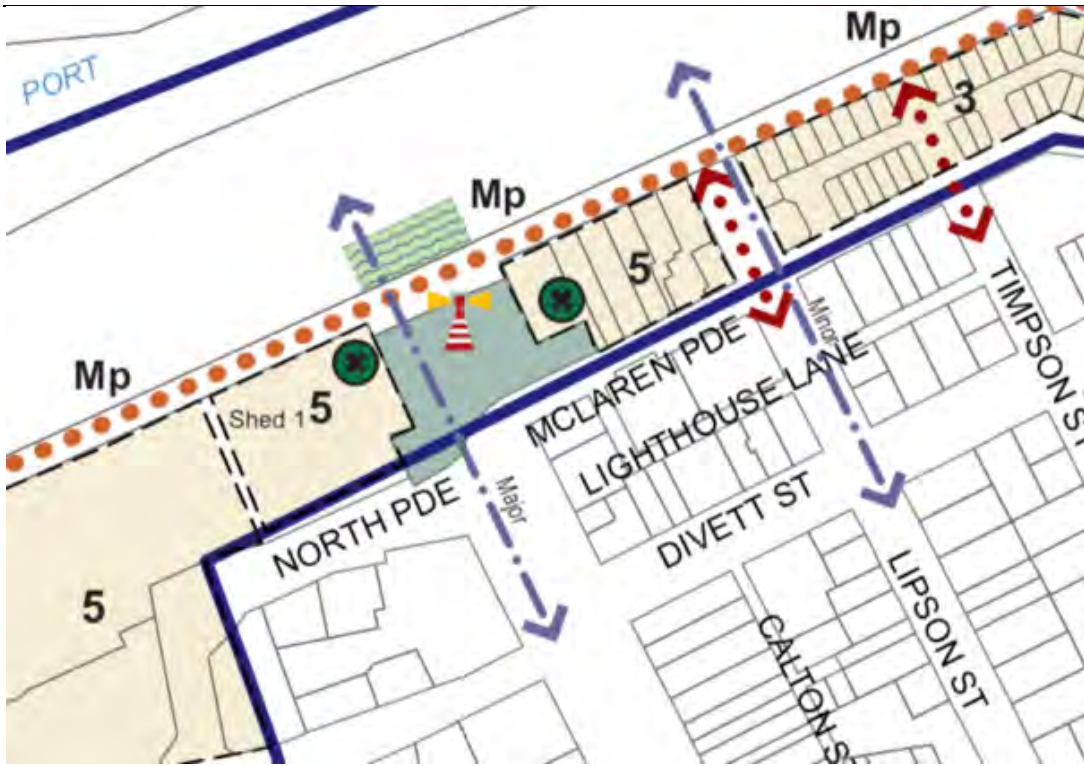


Typical robust store of the State Heritage Area

As Development on a prominent land holding located within Policy Area 44 of the Regional Centre Zone adjacent the State Heritage Area I have considered the following Development Plan Provisions:

- Heritage Places
- Policy Area 44
- Regional Centre Zone

Port Adelaide Enfield Council
Heritage Advisor Comment

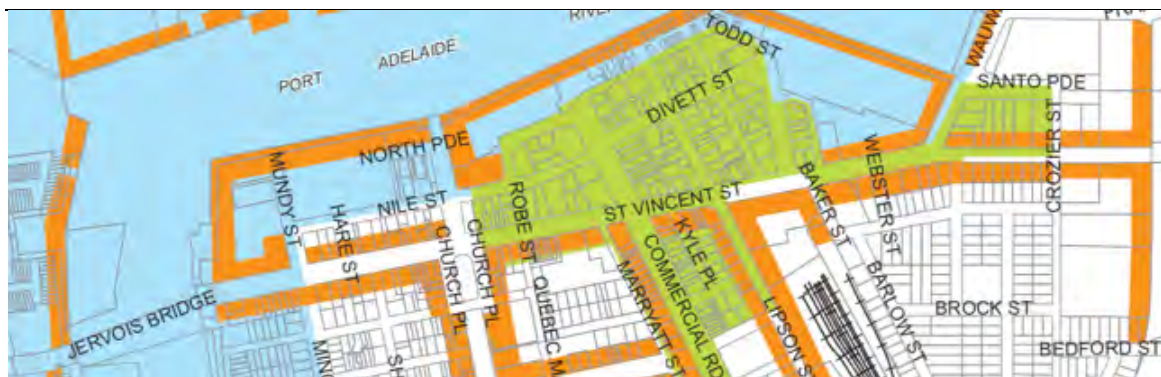


Concept Plan 36



Concept Plan 29 : Views

Port Adelaide Enfield Council Heritage Advisor Comment



Concept Plan 28

PA44

OBJECTIVES: 2,3,4

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL : 1,2,3,5,7,9,10,11,12,14,16

Heritage Places

OBJECTIVES: 3

PRINCIPLES OF DEVELOPMENT CONTROL: 6,9

Regional Centre Zone

OBJECTIVES: 3,5,8,9,15,16

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL: 1,4,5,7,8,13,24,25,26,30,31,38,39,48,49,50,51,52,53,56,57,58,60,88,89

Assessment:

The proposal has been designed to a high architectural standard. The amendments are considered to better satisfy PA 44 Objective 2. The amended proposal has been refined with the addition of the two storey brick element, with recessive glazed portion above, to the East Wing to provide an effective visual connection with the traditional centre of Port Adelaide and the waterfront.

PA 44 Desired Character seeks buildings of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas. The State Heritage Area is characterized and best known for its robust materials and horizontal proportions. The adjacent State Heritage Place, the Dockside Tavern, is horizontal in proportions and simple in detail. The State Heritage Area is similarly characterized by robust two storey horizontally proportioned buildings.

The introduction of horizontal banding in the amended design proposal is a successful design technique that assists with adjusting and overcoming the previous overly strong vertical expression of the North East corner portion.

Desired Character seeks buildings developed along the waterfront that create strong visual links back to St Vincent Street and the core of the heritage centre beyond. It seeks buildings that are sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.

Port Adelaide Enfield Council Heritage Advisor Comment

While the proposed building is one storey higher than that contemplated, the proportions of the corner element has been amended to introduce and improve horizontal definition, better satisfying Desired Character and Objective 4 and PDC 2 of the Policy Area.

The building is only slightly separated from Lighthouse Square, with the Concept Plan 36 showing its Landmark preference being closer to the square. The amended design has improved the transition to the east and south of the Subject Land. The view and approach from the SW, has been improved in the amended design to avoid a rear of building appearance.

The amended building design better reinforces and visually connects with the policy area. The strong visual links to the rich architectural heritage of the adjacent State Heritage Area and individual heritage places have been improved through the design amendments proposed.

The amended design has introduced some subtle but meaningful design changes that satisfy PDC 10 of the Policy Area. It contemplates new buildings that respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. The architecture is contemporary and innovative and the amended design has introduced elements that adequately reference the State Heritage Area and satisfy this provision.

PDC 10 encourages architectural themes evocative of the area's maritime and industrial heritage. The proposed amended building design is innovative and functional with improved proportions and detailing that better reference the spirit and robust character of Port Adelaide.

Heritage Places Objective 3 seeks development that preserves the setting of State Heritage Places.

While there is no physical interference, the amended proposal better transitions to the adjacent State Heritage Places through the introduction of the two storey brick element and glazed banding above. While taller than the Lighthouse contextual reference to the predominantly two storey surroundings has now been introduced.

PDC 6 of Heritage Places contemplates compatibility rather than contrast and while replication is discouraged, some referencing of scale and bulk, height, proportion form and composition is encouraged. The amended proposal improves the reference and attention to surrounding context.

Heritage Places PDC 9 contemplates development on land adjacent to a State Heritage Place and seeks to conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings. The amended proposal has improved the proposal in terms of it being adjacent to the State Heritage Area.

PDC 9 of the Regional Centre Zone echoes this sentiment and is better satisfied through the introduction of references and detail that improve the compatibility of the proposed new building, through better consideration of its scale, height, mass, setbacks and materials.

RTC Desired Character Objective 16 and PDC 4 contemplates new buildings designed to carefully manage **the interface with heritage buildings**, particularly with regard to massing proportions; overshadowing, scale and appearance. In that respect the amended design better manages the interface and has been refined to demonstrate awareness and reflection of the overall variation in heights and perceived heights of adjacent buildings and structures in the design and contextual amendments.

RTC PDC 24 contemplates compatibility with and reinforcement of the rich, historical and highly urbanised townscapes within the zone and PDC 25 seeks to respect, but not mimic, existing 19th century building forms and townscapes of significance. In this regard the amended proposal is satisfactory, with the improvements to the Lipson Wing and the corner portion and appearance from

Port Adelaide Enfield Council Heritage Advisor Comment

the SW. This results in an improved transition to the lower adjacent built form and approach to the building from the South West.

While PDC 8 seeks development of vacant or under utilised land for more appropriate uses and hotel is a contemplated use (PDC 1), the amended proposal now better responds to the Development Plan Concept Plans.

PDC 38 seeks a high degree of architectural quality in addressing compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area, specifically in relation to building height, massing and proportion and facade articulation. The amended design is considered to satisfy PDC 38.

While RTC 49 is clear in stating that buildings should not exceed the number of storeys, the amended proposal has introduced design techniques that assist in visually reducing the height through the banding proposed to the North East corner, the improved south end to the Lipson wing and subtle other improvements.

PDC 53 in seeking contextual design that responds to both the existing and desired future character, mentioning scale, massing, composition, architectural expression and materials, is now considered satisfied.

PDC 58 provides guidance on techniques for taller buildings to reflect the street wall heights and horizontal elements of adjacent buildings, which are adopted in the amended proposal.

The guidance of PDC 88 and 89 provide in encouraging integration with the design, form and scale of adjacent heritage buildings, contemplating bold, robust architectural forms with articulated and modelled facades has been better satisfied.

Conclusion:

The amended design has maintained the quality of the architectural design, activation of the Ground Levels with streetscape, the articulation between the wing elements and the materials proposed.

The amended development proposal is considered to:

- provide design techniques to resolve the contextual interface and the greater height contemplated in the Development Plan;
- softened vertically proportioned elements and introduced an element that better connects in scale, materials and visually with adjacent heritage buildings.

The amended proposal better responds to the more finely grained, horizontally proportioned and robust maritime buildings that are more proximate than the recent distant modern buildings shown in the wharf side streetscape elevations.

The amended proposal has great merit, with improved façade treatments and modelling that provide the requested contextual reference to Port Adelaide.

Douglas Alexander

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

Applicant: CK Property Group C/ Ekistics
Development Number: 040/L074/20
Nature of Development: Construction of a 6-storey tourist accommodation building, with restaurant/bar, retail, car parking and port cochere
Development Type: Merit / Category 2
Zone / Policy Area: Regional Centre Zone / McLaren's Wharf Policy Area 44
Subject Land: 2-7 McLaren Parade, Port Adelaide
Contact Officer: Janaki Benson
Phone Number: 08 8343 2339
Close Date: 26 March 2020

WINCHESTER PROPERTIES PTY LTD PER :
My Name: ROBERT MICHAEL NICOL **My phone number:** 82403888
DIRECTOR
Primary method(s) of contact: **Email:** bnicol@rmnicol.com.au
Postal Address: PO Box 7373 West Lakes SA 5021 **Postcode:** _____

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:

2A McLAREN PARADE, PORT ADÉLAIDE SA **Postcode** 5015

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: _____

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: 25 March 2020

16 June 2020

REF No.: 00790

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

Attention: Janaki Benson

By Email: Janaki.Benson@sa.gov.au

Dear Janaki,

RE: APPLICATION 040/1074/20 - TOURIST ACCOMMODATION BUILDING - 2-7 MCLAREN PARADE, PORT ADELAIDE

We write on behalf of the Applicant, CK Property Group in response to your email dated 30th April 2020 and the provision of agency referral comments from the following authorities:

- South Australian Government Architect
- Heritage South Australia, Department of Environment and Water
- Coast Protection Board, Department of Environment and Water
- City of Port Adelaide Enfield

We also note that a single Category 2 Representation was received and that this was supportive of the proposal which is pleasing.

With respect to the Agency comments we note a range of matters have been raised and that many aspects of the proposal are supported by these agencies, including the proposed land use; the activation of the Promenade and Lipson Plaza with food and beverage tenancies and outdoor terraces; the design intent to define the waterfront corner with a taller element and the use of authentic and robust materials. We also note that Government Architect supports the approach for a building of the proposed scale (subject to design refinements) and that State Heritage has recognised that the proposal exhibits a high standard of architectural design.

In response the outstanding matters, please find written commentary below in addition to the following attached documents:

Appendix 1 Planning Response Comparison perspective images prepared by Brown Falconer

Appendix 2 Amended Plans, Elevations and Perspectives prepared by Brown Falconer

Appendix 3 Correspondence from DASH Architects dated 12 June 2020 in relation to heritage considerations

Appendix 4 Correspondence from CPR Engineers dated 10 June 2020 in response to matters raised by the Coast Protection Board

Appendix 5 Correspondence from CPR Engineers dated 10 June 2020 in response to matters raised by the City of Port Adelaide Enfield

In order to provide a consolidated response to the matters raised, the key topics are summarised and listed below as follows:

- Built Form, Scale, Streetscape and Heritage
- Flood Risk and Stormwater Management
- Pedestrian Access and Amenity
- Car Parking
- Site History

1.0 Built Form, Scale, Streetscape and Heritage

A range of comments relating to the architectural design in the context of the adjoining State Heritage Precinct and nearby listed properties were raised by ODASA, State Heritage and Council's Heritage advisor.

DASH Architects have summarised these issues into four (4) key points:

1. Height, massing, proportions, materiality and architectural expression of the Lipson Plaza wing and its transition to the State heritage precinct;
2. Height and verticality of the north-eastern corner element;
3. Articulation of the south west elevation of the waterfront building wing as viewed from Black Diamond Square; and
4. Height of the building at the western boundary as it relates to the height of the lighthouse.

In response Brown Falconer, the Project Architects, worked through a number of design changes to respond to the issues raised and following engagement with DASH Architects and the Project Team, have landed on an amended design.

The proposed changes between the current design and the original plans lodged in February 2020 are clearly illustrated in the 'Planning Response Comparison' perspective images located as **Appendix 1**. A full set of amended plans and elevations are also provided in **Appendix 2**.

1.1 Lipson Plaza Wing

The primary changes relate to the south-eastern Lipson Plaza Wing as shown below.

Figure 1 Lipson Plaza Wing – original verses current design



The changes adopted to this element of the building are listed as follows:

- The composition and design of the corner to McLaren Parade and Lipson Plaza has been reviewed and refined further in response to the state heritage interface;
- A two-storey brick element, relating to the NE corner, has been introduced responding more strongly and sympathetically to the streetscape context and scale;
- The arrival portal brings texture in materiality and holds the corner with increased solidity while still facilitating traffic and pedestrian movement;
- Above the brick element a glazed horizontal band at level 2 separates the levels above while reducing the building bulk and favourably adjusting the composition of the Lipson wing to better transition toward the state heritage precinct;
- A negative joint has been introduced to the inside corner of the L shaped floor plan allowing a break in the facade to shift between the two wing compositions; and
- Windows articulate the SE façade with the same rhythm as other facades

DASH Architects advise that in their view, the addition of the two-storey brick section, similar to the waterfront corner detail, and changes in colour and articulation to the upper levels have combined to achieve a softer transition from the State Heritage Precinct. DASH’s commentary on the revised design is provided in **Appendix 3**.

While the building height has not be reduced, the additional façade articulation and material changes reduce the apparent massing and verticality of this building wing which is considered to more successfully transition and respond to the finer grain character of the State Heritage Precinct.

1.2 NE Corner – brick element

- Horizontal articulation has been introduced to the NE corner brick element in three locations: level 2, level 4 and at the eave line of the adjacent wings. This articulation and proportioning change respond to the comments made on the massing and verticality of the north-eastern corner brick element and assists to break down the scale of this elevation.

1.3 SE Elevation

- Greater articulation is proposed to the SE elevation podium zone via steel elements continuing around the building from adjacent facades.

1.4 Western Elevation

- A material palette change to darker tones and the level 5 eaves overhang enhance the revised western elevation (noting however this elevation will likely be built out when the adjoining western allotment is developed).

1.5 Level 5 + Roof + Plant

- The eave overhang at Level 5 has increased, providing increased shadow to the recessive level;
- The roof pitch has increased slightly which serves to decrease the apparent height of the plant platform; and
- Lift access to roof plant has been deleted reducing the lift shaft height.

1.6 Materials

- Precast colour adjusted to a mid-grey sandblasted finish, this palette change we feel unifies the elements of the building; and
- A sample board of the proposed materials will be provided to SCAP for review.

The design amendments adopted present a more sympathetic interface to the adjoining Precinct while not seeking to replicate heritage architecture. While the building height is unchanged, the design is considered to achieve the scale and massing intent of the Zone which calls for a 'Landmark Building'. Further the proposed building at 24.5m remains lower in height than the recent constructed Government Office building (25.7m) and the soon to be refurbished former Marine and Harbours building in Dock 1 (39m).

Whether 5 storeys (as the Zone suggests) or 6 storeys (as is proposed), buildings along the Promenade were always envisaged to be higher than the buildings in the State Heritage Precinct. The relevant planning policy specifically encourages this. The approach adopted ensure a viable commercial development outcome within a responsive and respectful building design which will enliven the area and reinforce the focal point and destination aim of this important site.

2.0 Flood Risk and Stormwater Management

2.1 Coast Protection Board

We note the correspondence received from the Coast Protection Board (CPB) dated 7 April 2020 and the advice that minimum building site and finished floor levels of 3.2 metres and 3.45 metres Australian Height Datum (AHD), respectively, are required to address sea level rise to the year 2050 in the subject location.

We also note the Board's requirement that mechanical and/or electrical equipment be made safe from water ingress by ensuring a minimum floor level of 3.45 metres AHD in association with such equipment.

This advice is consistent with the preliminary advice provided the Applicant and informed the adopted project levels from an early design development stage. As the CPB notes, the proposed building achieves the recommended finished floor level of 3.45m AHD and includes a ground floor ceiling height clearance that would allow for future floor levels to be raised a further 0.7m to address predicted 2100 levels.

With regard to the remaining queries, CPR have reviewed the CPB's advice and confirm as follows in the attached correspondence dated 10 June 2020 (refer **Appendix 4**):

- Mechanical / electrical equipment (being a main service riser and fire booster) will be installed at an RL of 3.45 AHD as per CPB requirements;
- The external Port Cochere has an RL of 2.9m AHD which grades down slightly at its edge to match in with the current levels off McLaren Parade;
- Immediately inside the building at the Concierge area, an accessible ramp and associated steps provide access to the main Ground floor level of RL3.45m AHD; and
- Surface levels of the pavement that adjoin the entry to the site match into the current levels off McLaren Parade and therefore some sections of the car park and landscape areas are at levels that may become subject to inundation in extreme events.

With respect to this last point, CPR Engineers confirm that the surface levels of the pavement that adjoins the entry to the car stackers is at RL3.25m AHD, which is in excess of the CPB requirement for site levels. These levels are more clearly illustrated in the following section drawing and levels plan.

Figure 2 Section Drawing illustrating approach to floor levels across the site (c/- Brown Falconer)

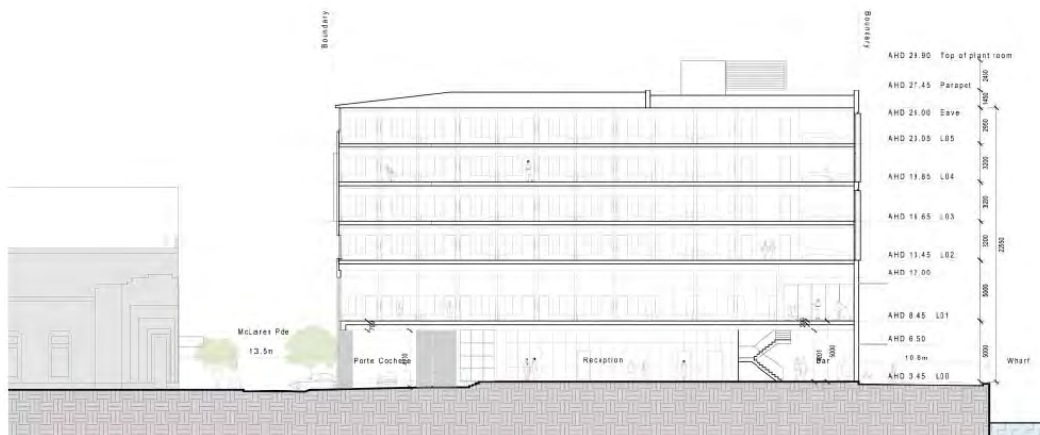
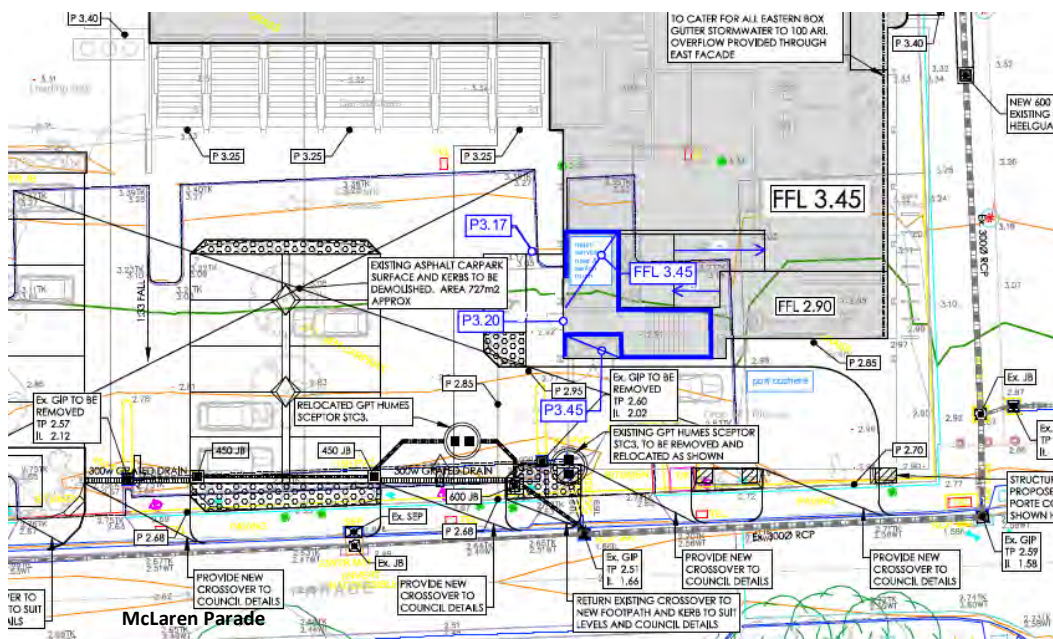


Figure 3 Proposed levels for southern side of the subject site (c/- CPR Engineers)



We understand the CPB are satisfied with the response provided.

2.2 City of Port Adelaide Enfield

We note the correspondence received from the City of Port Adelaide Enfield (PAE) dated 6 April 2020 which included a series of Stormwater comments. CPR has reviewed and responded to these queries in the attached correspondence dated 10 June 2020 (refer **Appendix 5**).

The first two points relate to finished floor levels which have been addressed in the response to the CPB (above).

While noting Council’s feedback on levels, the proposed site and floor levels were thoroughly investigated including seeking early feedback from the CPB and Council on the best approach.

In essence, to remove any potential risk from flood would necessitate the building being raised close to 1 metre above the existing promenade level.

This would have significantly negative consequences for access, amenity and transition with the established Promenade, footpath and road network.

Pre-lodgement discussions with Council Planning staff identified their concern that raising the building levels would then necessitate the need for high retaining walls around the perimeter of the site. We understand that has occurred at some other Port developments and Council staff were clear that this was not the design solution they wished for this site, especially given its Promenade and Lipson St frontage.

There are clearly different priorities at play for Council and while we recognise the Council’s Engineers focus is on mitigating any potential flood risk, in our view (and consistent with the views expressed by Council Planning staff), a balanced approach is need to ensure suitable finished floor levels which minimise flood risk, satisfy the CPB, while also ensuring the development provides equitable access and connects in seamlessly with the important public spaces around the site.

As outlined in the Planning Report (page 24), the majority of the ground floor level sits at 3.45m AHD, which satisfies the CPB flood risk standard to 2050 (and is consistent with Council’s Development Plan provisions). The only exception to this is the entry and concierge space off the Port Cochere which has a floor level of 2.90m AHD. While noting this small area is below the CPB’s recommended minimum level, the Applicant undertook early engagement CPB who confirmed they were generally comfortable with this level, recognising the practicality of having a lower concierge entrance from a building design and access functionality perspective.

Further, the Applicant notes that current guidelines call for new developments to accommodate an additional 0.7m of sea level rise beyond 2050, to 2100, and in response has future proofed the development by incorporating generous ground floor ceiling heights which would allow for future floor levels to be raised in the event that flood risk become pertinent.

Importantly, the proposed achieves the relevant Zone principle extracted below (our emphasis).

***Zone PDC 75** Development set-back 8 metres or more from the water’s edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. Where basement or under croft car parking is proposed, it shall be designed to provide a sill height of not less than 3.20 metres or a barrier to prevent inundation of the basement or under croft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.*

Council’s remaining points relate to stormwater quality, collection and re-use.

CPR has responded to each of these queries in detail and in addition we wish to highlight the following points:

- Four (4) sand filter garden beds within the carpark will be constructed as vegetated swales designed to reduce stormwater volume, improve water quality through infiltration and vegetative filtering, and reduce runoff velocity;
- A Gross Pollutant Trap will filter all water from the new car park (which is approx. 80m² smaller than the existing car park on the site). Water from the car park surface will also be graded towards the sand filter garden beds within the carpark;
- The use of the GPT, together with the sand filter garden beds to clean 'dirty' stormwater from the carpark surfaces water prior to its release, achieves the water quality policy provisions in the Development Plan;
- The collection of water for re-use as suggested by Council, while desirable, is unfortunately not feasible on this site given the inability to have underground tanks in this coastal location (and limited space above ground for the size tanks required);
- The collection and re-use of water in association with this type of development is also impractical given the relatively limited water that would be captured from the 1,645m² roof area in comparison to the volume of water that would be required to service the needs of a 180 key hotel and restaurant with approximately 200 toilets and commercial kitchen facilities; and
- The volume of water leaving the site via the GPT and filters and then connecting to Council's stormwater system in McLaren Parade is less than currently leaves the site (approx. 11% reduction). This water and the clean roof water is then released directly to the Port River.

3.0 Pedestrian Access and Amenity

3.1 Guest Arrival

We note comments which suggested that a review of the arrival sequence for guests using the car park whereby they are required to walk through the Porte Cochere to the main hotel lobby. This matter has been considered however a more direct link from the car park and the hotel lobby is not considered feasible due to the site levels which would necessitate steps and ramps and would compromise the internal building layout. The car park is only a short distance to the Port Cochere and in the majority of cases, guests will drive into the Port Cochere and a valet service will take their car to be parked in the car stackers. Accordingly, the arrangements proposed are considered appropriate for this development.

3.2 Lipson Plaza Access

ODASA have also recommend universal access directly from Lipson Plaza to the lobby and bar lounges.

As mentioned, existing levels along the Promenade (north of the building) and on Lipson Plaza (east of the building) vary between levels of RL3.30m and RL3.17m at the edge of the wharf. The raised floor level to RL 3.45m necessitates the use of ramps and stairs to gain access into the building from these edges. Universal access is provided at the main building entrance points being ramped access along the north from the

Promenade and from the Port Cochere (the later which allows for an essentially flat entrance into the building which then accesses an internal ramp).

Along Lipson Plaza ramps are not proposed however steps will allow access from the Plaza into the Terrace and Lobby Lounge. If ramps were installed along this eastern façade they would need to be longer than those to the Promenade in order to achieve the required grade and would take up a considerable amount of ‘active’ frontage which is considered undesirable. While the site levels make universal access from all access points problematic, the allocation of four (4) entrances providing compliant disability access into the development is considered satisfactory.

3.3 McLaren Frontage

State Heritage also comment that over half of site frontage to McLaren Parade is taken up with vehicular access and car parking which is considered a disappointing interface. It is acknowledged that, ideally, all street frontages would offer an active built form edge however in this circumstance vehicular access to the site is limited to McLaren Parade meaning it is the only location at which vehicles can access a car park and drop off. A service entrance is a basic necessity of this form of development. Notwithstanding, the presentation to McLaren Parade will be a vast improvement to the current streetscape and will be further enhanced by the proposed upgrade to the street which has been committed to by Council. When the vacant allotment to the immediate west abutting Black Diamond Square is built upon, the McLaren streetscape will be complete and the hotel car park will also be far less visible.

With regard the street upgrade, we understand Council have engaged Aspect Studio’s to prepare the street upgrade design and have also secured ‘Places for People’ funds to construct to the upgrade.

An artist impression of the new Hotel and upgraded McLaren Parade is illustrated below.

Figure 4 McLaren Parade – northern side proposed streetscape



Future Development site – adjoining western allotment

3.4 Public Realm Encroachments

Council has queried the proposed outdoor dining arrangements and seeks assurance that suitable measures will be in place for visually impaired persons walking along the Promenade. The Applicant proposes to resolve this detail with Council at the appropriate time but notes there is sufficient width on the Promenade to allow for unobstructed pedestrian movement as well as some outdoor dining. The placement of any furniture on the Promenade will be considered and assessed through Council's Encroachment Policy process, as will the overhead canopy encroachments.

We note that the Promenade is currently the responsibility of Renewal SA but that care and control of this public space is to be transferred to Council in the future.

3.5 Pedestrian Amenity

We note ODASA have suggested further clarity on solar shading and wind impacts to maximise amenity, use of the external spaces adjacent the promenade all year-round and reduce the reliance on glazing performance to address solar loads.

Shadow Diagrams are provided in the Architectural Pack (DA03) and illustrate that the worse case shadow impacts at winter solstice predominately affect the car park but still allow maximum sun penetration to the pedestrian space within and around the site. There will be no unreasonable shading impacts from the development.

Glazing specifications will be resolved in the next phase of design development (subject to the granting of Planning Consent) however the façade design carefully manages sun access into windows through the inclusion of a projecting perimeter frame to all bedroom windows and deep reveals which inset the glazing by approximately 400mm. Shading canopies over windows are also incorporated. All these features reduce sun penetration into the windows during the warmer months. The orientation of the site at 45 degrees to true north also makes this shading more effective.

With respect to wind, an assessment of this issue is covered in Section 5.6 of the Ekistics Planning Report (page 41) and will be managed through the articulated façade and the inclusion of recesses, window reveals and canopies at the lower level to disseminate wind movement down the building façade. The ground plane design also assists to protect people from wind coming off the water.

4.0 Car Parking

Council comments state that no analysis of car parking demand for other similar hotels has been undertaken that demonstrates that 31 carparks for a 180 room hotel in a urban setting is adequate.

This matter has been dealt with in considerable detail within the Ekistics Planning report (page 44) and the accompanying GTA Transport Impact Assessment (Appendix 6 to the original lodgement package). The commentary below summarises the key points made in this assessment.

In terms of relevant planning policy, the Council's Development Plan does not provide a specific rate of on-site car parking for tourist accommodation in this Designated Areas location.

Notwithstanding, it has been acknowledged that the development may generate more parking demand than can be accommodate on site. The provision of multiple levels of above ground car parking is highly undesirable for this location and would not be supported by Council, ODASA or State Heritage due to the visual impacts and inactive frontage that car parks present. Basement parking is not viable in this coastal location due to the high water table and associated sub-level structural limitations.

While not specifically a planning consideration, we note that the hotel operator 'Ridges' has indicated that a more modest number of onsite spaces to accommodate some staff and guest vehicles is sufficient from an operational perspective. The operator runs a similar hotel in Brisbane city which successfully operates with a similar room and car parking ratio. Noting the Port location is not in the Adelaide CBD, a number of additional measures to managing parking demand will be adopted including:

- All on-site spaces will be managed by the hotel valet service and not available for general public parking;
- Guests will be advised of the limited availability of hotel parking at the time of on-line booking;
- Alternative transport options will be encouraged, including ride share and a hotel bus shuttle service will be available to take guests to key destinations; and
- Opportunities for supplementary parking within the locality (as encouraged by the Development Plan) will continue to be explored and where feasible, the hotel could lease additional parking spaces within dedicated multi-level public car parks sited on suitable locations (i.e. away from heritage interfaces and not on the waterfront). The leasing of spaces on nearby sites is very common for hotels and enables the business to manage seasonal peak periods verses quieter periods of the year when tourist levels are lower.

In the context of this site and the nature of development proposed, the on-site parking allocation is considered acceptable.

5.0 Site History

We note the request for provision of a Site History Report or alternatively, the imposition of a condition of consent (in the event of SCAP support) that demonstrates the site is suitable for its intended use prior to construction can be accommodated.

At this stage of the project, a detailed Site History report has not been prepared and it is noted that the site, if developed as proposed, will be capped (sealed).

It is recognised that the entire Port Adelaide Wharf is built upon former swamp lands and all the promenade land and adjacent sites in Port Adelaide are formed through land fill. The site was formerly occupied by Wharf Shed (shed no. 2) which was demolished some years ago. Previous geotechnical and environmental investigations and sample testing undertaken by Coffey in association with a previous project proposed on the site did identify contaminated materials and concluded that concentrations of heavy metals and hydrocarbon

compounds in the fill placed over the upper 0.6m of the site were assessed to be less than the National Environmental Health Forum (NEHF) criteria for commercial development.

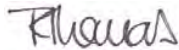
It is understood and accepted that an appropriate Remediation And Management Plan for site construction will be necessary and the Applicant is amenable to the imposition of a Reserve Matter or Condition which requires the provision of an audit statement prior to commencement of any works on site certifying that the site is suitable for its intended use.

6.0 Conclusion

A suite of design amendments have been presented following a detailed review of the Agency feedback comments and it is considered that these changes effectively address the various character and interface issues raised. A response to the others matters raised seeks to provide clarity in relation to flood risk, stormwater management, pedestrian access and amenity, amongst other matters.

We appreciate the opportunity to respond to this collective feedback and welcome the determination of the State Commission Assessment Panel at the next available meeting.

Yours Sincerely

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

Rebecca Thomas

Senior Associate

Appendix 1. Planning Response Comparison perspective images

Brown Falconer



McLaren Wharf Port Adelaide
Hotel Development

Planning Response Comparison

05.06.2020

**BROWN
FALCONER**



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)

Appendix 2. Amended Plans, Elevations and Perspectives

Brown Falconer

McLaren Wharf Port Adelaide - Hotel Development

DAISSUE

Rev. Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	18.02.2020
POST-LOGEMENT DESIGN CHANGES	05.06.2020



Contact

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 bfg.admin@brownfalconer.com.au
 brownfalconer.com.au

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DA03	Form, Sunstudy and Longviews	02	05.06.2020
DA04	3D Perspectives	02	05.06.2020
DA05	3D Perspectives	02	05.06.2020
DA06	Streetscape Elevations	02	05.06.2020
DA07	Elevations	02	05.06.2020
DA08	Sections and Photomontages	02	05.06.2020
DA09	Site Plan	02	05.06.2020
DA10	Ground Floor Plan	03	05.06.2020
DA11	Level 1 Plan	02	05.06.2020
DA12	Levels 2 - 4 Plan	02	05.06.2020
DA13	Level 5 Plan	02	05.06.2020
DA14	Roof Plan	02	05.06.2020

BROWN FALCONER

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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

COVER PAGE

Scale N/A
 Drawn MG LP ER
 Date 18/02/2020
 Job No 2018042
 Dwg No 3293 DA01 Rev 03 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development Context Analysis + Project Aspiration

Locality



Sun and Views



Key Locations

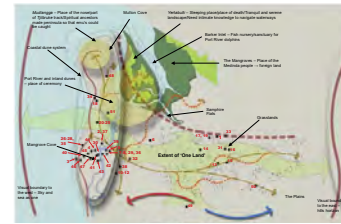
- Legend
- 1 Subject Site
 - 2 Queens Hotel
 - 3 Port Adelaide Backpackers
 - 4 MH Motel
 - 4 Hart's Mill
 - 5 Queen's Wharf
 - 6 Fishermen's Market
 - 7 Lighthouse
 - 8 McLaren Wharf
 - 9 Lipson Street Plaza
 - 10 One and All Ship
 - 11 Clipper Ship
 - 12 Dockside Tavern
 - 13 Maritime Museum
 - 14 Town Hall
 - 15 Visitor's Centre
 - 16 Port Admiral Hotel
 - 17 Port Mall



Site Analysis

- Legend
- Front of House
 - Back of House
 - Active Node
 - Activated Frontage
 - Sight Lines
 - Boundary

Cultural Context



Historic Context



Heritage Context



Art Context

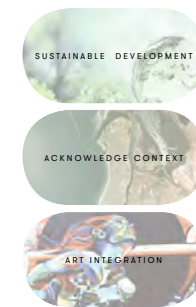


Design Principles

*Agreed with the local community through significant and comprehensive community consultation events during the McLaren Wharf Master Plan project, Renewal SA and Tract

- Celebrate the Waterfront
- Activate the Plaza
- Enhance City Streets
- Support a Diverse Community
- Promote Port's History
- Provide a Welcome for Visitors
- Facilitate Coming and Going
- Ensure a City for People

Project Principles



McLaren Wharf Port Adelaide - Hotel Development
Form, Sun Study + Long Views

Form



Gesture 1
Allow for future expansion

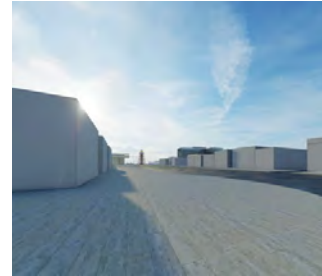


Gesture 2
Corner feature with recessive wings

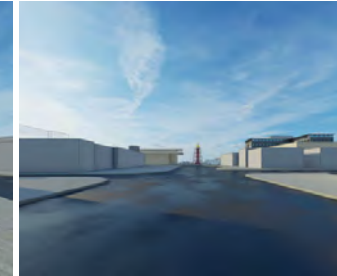


Gesture 3
Two storey finer grain with recessive top level

Long Views



Corner of Commercial Rd and St Vincent St



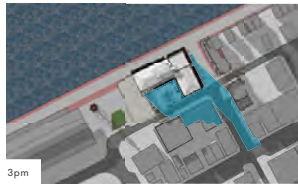
Corner of Commercial Rd and Nile Street



9am
Sun Study : Winter Solstice - 21st of June



12pm



3pm



9am
Sun Study : Equinox - 20th of March



12pm



3pm



9am
Sun Study : Summer Solstice - 21st of December



12pm



3pm



Corner of Lipson St and St Vincent St



Birkenhead



McLaren Wharf near Warrawee Dock



Queens Wharf

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev. Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGEEMENT DESIGN CHANGES	05.08



McLaren wharf looking south-west



McLaren wharf promenade



Fishermen's Wharf looking north-east



Lipson Street looking north-west

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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

3D PERSPECTIVES

Scale N/A
Drawn MG LP ER
Date 14/02/2020
Job No 2019/42
Dwg No 3293 DA04 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev	Amendment	Date
	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
	POST-LODGEMENT DESIGN CHANGES	05.08



McLaren Wharf facade



McLaren Parade



Lipson Plaza colonnade



McLaren Parade entrance

BROLA FALCONER

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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

3D PERSPECTIVES

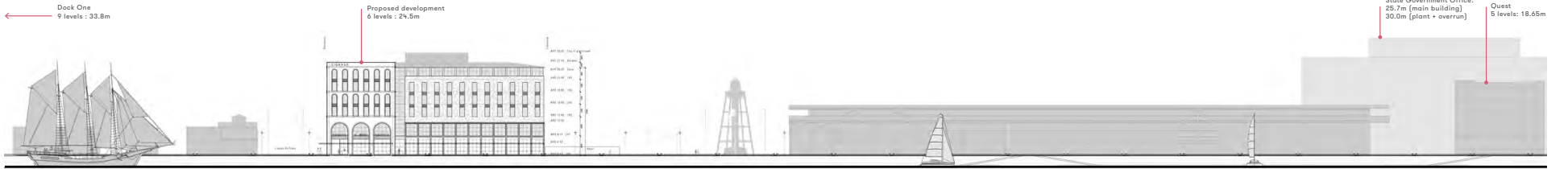
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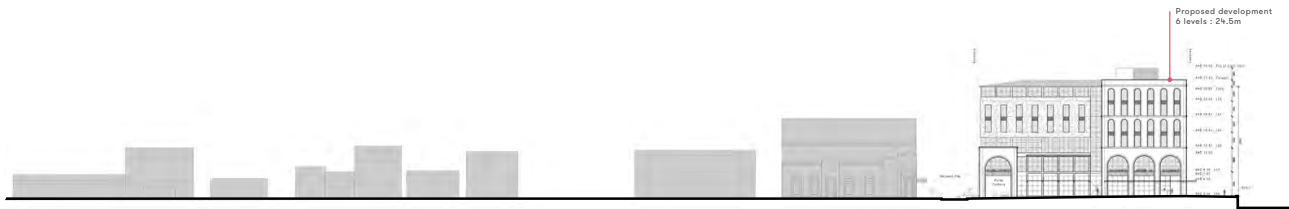
McLaren Wharf Port Adelaide - Hotel Development Streetscape Elevations

D A I S S U E

Rev.	Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT		14/02/2020
POST-LODGE MENT DESIGN CHANGES		05/05



North Streetscape (McLaren Wharf)
Scale - 1:500



East Streetscape (Lipson Street)
Scale - 1:500



South Streetscape (McLaren Parade)
Scale - 1:500



West Streetscape (Commercial Road)
Scale - 1:500

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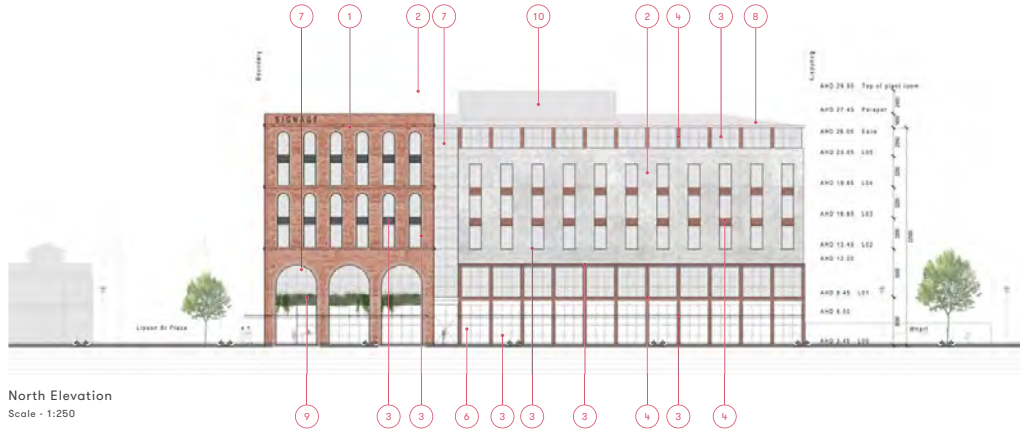
CK PROPERTY GROUP

PORT ADELAIDE HOTEL

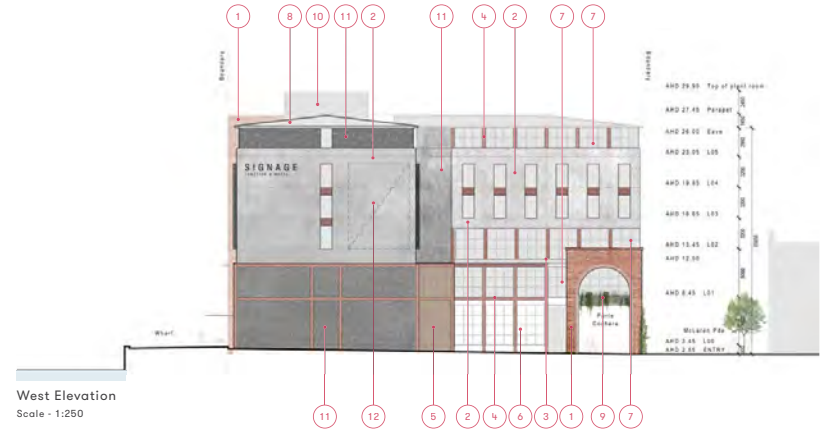
STREETSCAPE ELEVATIONS

Scale: 1:500
Drawn: MG LP ER
Date: 14/02/2020
Job No: 01151942
Dwg No: 3293 DA06 Rev 02 At sheet

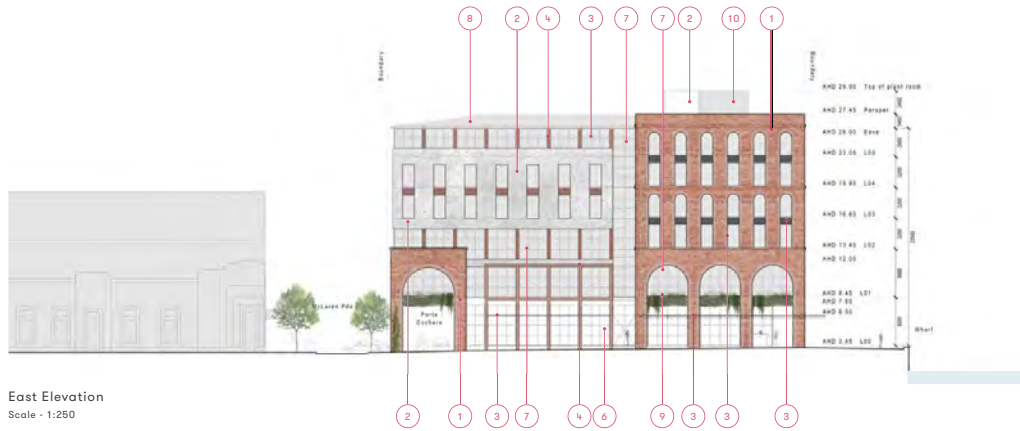
McLaren Wharf Port Adelaide - Hotel Development Elevations



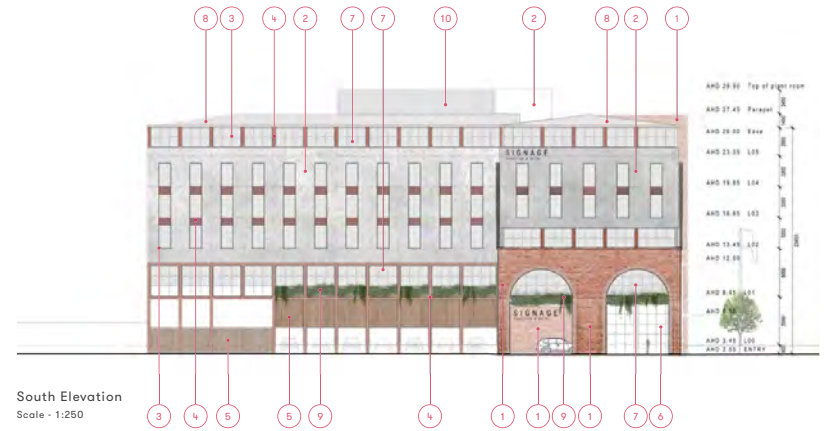
North Elevation
 Scale - 1:250



West Elevation
 Scale - 1:250

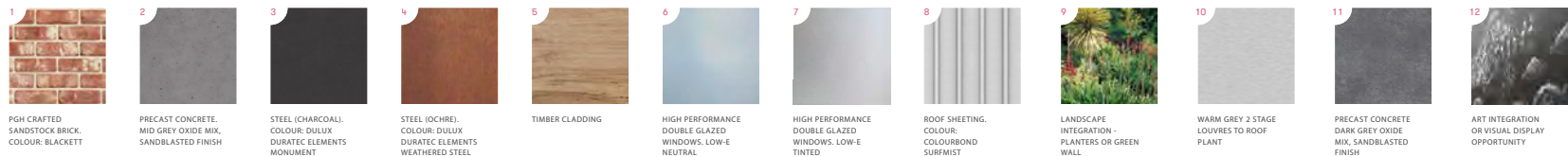


East Elevation
 Scale - 1:250



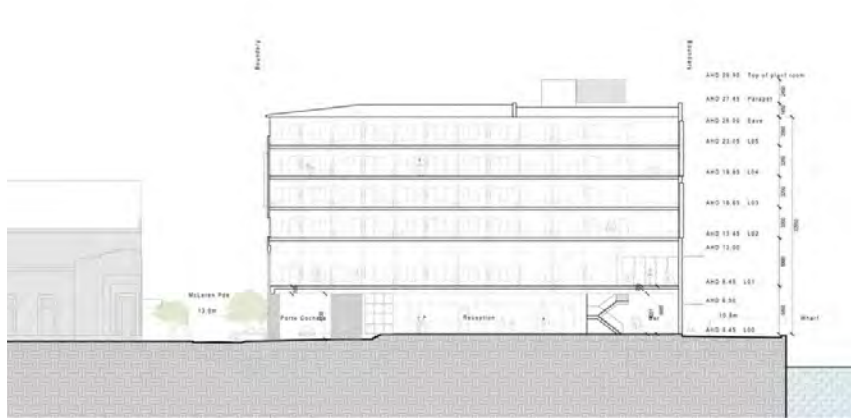
South Elevation
 Scale - 1:250

Material Legend

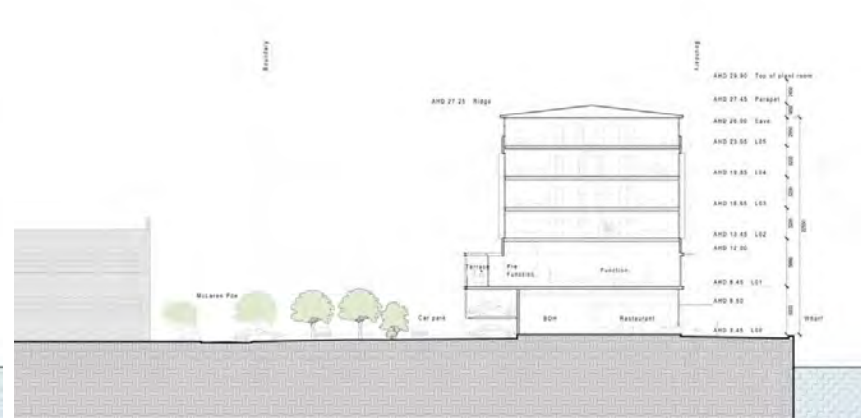


McLaren Wharf Port Adelaide - Hotel Development
 Sections + Photomontages

Rev. Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LOGGEMENT DESIGN CHANGES	05.08



Section A
 Scale - 1:250



Section B
 Scale - 1:250



Photomontage 01
 Corner of Parade N and Commercial Rd looking north-east

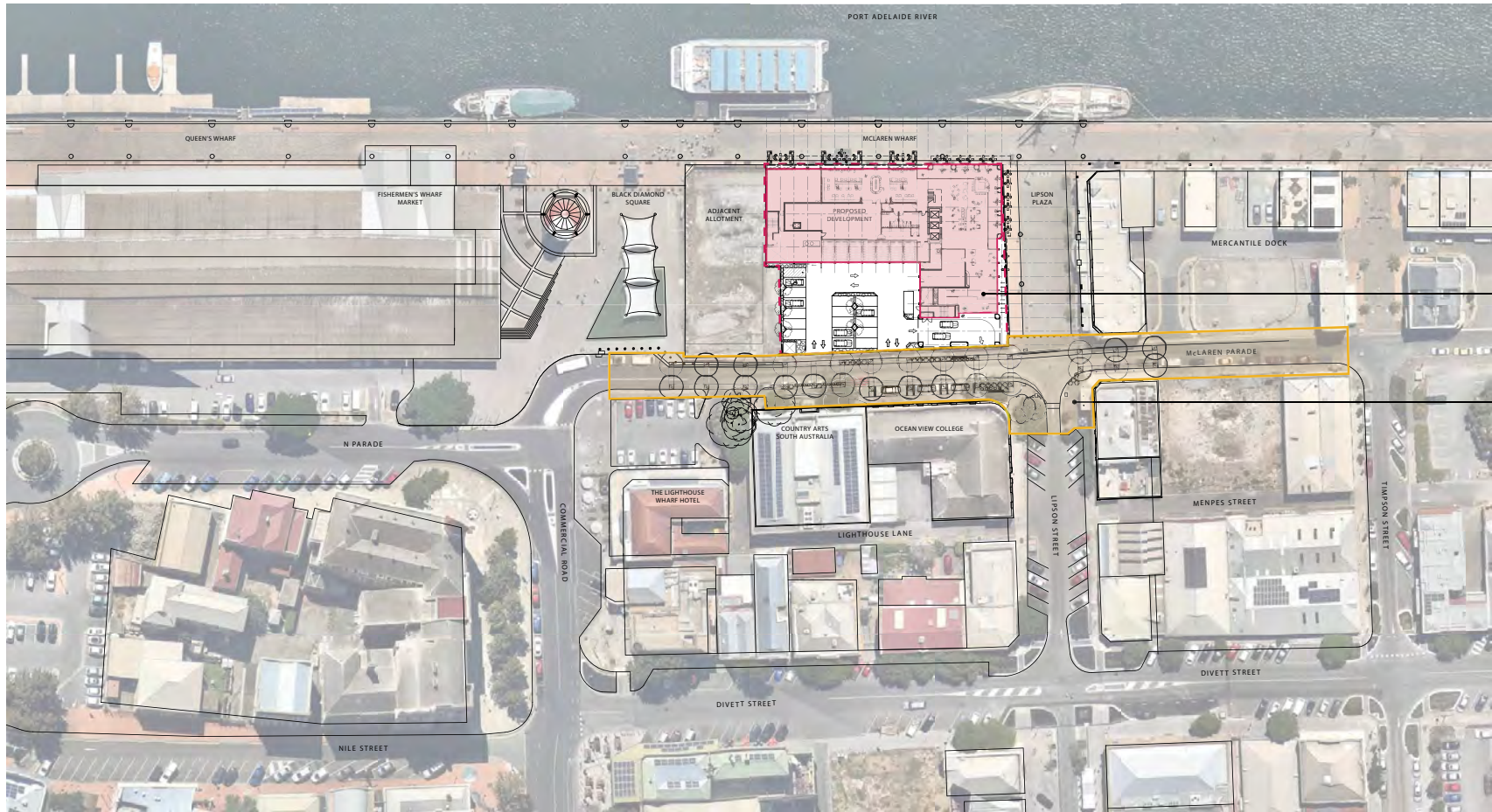


Photomontage 02
 McLaren Wharf looking west



Photomontage 03
 Lipson St looking north-west

McLaren Wharf Port Adelaide - Hotel Development
 Site Plan



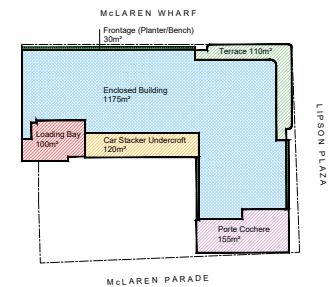
Proposed building footprint shown hatched

Potential extent of Council's McLaren Parade upgrade shown hatched

Site Plan
 Scale - 1:500

Metrics	Level	King	Double/DDA	Suite	1 Bed Suite	Car Parks	Keys	GFA
		24m ²	28m ²	30 - 32m ²	35m ²			
	L00	-	-	-	-	31	-	1175
	L01	11	1	3	1		16	1580
	L02	30	3	6	2		41	1500
	L03	30	3	6	2		41	1500
	L04	30	3	6	2		41	1500
	L05	30	3	6	2		41	1500
TOTALS		131	13	27	9	31	180	8755m²

Ground Floor Area Plan
 Scale - 1:500



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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

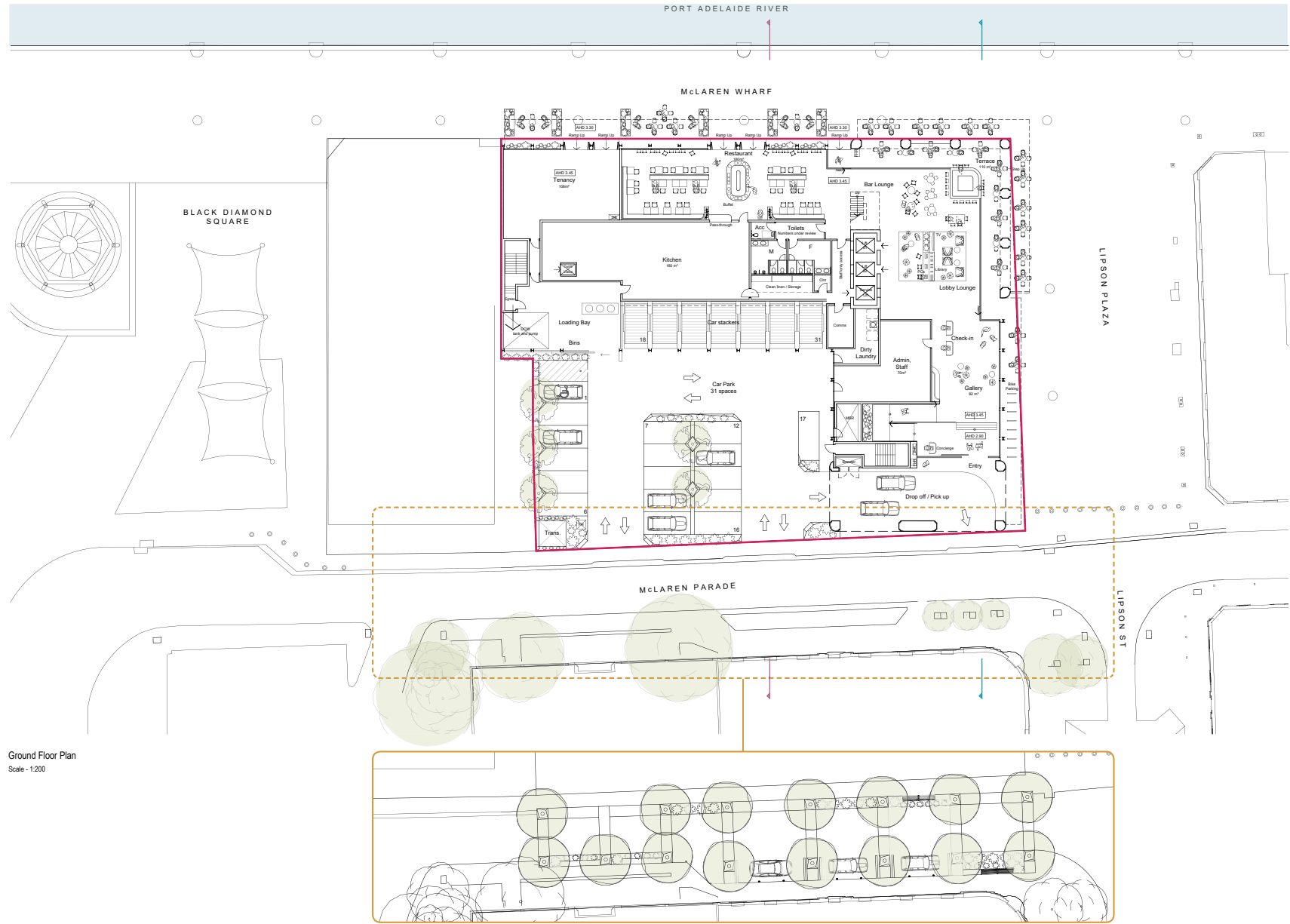
SITE PLAN

Scale 1:500
 Drawn MG LP ER
 Date 14/02/2020
 Job No 2018042
 Dwg No 3293 DA09 Rev 02 At sheet

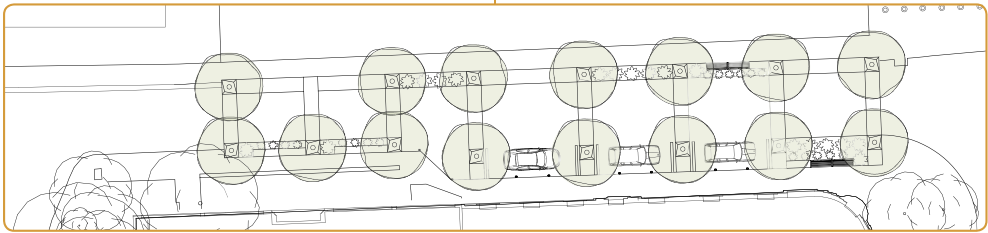
McLaren Wharf Port Adelaide - Hotel Development Floor Plans

D A I S S U E

Rev Amendment Date
 ISSUED FOR PROVISIONAL
 DEVELOPMENT PLAN CONSENT
 POST-LODGEMENT DESIGN CHANGES 18.02 05.06



Ground Floor Plan
 Scale - 1:200



Future McLaren Parade Upgrade by Council

0 1 2 3 4 5 6 7 8 9 10m
 Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

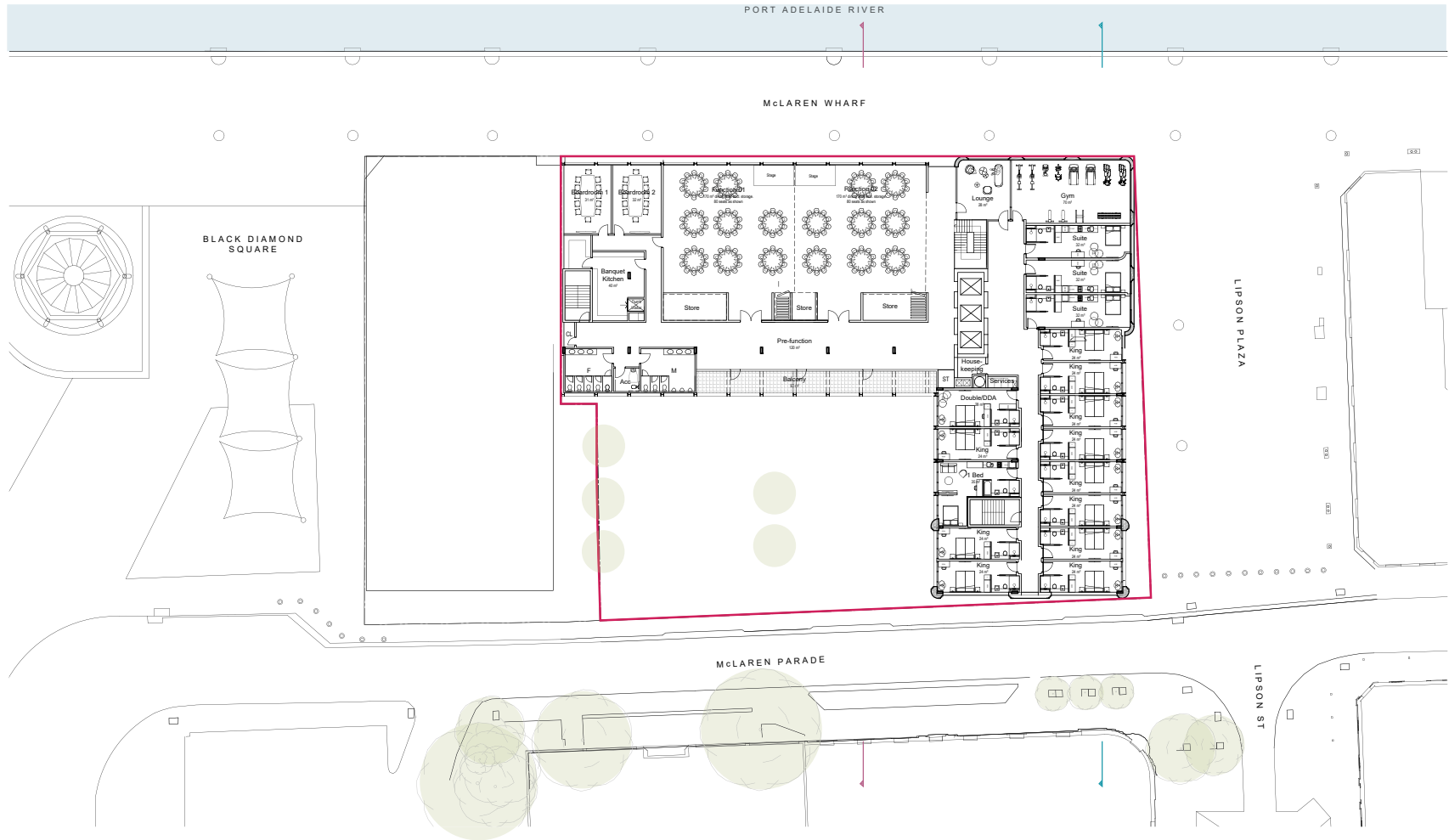
GROUND FLOOR PLAN

Scale 1:200
 Drawn MG LP ER
 Date 18/02/2020
 Job No 2018042
 Dwg No 3293 DA10 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DAISSUE

Rev Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14/02
POST-LOGGEMENT DESIGN CHANGES	05/06



Level 1 Plan
Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

LEVEL 1 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2016942



Dwg No 3293 DA11 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev Amendment Date
ISSUED FOR PROVISIONAL
DEVELOPMENT PLAN CONSENT 14.02
POST-LODGE/MENT DESIGN CHANGES 05.06



Level 2-4 Plan
Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

LEVELS 2-4 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2016142

Dwg No 3293 DA12 Rev 02 A1 sheet

McLaren Wharf Port Adelaide - Hotel Development
 Floor Plans

DAISSUE

Rev Amendment Date
 ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT 14.02
 POST-LODGE MENT DESIGN CHANGES 05.06



Level 5 Plan
 Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
 Scale 1:200 @ A1

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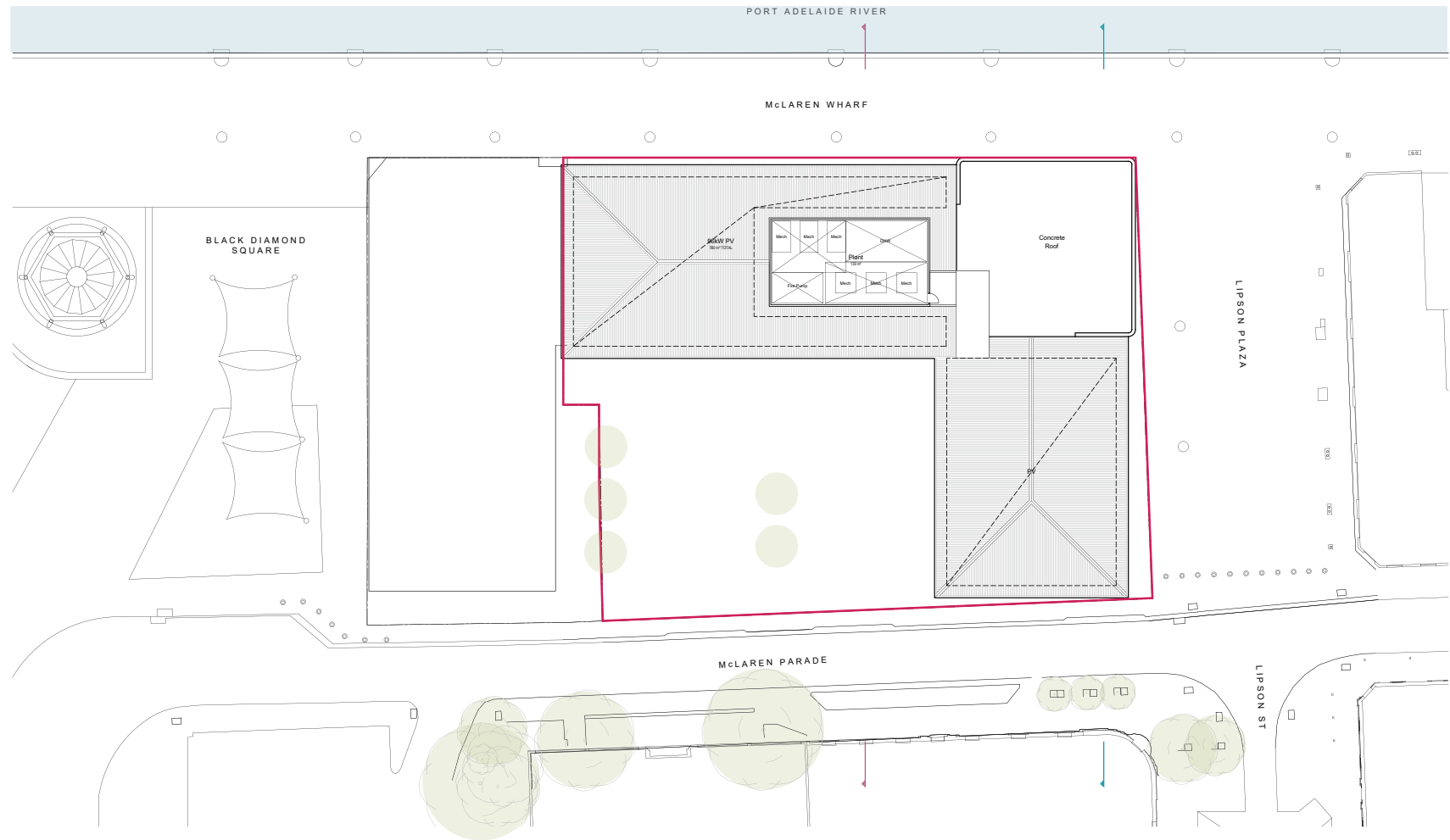
PORT ADELAIDE HOTEL

LEVEL 5 PLAN

Scale 1:200
 Drawn MG LP ER
 Date 14/02/2020
 Job No 2019042
 Dwg No 3293 DA13 Rev 02 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development
Floor Plans



Roof Plan
Scale - 1:200

0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

ROOF PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2018042



Dwg No 3293 DA14 Rev 01 A1 sheet

Appendix 3. DASH Architects Correspondence

12 June 2020

DASH Architects is one of the State's leading practices in the provision of specialist heritage services. Over the past 45 years it has helped establish benchmarks for the approach to management, refurbishment and redevelopment of heritage assets in South Australia.

Operating across the full range of the architectural disciplines enables DASH Architects an appreciation of the role of cultural heritage within the broader design process, as one of many factors that influence project outcomes.

This flexible and integrated approach is based primarily on contemporary community values and traditions. Within this framework there is an acknowledgement that while the preservation of heritage fabric is important, it is only one of many considerations when assessing the cultural significance of a place.

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Heritage Review of Post Lodgement Design Changes for Proposed Hotel Development, McLaren Wharf, Port Adelaide

DA193731– 12.06.2020

1.0 Introduction

DASH Architects has been engaged by CK Property Group (the Applicant) to provide heritage advice to it and its Design Architects, Brown Falconer (Design Architects) in relation to the proposed hotel development at McLaren Wharf, Port Adelaide (the Proposed Development). This Review specifically discusses the changes made to the proposal following its lodgement for Development Plan Consent assessment.

This report has been prepared by David Holland, Director of DASH Architects. I have also prepared a Heritage Impact Statement (HIS) to accompany the Application. Details of my qualifications and experience were set out in that HIS.

In preparing this further advice, I have:

- Attended teleconferences with the Applicant, the Design Architects, and other members of the consultant team;
- Reviewed formal feedback from ODASA, Heritage SA and Port Adelaide Enfield Council (Council);
- Reviewed various further iterations of design proposals; and
- Reviewed the updated architectural documents to be lodged for Development Plan Consent (Brown Falconer's Drawings # 2019042 07/02/2020 dwg no. 3293 DA01 various revisions, 14 pages).

2.0 Heritage Related Feedback

As noted above, as part of the assessment process the Application has been reviewed by various bodies. Of relevance to this heritage review are the 'heritage related' comments received from ODASA, Heritage SA and Council. Although there are several individual comments, they can be summarised into four main issues. These can be (loosely) described as:

- Issue 1 - height, massing, proportions, materiality and architectural expression of the Lipson Plaza wing and its transition to the State heritage precinct;
- Issue 2 - height and verticality of the north-eastern corner element;
- Issue 3 - articulation of the south west elevation of the waterfront building wing as viewed from Black Diamond Square; and
- Issue 4 - height of the building at the western boundary as it relates to the height of the lighthouse.

2.1 Design Responses

In response to the above, the Design Architects have proposed a range of changes. These are described on the updated drawings. The Design Architect's comments associated with the changes are also noted below.

2.2 Review

My analysis of the impact that the changes have had on the heritage issues raised is as follows:

Issue	Design Response	DASH Comment
<p>Issue 1 - height, massing, proportions, materiality and architectural expression of the Lipson Plaza wing including the McLaren Parade elevation with the view to provide a more convincing transition from the waterfront corner to the State heritage precinct.</p>	<p>The Design Architect has described its changes as follows:</p> <p><i>The composition and design of the corner to McLaren Parade and Lipson Plaza has been reviewed and refined further in response to the state heritage interface</i></p> <p><i>A two-storey brick element, relating to the NE corner, has been introduced responding more strongly and sympathetically to the streetscape context and scale</i></p> <p><i>The arrival portal brings texture in materiality and holds the corner with increased solidity while still facilitating traffic and pedestrian movement</i></p> <p><i>Above the brick element a glazed horizontal band at level 2 separates the levels above while reducing the building bulk and favourably adjusting the composition of the Lipson wing to better transition toward the state heritage precinct</i></p> <p><i>A negative joint has been introduced to the inside corner of the L shaped floor plan allowing a break in the facade to shift between the two wing compositions</i></p> <p><i>Windows articulate the SE façade with the same rhythm as other facades</i></p> <p><i>Precast colour adjusted to a mid-grey sandblasted finish, this palette change we feel unifies the elements of the building.</i></p>	<p>While I had initially felt that the design proposed had adequately addressed its context and had provided a suitable transition, these further changes have further reinforced the effect.</p> <p>The addition of the two-storey brick section, similar to the waterfront corner detail, and changes in colour and articulation to the upper levels have combined to achieve a softer transition from the State Heritage Precinct.</p> <p>This has, in my view, adequately addressed the issue raised.</p>
<p>Issue 2 - height and verticality of the north-eastern corner brick element</p>	<p>The Design Architect has described its changes as follows:</p> <p><i>Horizontal articulation has been introduced to the NE corner brick element in three locations: level 2, level 4 and at the eave line of the adjacent wings</i></p>	<p>The additional horizontal articulation, linked to the addition of a 'matching' two storey element at the end of the Lipson St wing, has assisted in reducing the vertical presentation of this element and has, in my view, adequately addressed the issue raised.</p>

Issue 3 - articulation of the south west elevation of the waterfront building wing as viewed from Black Diamond Square	<p>The Design Architect has described its changes as follows:</p> <p><i>Greater articulation is proposed to the SE (sic) elevation podium zone via steel elements continuing around the building from adjacent facades</i></p>	<p>Again, these changes have provided additional articulation to the façade.</p> <p>While it is likely that the facade will be concealed by development on the adjoining site, as there is no timeline for such a development, it is worthy of resolving.</p> <p>This change has, in my view, adequately addressed the issue raised.</p>
Issue 4 - height of the building at the western boundary as it relates to the height of the lighthouse.	The design Architects has not made any changes in response to this issue.	<p>Although this issue has been raised, Heritage SA acknowledged in its feedback that future development on the adjacent site will likely determine the final relationship between the building and the lighthouse and the overall effect on setting of the lighthouse. On this basis, the Applicant has not made changes directly attempting to address this issue. The design of any buildings on the adjoin site will need to consider / address this.</p>

3.0 Conclusion

My conclusions from this review are similar to those from the HIS. That said however, the changes have been positive and have further assisted the Application from a heritage point of view.

The development does not propose any physical changes to the fabric of any heritage items. Further, provided vibration during construction is appropriately managed, the proposed development does not present any substantial risk to any heritage fabric.

While the setting of the nearby Heritage Items may be affected by the proposed works, this effect has been mitigated through the set out, scale and composition used on the proposed development. The changes made to the design have further mitigated this effect and provide a suitable transition from the Heritage precinct.

My overall assessment is therefore that the proposed works will not have any material impact on the heritage values of any of the Heritage Places in the locality or on the State Heritage Precinct. Further, the development would provide a suitable transition between the State Heritage Precinct and the waterfront.

Appendix 4. CPR Engineers Coast Protection Board Correspondence

10 June 2020



Project No: 190160

Wednesday, 10 June 2020

CK Property Group
C/- Ekistics
PO Box 32
GOODWOOD SA 5034

Attn: Ms Beck Thomas

**RE: PROPOSED HOTEL - MCLAREN PARADE, PORT
ADELAIDE - 040/L074/20
RESPONSE TO AGENCY REFERRAL SUBMISSIONS –
APRIL 2020 – STORMWATER MANAGEMENT
COASTAL PROTECTION BOARD**

We write in relation to the proposed hotel for the subject site defined in the recent development application on McLaren Parade, Port Adelaide.

The application is for the construction of a six storey tourist accommodation building with car parking and port cochere at McLaren Parade, Port Adelaide.

We refer to CPR Engineers previously submitted stormwater management plan dated 13 May 2020.

The following responds to the **letter dated 7 April 2020 from the Coastal Protection Board** and the relevant stormwater and flood mitigation matters:

- Clarification of proposed site levels for the entire development area, including clarification of the proposed level for the porte cochere (2.55m or 2.9m AHD)
- In the instance that recommended site levels of 3.2m are not proposed:
 - explanation as to why building site levels of 3.2m AHD would not be achieved, and
 - a detailed description of proposed engineering/design measures to mitigate the effects of any inundation associated with an extreme storm surge event, and assurance that any mechanical or electrical equipment can be made safe from water ingress or raised in accordance with the Board's recommended minimum floor level of 3.45 metres AHD

CPR Engineers Response:

We confirm the proposed FFL for the port cochere is RL 2.90m AHD as identified in the CPR Engineers drawing 190160-C100 Rev A.

**COMBE
PEARSON
REYNOLDS**
CONSULTING ENGINEERS

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email: admin@cprengineers.com.au

Combe Pearson Reynolds Pty Ltd as
Trustee for the CPR Trust
ACN 112 731 558 ABN 12 112 731 558

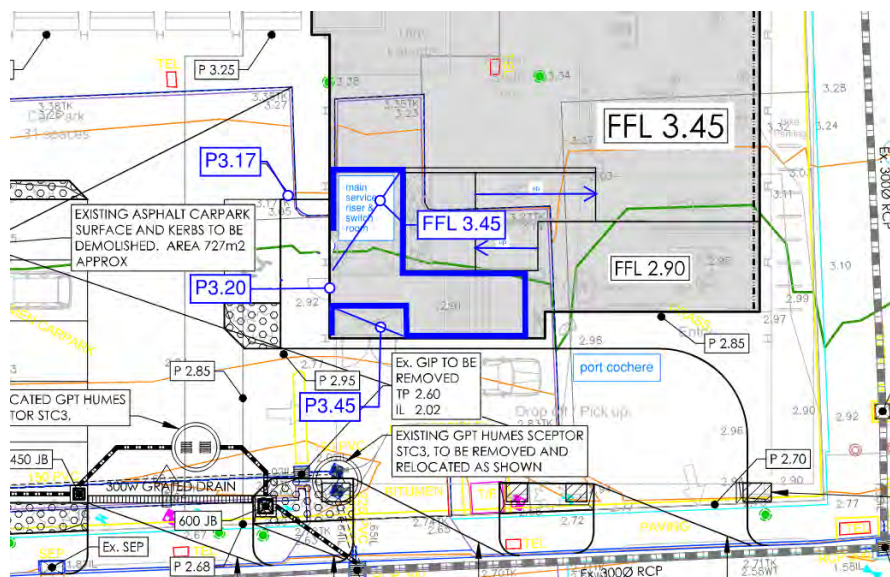


We confirm that the pavement access levels within the areas adjacent to the entry of the port cochere are at or just lower than the proposed FFL of the port cochere, RL 2.90m AHD, to service this zone and provide suitable design provisions for access and mobility to the building. Immediately inside the building at the Concierge area, an accessible ramp and associated steps provide access to the main Ground floor level of RL3.45m AHD.

Adjacent to but separate from the port cochere area, there is a main service riser and a fire booster accessible from the outside. The level of both these items are proposed at RL 3.45m AHD to meet the requirement of the CPB. Refer below.

CPR Engineers also advise that the surface levels of the pavement that adjoin the entry to the site match into the current levels off McLaren Parade and hence some sections of the car park and landscape areas are at levels that become subject to inundation in extreme events.

Please refer to the below and attached drawing I90-C100 Rev B for further clarity of design levels and information.

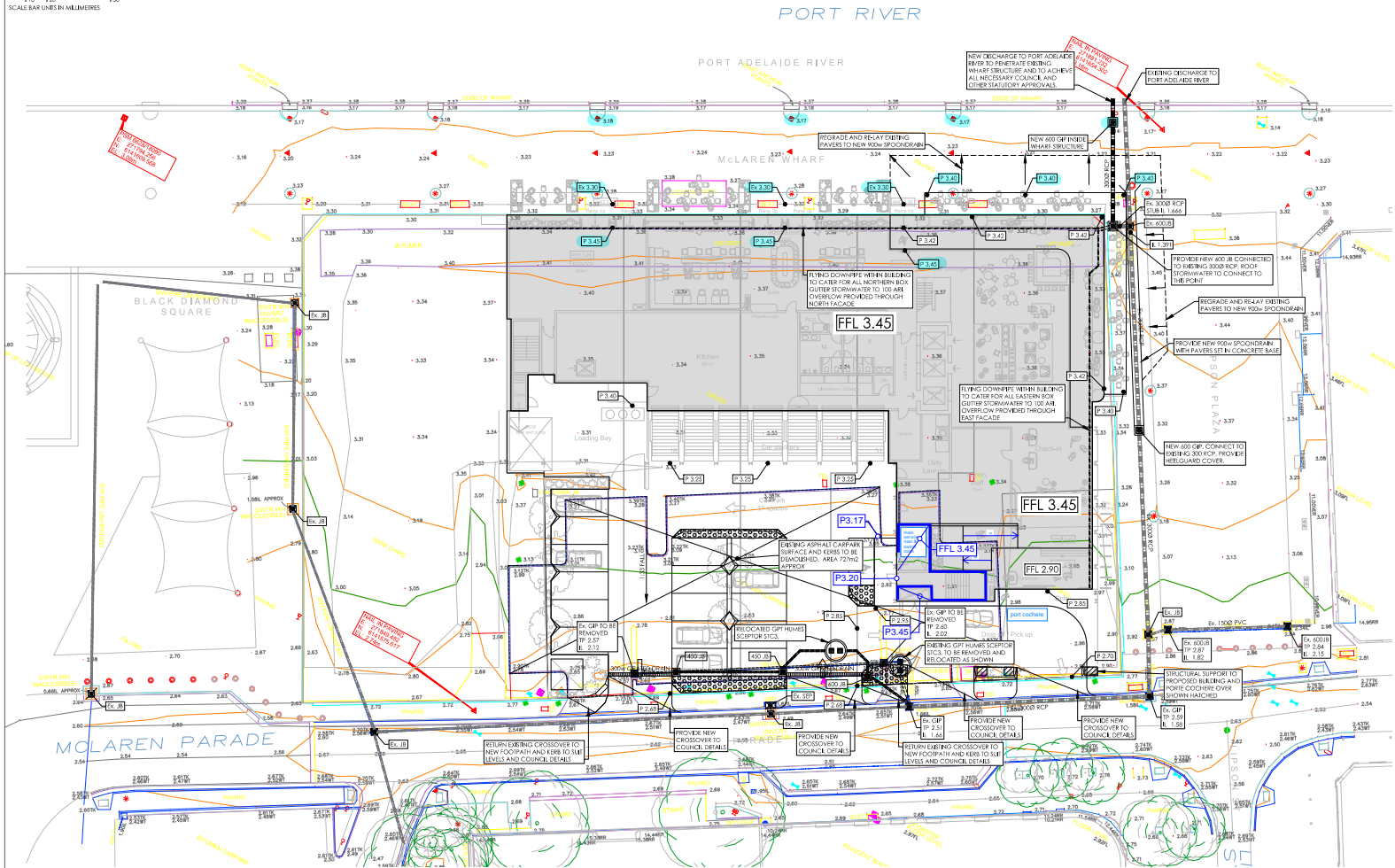


Should you require further information, please let me know.

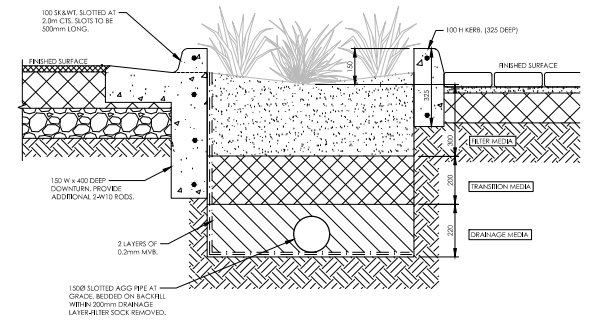
Yours Faithfully

David Reynolds
COMBE PEARSON REYNOLDS

SCALE BAR UNITS IN MILLIMETRES



STORMWATER MANAGEMENT PLAN
SCALE 1:200



PRELIMINARY



B	04-06-2020	REVISED DURING DA		
A	06/2020	SUBMITTED FOR PLANNING APPROVAL	D.R. M.D.C.	
Revision	Date	Description	By	Appr

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Drawn: M.D.C. Date: Feb-20 Scale: 1:200 (B.A.1)
Checked: [Signature] Drawing No: 190160-C100 Rev: B

Project PORT ADELAIDE HOTEL
Address 2-7 McLAREN PARADE, PORT ADELAIDE
Client CK GROUP
Architect BROWN FALCONER
28 CHESSER STREET, ADELAIDE
Phone 8203-8800

Sheet Title STORMWATER MANAGEMENT PLAN

Designed	D.R.	Drawn	M.D.C.	Date	Feb-20	Scale	1:200 (B.A.1)	Rev	B
Checked	[Signature]	Drawing No.	190160-C100						

Appendix 5. CPR Engineers City of Port Adelaide Enfield

Correspondence

10 June 2020



Project No: 190160

Wednesday, 10 June 2020

CK Property Group
C/- Ekistics
PO Box 32
GOODWOOD SA 5034

Attn: Ms Beck Thomas

**RE: PROPOSED HOTEL - MCLAREN PARADE, PORT
ADELAIDE - 040/L074/20
RESPONSE TO AGENCY REFERRAL SUBMISSIONS –
APRIL 2020 – STORMWATER MANAGEMENT
CITY OF PORT ADELAIDE ENFIELD**

We write in relation to the proposed hotel for the subject site defined in the recent development application on McLaren Parade, Port Adelaide.

The application is for the construction of a six storey tourist accommodation building with car parking and port cochere at McLaren Parade, Port Adelaide.

We refer to CPR Engineers' previously submitted stormwater management plan dated 13 May 2020.

The following responds to the **letter dated 6 April 2020 from the City of Port Adelaide Enfield** (the Council) and the relevant stormwater matters. The below responses address each of the items 1 to 5 under "Stormwater Comments" section within the Council's letter.

CPR Engineers' Response:

1. Given the site directly abuts the water's edge there is increased risk of seawater inundation due to wave runoff which has not appear to have been accounted for in the CPR report. The current CPR report states a FFL of 3.45m, it is recommended that FFL's be raised a further 200mm to 3.65m AHD (consistent with other recently completed developments in the Port e.g. Quest Apartments, Dock 1) to protect against wave run-up.

Item 1 Response:

It is considered that the proposed FFL of 3.45m AHD meets all the necessary requirements set by the Coastal Protection Board relating to this issue, including wave run-up.

This has been established and determined by understanding that the levels of the at grade pavement wharf area adjacent to the water's edge are generally at RL3.17m AHD on the inside of the wharf piled wall with

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Trustee for the CPR Trust
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top of wall at RL3.38m AHD. The pavement is well drained directly to the Port River by means of existing grated inlet pits.

The difference in pavement levels and proposed FFL is 280mm at a distance of 10.2m away from the face of the proposed building.

2. The surface level within carparking areas should be designed to minimise the risk of long term sea water inundation by constructing site levels to a minimum of 3.20m AHD (consistent with current CPB objectives for new developments). A majority of carpark areas are proposed significantly lower than this.

Item 2 Response:

The design levels of the car park area grade evenly from the existing levels on McLaren Parade to the pavement outside the Car Stackers within the allowable gradients of AS2890 – Off Street Car Parking code.

Adjacent to, but separate from, the port cochere area, there is a main service riser and a fire booster accessible from the outside. The level of both these items are proposed at RL 3.45m AHD to meet the requirement of the CPB. Refer attached drawing I90160-C100 Rev B.

The levels of the promenade north of the building and on Lipson Plaza vary between existing levels of RL3.30m and RL3.17m at the edge of the wharf. Transition ramps are part of the design to access the building along these facades.

CPR Engineers also confirm that the surface levels of the pavement that adjoin the entry to the car stackers are at RL3.25m AHD, which is in excess of the CPB requirement for site levels.

Should the long term effects of sea water inundation become an issue for the car parking area, provisions can be made to address raising the car parking levels by way of refurbishing the car park and installing steeper access ramps off McLaren Parade.

The proposed FFL for the port cochere is RL 2.90m AHD.

We confirm that the pavement access levels within the areas adjacent to the entry of the port cochere are at or just lower than the proposed FFL of the port cochere RL 2.90m AHD to service this zone and provide suitable design provisions for access and mobility to the building. Immediately inside the building at the Concierge area, an accessible ramp and associated steps provide access to the main Ground floor level of RL3.45m AHD.

Should the long term effects of sea water inundation become an issue for the development, refurbishment works can be made to address raising the port cochere levels and internal FFL of the concierge to accommodate the requirement in the future.



3. Calculations are required to confirm that best practice stormwater quality improvement targets (90% GP, 80% TSS, 60% TP, 45% TN) have been met. The current CPR provides no information regarding this and is a critical objective given the development discharges stormwater directly to the Port River. The CPR states that WSUD treatments will be provided within carpark areas however (other than a generic WSUD detail being provided), the CPR concept stormwater management site plan does not demonstrate how all stormwater runoff from hardstand areas can be captured and conveyed through WSUD treatments.

Item 3 Response:

The CPR Engineers' SWMP addresses the quality of the water discharging from the site by means of:

- the WSUD areas of 32m² shown on the drawings that are positioned to capture 100% of the run-off from the new car park areas, and
- the installation of a relocated Humeceptor STC3 Gross pollutant trap that is documented on the I90160-C100 Rev A plan.

CPR considers that the above provisions will meet the Council's required stormwater improvement targets quoted above. Any further modelling to justify this could be made a condition of provisional planning consent.

4. Rainwater collection and re-use systems should be incorporated into the development and be connected to all toilets, laundry taps and irrigation systems, and where desirable, any washing machines or hot water systems to better satisfy Water Sensitive Urban Design planning objectives.

Item 4 Response:

Stormwater re-use has been assessed on this site and was deemed difficult to achieve and not cost effective due to the following site related issues:

- the restrictions around available ground floor area and site area needed to store a suitably sized re-use tank;
- the challenge of collecting sufficient rainwater from a limited roof catchment area to service the needs of a hotel with 180 rooms and commercial kitchens, required an extremely large volume/tank size;
- the inability to have underground tanks due to adverse ground and stability issues.

5. Council previously advised that stormwater detention would not be required only if all stormwater from the development was captured and directed to the Port river via a new stormwater outlet. The current design proposes to discharge a large catchment into Council's existing stormwater system. All stormwater needs to be captured and conveyed directly into the Port River (via a new outlet, not connected to Council's drainage system), alternatively the capacity of Council's drainage system will need to be assessed and on-site detention provided to ensure Council's stormwater drainage system is not overloaded.



Item 5 Response:

At the meeting previously held with Council to discuss high level design principles, CPR understood that the roof stormwater could be discharged directly to the Port River, and that the new car park areas would be compared with the existing carpark so as not to adversely impact on the Council's existing SW infrastructure in McLaren Parade.

The new pavement areas stated in the SWMP for this development are 648m² which represents a reduction of 79m² from the existing asphalt pavement on site of 727m². The existing pavement on site discharges to the existing Council's stormwater infrastructure via the aforementioned GPT, and as such the net run-off from the new pavement is reduced by 11%.

Hence there is a net reduction of 11% in the flows exiting the site and discharging to the Council's infrastructure, and CPR consider that the infrastructure is better off post development.

Please refer to the below and attached drawing 190160-C100 Rev B to clarify levels relating to item 2 above.

Should you require further information, please let me know.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'D Reynolds', written over a light blue horizontal line.

David Reynolds

COMBE PEARSON REYNOLDS

Encl – Stormwater Management Plan - 190160-C100 Rev B

21 July 2020

REF No.: 00790

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

Attention: Janaki Benson

By Email: Janaki.Benson@sa.gov.au

Dear Janaki,

**RE: APPLICATION 040/1074/20 AMENDMENTS - TOURIST ACCOMMODATION BUILDING -
2-7 MCLAREN PARADE, PORT ADELAIDE**

Further to our original response to Agency Comments issued on the 16 June 2020, we acknowledge receipt of subsequent comments from Agencies including Council. This correspondence seeks to respond to these remaining issues and assist you in the assessment of the application.

A revised Architectural Package is attached (**Appendix 1**) and should be reviewed in conjunction with the responses outlined below.

1.0 Coastal Protection Board (CPB)

We acknowledge the CPB's revised referral submission via letter dated 8 July 2020 and note that the Board considers that the proposal *"achieves the Boards recommended finished floor level of 3.45m AHD. Further to this the ground floor ceiling height clearances would allow for future floor levels to be raised a further 0.7m to address 2100 levels"*. With regard to the levels in the Port Cochere and the surface levels of the pavement that adjoin the entry, we note the Board accepts the approach adopted whereby these levels are to match the current levels off McLaren Parade which results in some sections of the car park and landscape areas being subject to inundation in extreme events.

The Applicant notes and accepts the recommended Condition that all mechanical and electrical equipment be made safe from water ingress or raised in accordance with the Board's recommended minimum level of 3.45 metres AHD.

All other CPB comments and notes are acknowledged.

2.0 Port Adelaide Enfield Council (Technical)

We acknowledge Council’s revised referral submission via email dated 1 July 2020 and advise as follows:

2.1 Traffic and Civil Matters

- The request that the western most entrance to the carpark is to be ‘in’ only is accepted and this entry is now shown as IN only on the amended site plan.
- We note the request that the “*Interface between hotel development and McLaren Parade layout plans needs to be updated to show that McLaren Parade will not be kerbed and instead be a shared space*”. We note that Council at its recent meeting on the 14 July 2020 endorsed Public Consultation of a proposed streetscape upgrade to McLaren Parade (refer to the attached Concept Design in Appendix 1 prepared by Aspect Studio on behalf of Council). Minutes of this Council meeting are extracted **below**. Following consultation, it is understood that Council will resolve a final civil design and, assuming the Hotel is granted Approval, will seek to engage with the proponent to confirm the site and public realm interface including coordinated construction timing. Communication to this affect has occurred between Council and the Proponent (refer **Appendix 2**). In short, the Applicant acknowledges that the interface of the development and McLaren Parade requires final resolution and is comfortable for a Condition to be imposed which facilitate a final design resolution of this interface at the appropriate time.

ITEM 12.2.6 MCLAREN PARADE PROPOSED SHARED SPACE AND LOCAL GOVERNMENT GRANT PROGRAM

Cr. den Hartog moved that Council resolves that:

1. The Director City Assets' report titled "*McLaren Parade proposed shared space and Local Government Grant Programme*" be received and noted.
2. The Shared Space concept for McLaren Parade be endorsed for consultation with the wider community.
3. The results of the consultation will be brought back to Council for further consideration prior to proceeding to detailed design and subsequent construction
4. It is noted that the high level cost estimate for the proposed works is \$1.85 million (this is \$600, 000 higher than original estimate) and will need to be staged over 3 financial years to align with the hotel development construction.

Cr. Vines seconded

CARRIED UNANIMOUSLY.

- We note Council’s advice that the crossover between the eastern most entrance and port cohere eastern entrance should be removed as too many crossovers in such a short distance is not desirable from a traffic and pedestrian safety perspective. The Applicant has no objection to this and has added Bollards to the revised site plan to restrict potential vehicle access. As per the above comment, the final interface design of this edge can be resolved in coordination with Council once the McLaren Parade upgrade design is finalised.

2.2 Stormwater Matters

- We note that Council are satisfied with FFL of 3.45m based on support from the CPB but would prefer that the level of the carpark be raised to reduce the risk of inundation. As previously mentioned, the levels of the carpark and Port Cochre are proposed so as to facilitate an appropriate level connection with the adjoining footpath. We note that the CPB accepts the reduced level of these areas.
- Various comments have been made with respect to stormwater management.
 - » Regarding stormwater improvement targets, the Applicant is accepting of a Condition that requires a detailed Stormwater Management Plan including MUSIC modelling which can be undertaken in the post-approval phase of design development.
 - » With regard to water re-use, notwithstanding the site constraints, advice has been sought from BESTEC in relation to the potential for stormwater retention and reuse. Please refer to **Appendix 3** correspondence form BESTEC dated 17 July 2020 which outlines the intention to incorporate a 10,000 litre rainwater reuse tank, filter and pump to service the ground floor public toilets. This infrastructure is to be located above the public toilets on the ground level.
 - » With respect to the proposed Conditions suggested by Council, we respectfully suggest that these Conditions could be condensed into the two (2) below, noting that the proposed water reuse outlined above now forms part of the development application documentation.
 1. *Prior to the granting of Development Approval the Applicant shall submit a detailed Engineering Siteworks Plan and calculations including a stormwater quality improvement system which demonstrates the following reduction targets are achieved: 90% gross pollutants (greater than 50mm), 80% total suspended solids (TSS), 60% total phosphorus (TP), 45% total nitrogen (TN) and demonstrated reduction of hydrocarbons (oils and greases).*
 2. *All surface stormwater runoff from car parking and vehicle manoeuvring areas shall be directed through bio-filtration systems or on-site pollutant treatment devices capable of removing and capturing oils, silts, greases, gross pollutants and nutrients to Council satisfaction, prior to discharging to Council's stormwater drainage system.*

3.0 Port Adelaide Enfield Council (Heritage)

We acknowledge Council's revised heritage advice via memo dated 23 June 2020 which confirms support for the revised design and in particular notes that:

"The proposal has been designed to a high architectural standard. The amendments are considered to better satisfy PA 44 Objective 2. The amended proposal has been refined with the addition of the two storey brick element, with recessive glazed portion above, to the East Wing to provide an effective visual connection with the traditional centre of Port Adelaide and the waterfront."

With regard to the Lipson Plaza wing, we note the Council’s Heritage Advisor’s comments that:

“While the proposed building is one storey higher than that contemplated, the proportions of the corner element has been amended to introduce and improve horizontal definition, better satisfying Desired Character and Objective 4 and PDC 2 of the Policy Area.”

“While there is no physical interference, the amended proposal better transitions to the adjacent State Heritage Places through the introduction of the two storey brick element and glazed banding above. While taller than the Lighthouse contextual reference to the predominantly two storey surroundings has now been introduced.”

“...the amended design better manages the interface and has been refined to demonstrate awareness and reflection of the overall variation in heights and perceived heights of adjacent buildings and structures in the design and contextual amendments.”

“While RTC 49 is clear in stating that buildings should not exceed the number of storeys, the amended proposal has introduced design techniques that assist in visually reducing the height through the banding proposed to the North East corner, the improved south end to the Lipson wing and subtle other improvements.”

In conclusion we note and concur with the Council’s Heritage Advisor’s summary as follows:

“The amended development proposal is considered to:

- *provide design techniques to resolve the contextual interface and the greater height contemplated in the Development Plan;*
- *softened vertically proportioned elements and introduced an element that better connects in scale, materials and visually with adjacent heritage buildings.*

The amended proposal better responds to the more finely grained, horizontally proportioned and robust maritime buildings that are more proximate than the recent distant modern buildings shown in the wharf side streetscape elevations.

The amended proposal has great merit, with improved façade treatments and modelling that provide the requested contextual reference to Port Adelaide.”

4.0 Heritage South Australia

We acknowledge State Heritage’s revised heritage advice via letter dated 13 July 2020 which confirms support for the revised design and in particular confirms that the amendments are welcomed and have capably addressed the issues raised in State Heritage’s earlier Recommendation.

In particular we note the referral comments as follows:

“The addition of a three-sided brick arched base to the end of the southern wing grounds the building in a convincing manner that is suitably referential to the general scale and materiality of the State Heritage Area, while also unifying the composition of the Lipson Street elevation by referencing the

materiality and the Level 2 horizontal articulation datum of the north-eastern corner element. It also delineates a visual step-down in scale from north to south for a more responsive transition to the State Heritage Area.”

“I support the amended design as a competent and well-resolved response to its interface with the State Heritage Area and relevant State Heritage Places.”

5.0 Government Architect

We acknowledge the additional comments provided by the Government Architect (GA) via email dated 7 July 2020.

With regard to the Lipson Plaza Wing, we note that the GA supports the design intent for the inclusion of brickwork and additional fenestration to provide further articulation and fine grain character at this interface however retains concern regarding the height, massing and proportions of the southern building wing in the context of the adjacent State Heritage precinct. We note these concerns do not apply to the northern aspect of the building.

While we acknowledge that the interface to the southern heritage precinct is important, we are of the view that the revised design response adopted, supported unconditionally by both State Heritage and Council Heritage Advisor, presents an effective transition in scale utilising façade design and materiality to respond to the finer grain character of the State Heritage Precinct.

Further, we reiterate our previous views expressed in the planning report which notes that while the building comprises an additional level totalling six (6) storeys (rather than five [5] as suggested in the Concept Plan), we have formed the view that this scale, at 24.5 metres, is consistent with the general scale of built form envisaged in this locality, noting that a five (5) storey building could potentially measure anywhere from 18 metres to 25 metres high subject to floor to ceiling heights and other vertical building elements. The proposed building is also consistent with the established scale of built form in the locality, being closely aligned to the height of the recently constructed State Government office building and the nearby Quest Hotel, and the soon to be developed Dock One hotel building which measures 34 metres in height.

The concerns regarding the additional level appear to be specifically linked to the character of the adjacent State Heritage precinct, however State Heritage are comfortable with the scale relationship proposed. In our view, this view should be given due weight.

As previously noted, a reduction to a five (5) level building (which might equate to a lowering at approx. 3.5m) would have a negligible impact on the building’s apparent scale and unlikely to be discernible to pedestrians or even long visa views of the building. A five-storey building would also have no impact on the ability to view heritage built form in the locality.

Finally, from a planning policy perspective, it is important to note that Regional Centre Zone specifically identifies that new development should be “*cognisant of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context.*” (our emphasis).

In response to other queries raised by the Government Architect, we advise as follows:

- ***Query re the increased depth of eaves overhangs to the upper roof elements and increase in roof pitch***
 - » We confirm that the eave overhand has increased by 250mm (from 350mm to 600mm) which has raised the roof ridge line by 30mm. On the SW boundary the increase is not possible due to proximity to the adjacent boundary. Roof pitch has increased 1 degree, with an overall ridge line increase of 200mm (as reflected in the attached perspectives in Appendix 1).

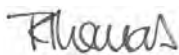
- ***Query re the inclusion of steps to allow access from the Lipson Plaza to the terrace and lobby lounge and the provision of universal access directly from Lipson Plaza to the lobby and bar lounges to ensure equitable and convenient access for all users***
 - » A step ramp has been included in the plans allowing for universal access to Lipson Plaza. The level change at this interface is 110mm.

- ***Confirmation of the proposed access strategy to the roof top plant noting the amendment to remove lift access to this level.***
 - » Roof top plant access is from the housekeeping area on L05 via a drop down ladder and roof hatch. The hatch access will penetrate the roof in the landing area behind the screen. Drawings have been updated accordingly.

- ***Further review of opportunities to articulate the south west elevation of the waterfront building wing in addition to the proposed podium level steel elements***
 - » Further articulation has been proposed including additional steel elements to reflect the pattern of adjacent elevations, timber screen infill and a full height vertical negative joint with maximized glazing.

Janaki, we hope the above and attached information assist you in the finalisation of your planning assessment. Should you require any further clarification, please do not hesitate to contact me.

Yours Sincerely



Rebecca Thomas

Senior Associate

00790 | 21 July 2020

Appendix 1. Revised Architectural Package



Planning Response Comparison

23.07.2020

**BROWN
FALCONER**



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)



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Design changes in response to Agency Feedback (June 2020)



As submitted (Feb 2020)



Design changes in response to Agency Feedback (June 2020)

McLaren Wharf Port Adelaide - Hotel Development

DA ISSUE

Rev. Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	19.02
POST-LODGE MENT DESIGN CHANGES	05.06
POST-LODGE MENT DESIGN CHANGES	17.07



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Contents

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DA02	Context Analysis and Project Aspiration	01	14.02.2020
DA03	Form, Sunstudy and Longviews	03	17.07.2020
DA04	3D Perspectives	03	17.07.2020
DA05	3D Perspectives	02	05.06.2020
DA06	Streetscape Elevations	03	17.07.2020
DA07	Elevations	03	17.07.2020
DA08	Sections and Photomontages	03	17.07.2020
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DA14	Roof Plan	03	17.07.2020
DA15	Signage Graphic Design - FOR INFORMATION ONLY	01	23.07.2020



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PORT ADELAIDE HOTEL

COVER PAGE

Scale N/A
 Drawn MG LP ER
 Date 19/02/2020
 Job No 2019042
 Dwg No 3293 DA01 Rev 04 At sheet

McLaren Wharf Port Adelaide - Hotel Development Context Analysis + Project Aspiration

Locality



Sun and Views



Key Locations

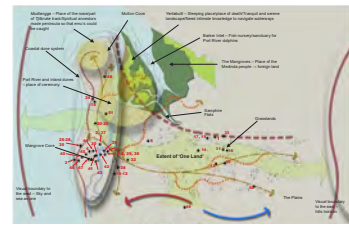
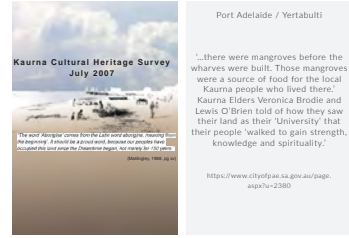
- Legend**
- Subject Site
 - Guest Hotel
 - Port Adelaide Backpackers
 - MH Motel
 - 4 Hart's Mill
 - 5 Queen's Wharf
 - 6 Fishermen's Market
 - 7 Lighthouse
 - 8 McLaren Wharf
 - 9 Lipson Street Plaza
 - 10 One and All Ship
 - 11 Clipper Ship
 - 12 Dockside Tavern
 - 13 Maritime Museum
 - 14 Town Hall
 - 15 Visitor's Centre
 - 16 Port Admiral Hotel
 - 17 Port Mall



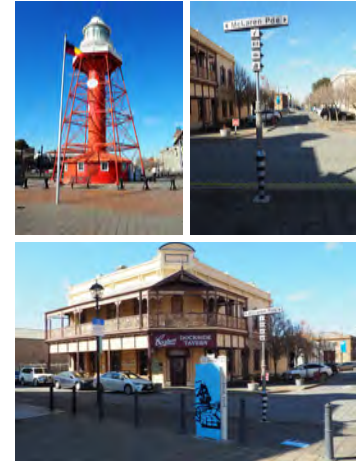
Site Analysis

- Legend**
- Front of House
 - Back of House
 - Active Node
 - Activated Frontage
 - Sight Lines
 - Boundary

Cultural Context



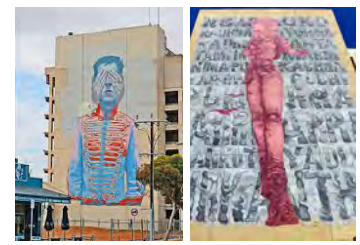
Heritage Context



Historic Context



Art Context



Design Principles

*Agreed with the local community through significant and comprehensive community consultation events during the McLaren Wharf Master Plan project, Renewal SA and Tract

- Celebrate the Waterfront
- Activate the Plaza
- Enhance City Streets
- Support a Diverse Community
- Promote Port's History
- Provide a Welcome for Visitors
- Facilitate Coming and Going
- Ensure a City for People

Project Principles



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 AT THE WHARF

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PORT ADELAIDE HOTEL

CONTEXT ANALYSIS AND PROJECT ASPIRATION

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 Date: 14/02/2020
 Job No: 2019042
 Dwg No: 3293 DA02 Rev 01 At sheet

McLaren Wharf Port Adelaide - Hotel Development Form, Sun Study + Long Views

DAISSUE

Rev/Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE MENT DESIGN CHANGES	06.08
POST-LODGE MENT DESIGN CHANGES	17.07

Form



Gesture 1
Allow for future expansion



Gesture 2
Corner feature with recessive wings



Gesture 3
Two storey finer grain with recessive top level



9am
Sun Study : Winter Solstice - 21st of June



12pm



3pm



9am
Sun Study : Equinox - 20th of March



12pm



3pm



9am
Sun Study : Summer Solstice - 21st of December



12pm

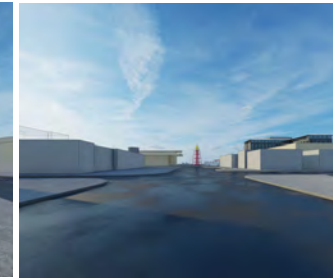


3pm

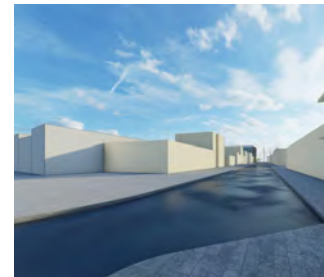
Long Views



Corner of Commercial Rd and St Vincent St



Corner of Commercial Rd and Nile Street



Corner of Lipson St and St Vincent St



Birkenhead



McLaren Wharf near Warrawee Dock



Queens Wharf



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PORT ADELAIDE HOTEL

FORM, SUNSTUDY AND LONG VIEWS

Scale N/A
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dog No 3293 DA03 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev/Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE MENT DESIGN CHANGES	05.08
POST-LODGE MENT DESIGN CHANGES	17.07



McLaren wharf looking south-west



McLaren wharf promenade



Fishermen's Wharf looking north-east



Lipson Street looking north-west



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PORT ADELAIDE HOTEL

3D PERSPECTIVES

Scale N/A
 Drawn MG LP ER
 Date 14/02/2020
 Job No 2019042
 Draw No 3293 DA04 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development
3D Perspectives

D A I S S U E

Rev/ Amendment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
POST-LODGE/MENT DESIGN CHANGES	05.20



McLaren Wharf facade



McLaren Parade



Lipson Plaza colonnade



McLaren Parade entrance



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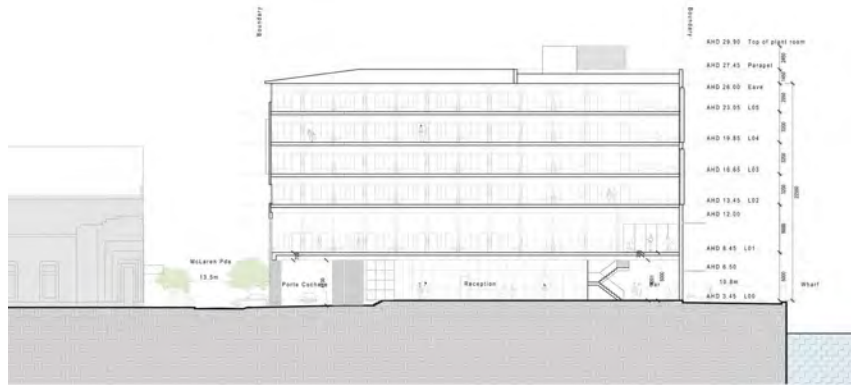
PORT ADELAIDE HOTEL

3D PERSPECTIVES

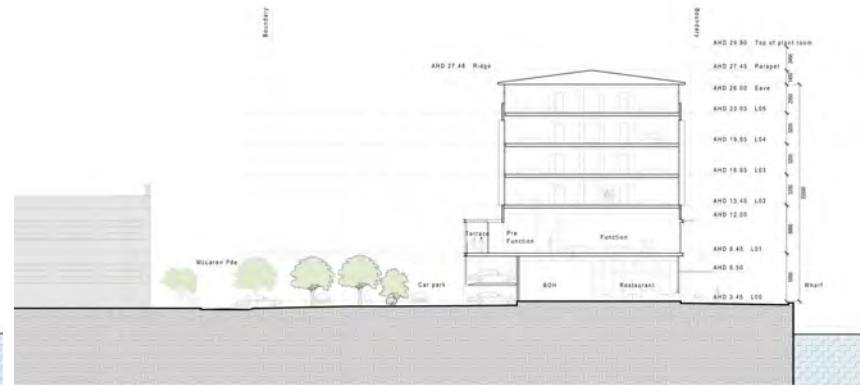
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Date 14/02/2020
Job No 2019042
Dwg No 3293 DA05 Rev 02 At sheet

Rev	Amendment	Date
	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
	POST-LODGE MENT DESIGN CHANGES	05.08
	POST-LODGE MENT DESIGN CHANGES	17.07

McLaren Wharf Port Adelaide - Hotel Development
Sections + Photomontages



Section A
Scale - 1:250



Section B
Scale - 1:250



Photomontage 01
Corner of Parade N and Commercial Rd looking north-east



Photomontage 02
McLaren Wharf looking west



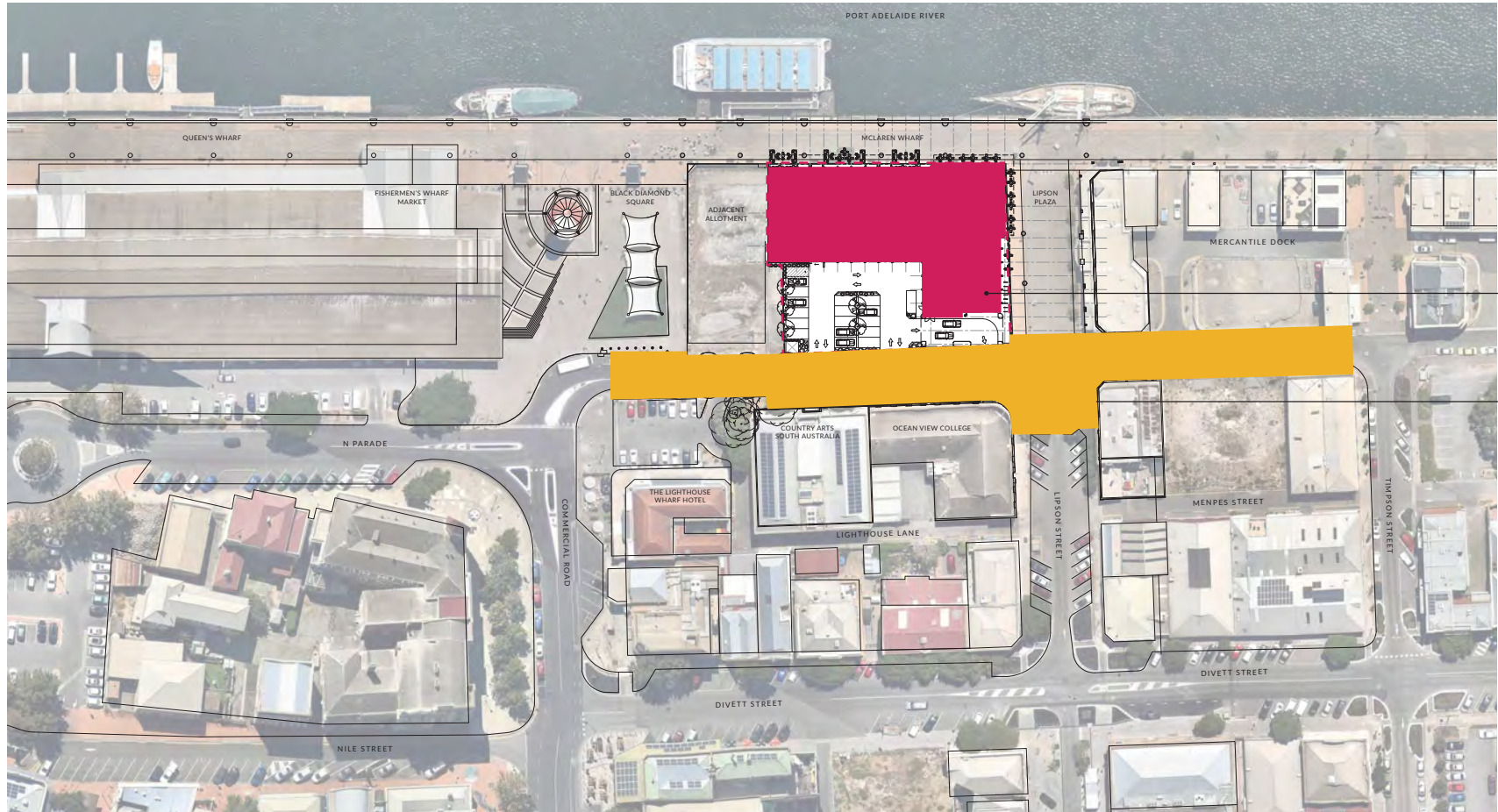
Photomontage 03
Lipson St looking north-west



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PORT ADELAIDE HOTEL

SECTIONS AND
PHOTOMONTAGES
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Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA08 Rev 03 At sheet

McLaren Wharf Port Adelaide - Hotel Development
Site Plan



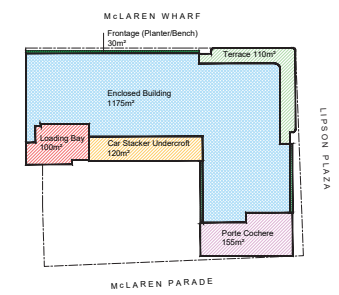
Proposed building footprint shown hatched

Potential extent of Council's McLaren Parade upgrade shown hatched

Site Plan
Scale - 1:500

Metrics	Level	King	Double/DDA	Suite	1 Bed Suite	Car Parks	Keys	GFA
		24m ²	28m ²	30 - 32m ²	35m ²			
	L00	-	-	-	-	31	-	1175
	L01	11	1	3	1		16	1580
	L02	30	3	6	2		41	1500
	L03	30	3	6	2		41	1500
	L04	30	3	6	2		41	1500
	L05	30	3	6	2		41	1500
TOTALS		131	13	27	9	31	180	8755m²

Ground Floor Area Plan
Scale - 1:500



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PORT ADELAIDE HOTEL

SITE PLAN

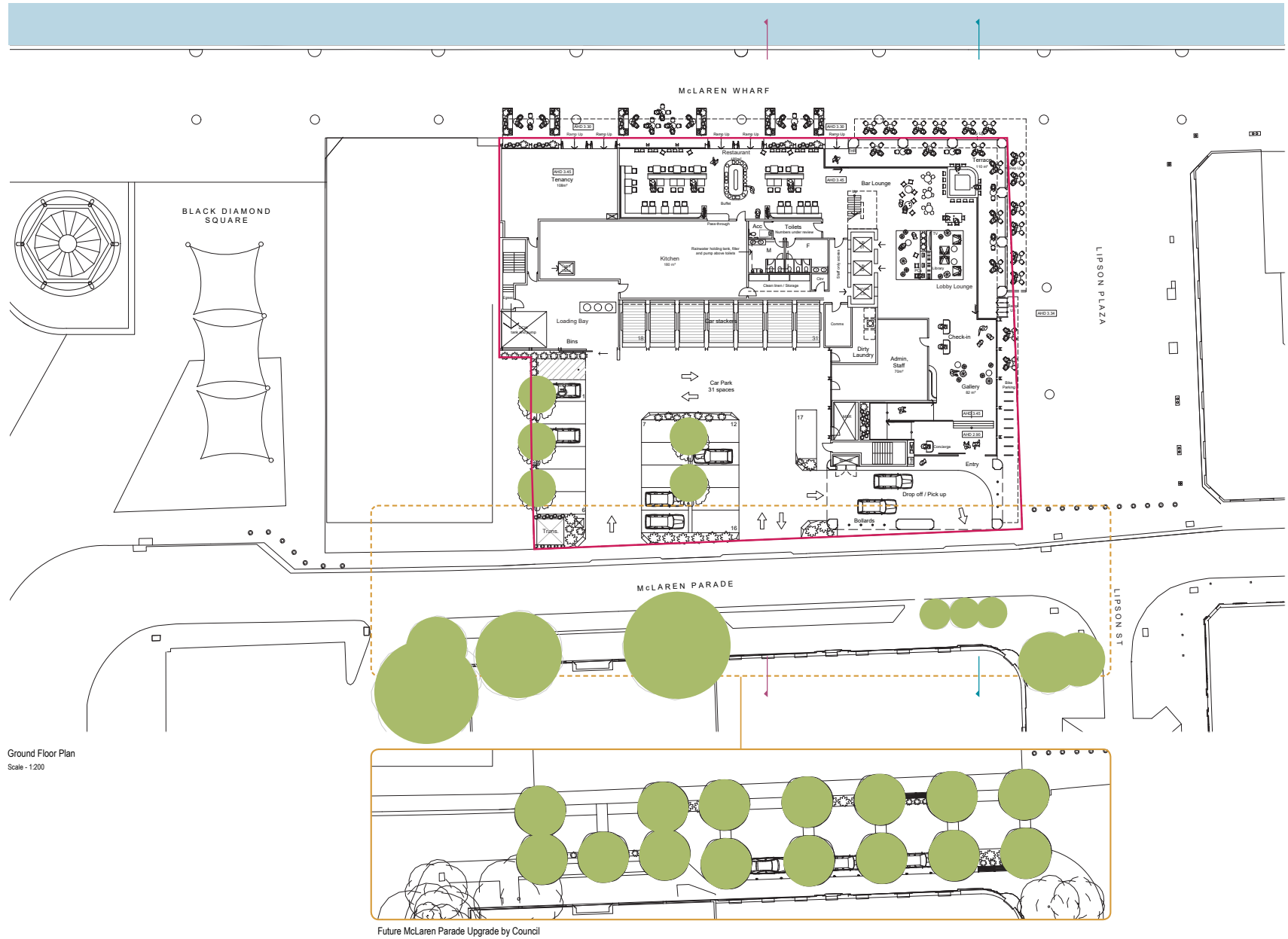
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Date: 14/02/2020
Job No: 2019042

Dwg No: 3293 DA09 Rev 02 At sheet

McLaren Wharf Port Adelaide - Hotel Development Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	19.02
2	POST-LODGE MENT DESIGN CHANGES	06.06
3	POST-LODGE MENT DESIGN CHANGES	17.07



Ground Floor Plan
Scale - 1:200

Future McLaren Parade Upgrade by Council



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1



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PORT ADELAIDE HOTEL

GROUND FLOOR PLAN

Scale 1:200
Drawn MG L P ER
Date 19/02/2020
Job No 2919042
Dwg No 3293 DA10 Rev 04 A1 sheet

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McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Assessment	Date
ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT		14.02
POST-LODGE/MENT DESIGN CHANGES		05.08



Level 1 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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PORT ADELAIDE HOTEL

LEVEL 1 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA11 Rev 02 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUES FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02.2020
2	POST-LODGE/MENT DESIGN CHANGES	05.03



Level 2-4 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1



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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

LEVELS 2-4 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA12 Rev 02 A1 sheet



McLaren Wharf Port Adelaide - Hotel Development Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUES FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
2	POST-LODGE MENT DESIGN CHANGES	06.08
3	POST-LODGE MENT DESIGN CHANGES	17.07



Level 5 Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

LEVEL 5 PLAN

Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042

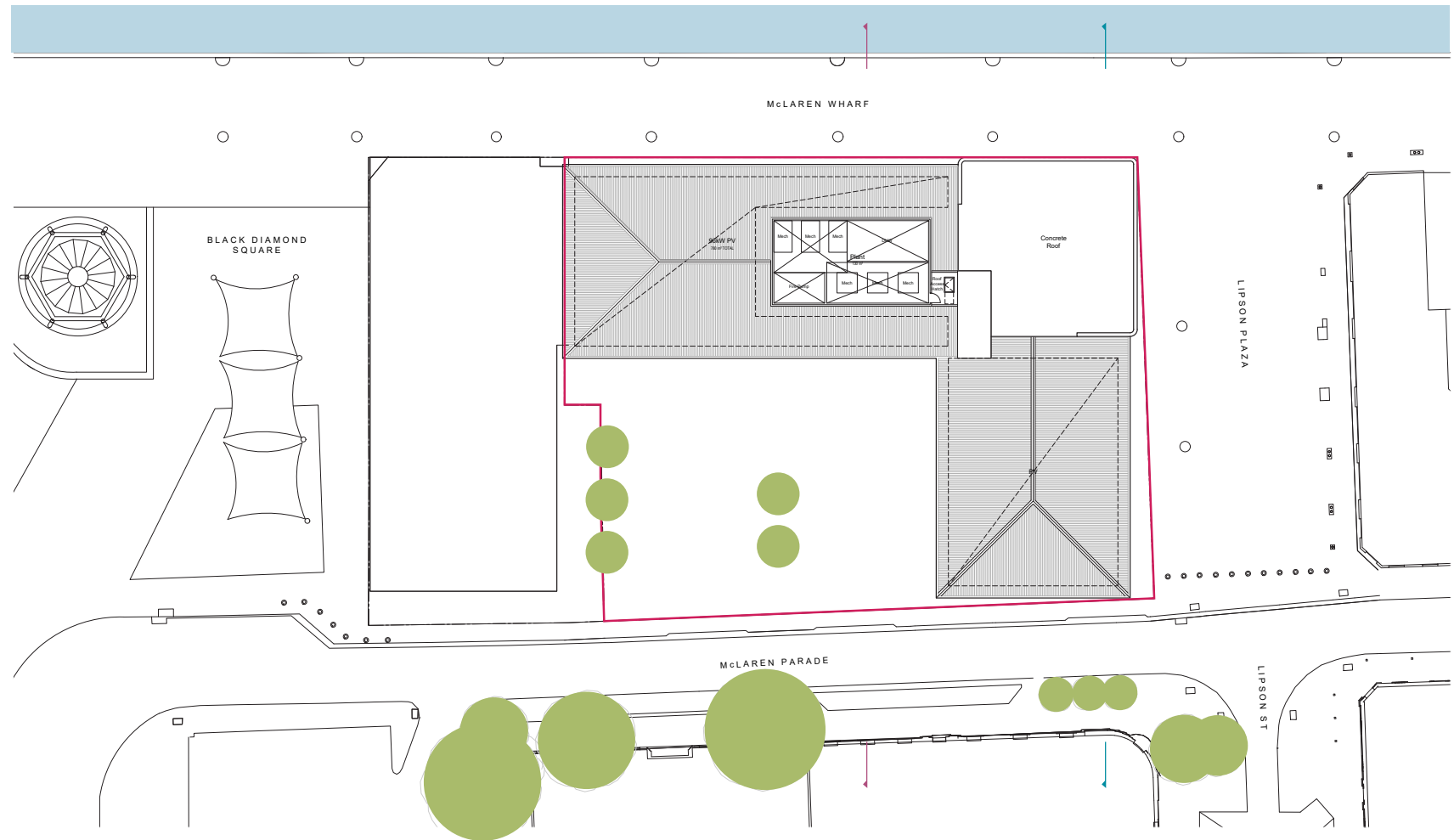
Desk No 3293 DA13 Rev 03 A1 sheet

K:\2019\3293\3293_03\Rev 03\McLaren Wharf Hotel Development Level 5 Plan.dwg, 14/02/2020 11:27:46 AM, GJ

McLaren Wharf Port Adelaide - Hotel Development
Floor Plans

DA ISSUE

Rev	Amendment	Date
1	ISSUED FOR PROVISIONAL DEVELOPMENT PLAN CONSENT	14.02
2	POST-LODGE MENT DESIGN CHANGES	06.08
3	POST-LODGE MENT DESIGN CHANGES	17.07



Roof Plan
Scale - 1:200



0 1 2 3 4 5 6 7 8 9 10m
Scale 1:200 @ A1

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CK PROPERTY GROUP
PORT ADELAIDE HOTEL

ROOF PLAN
Scale 1:200
Drawn MG LP ER
Date 14/02/2020
Job No 2019042
Dwg No 3293 DA14 Rev 03 A1 sheet

K:\2019\3293 DA14 Rev 03\2019042\3293 DA14 Rev 03.dwg, 14/02/2020 11:40:00 AM, 08

FOR INFORMATION

Rev: Amendment Date:
ISSUED FOR INFORMATION ONLY 23/07



Rydges at the Wharf | Port Adelaide
Logotype - Standard Usage



Rydges at the Wharf | Port Adelaide
Logotype - Inset



Rydges at the Wharf | Port Adelaide
Signage - Horizontal



Rydges at the Wharf | Port Adelaide
Logotype - Circular Usage

PRIMARY TYPEFACE
ALBERTUS MT
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!*~\$%&()

SECONDARY TYPEFACE
GOTHAM BOOK
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!*~\$%&()

PANTONE 540 C CMYK: 100/57/12/61 RGB: 0/51/99 #003399	WHITE CMYK: 0/0/0/0 RGB: 255/255/255 #FFFFFF	PANTONE WARM GRAY 1 C CMYK: 2/34/5 RGB: 234/222/216 #E0DED8
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COLOR BLEND

Rydges at the Wharf | Port Adelaide
Colors, Colour Palette



Rydges at the Wharf | Port Adelaide
Signage - Vertical



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CK PROPERTY GROUP

PORT ADELAIDE HOTEL

SIGNAGE GRAPHIC DESIGN

Scale: NA
Drawn: [Signature]
Date: 23/07/2020
Job No: 2019042
Dwg No: 3293 DA15 Rev 01 At sheet

Appendix 2. McLaren Parade Upgrade Concept

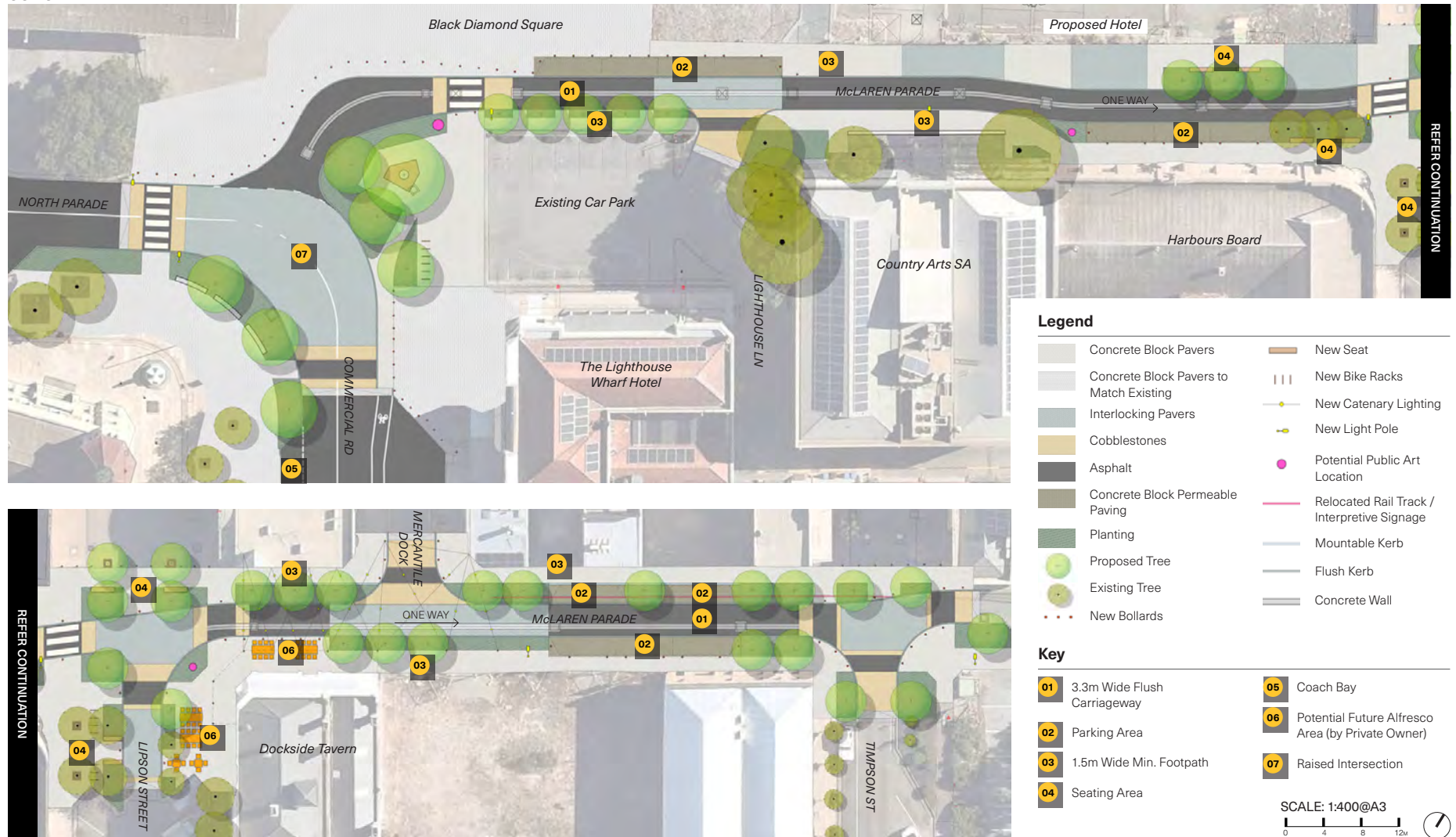
Concept Design

AERIAL VIEW



Concept Design

CONCEPT PLAN



Concept Design

ARTIST IMPRESSION

LOCATION PLAN



Concept Design

ARTIST IMPRESSION

LOCATION PLAN



Rebecca Thomas

From: Chris Dunn <chris.dunn@cityofpae.sa.gov.au>
Sent: Monday, 29 June 2020 5:16 PM
To: Walt Coulston
Cc: Rebecca Thomas; Nic Kennedy; Karen Cummings; Tony Tran
Subject: RE: McLaren Parade - Proposed Upgrade

Hello Walt

Thank you for your (favourable😊) consideration of our proposal so quickly – it really is appreciated

I will continue to keep you and your team informed as works progress further – we are looking at going out to consultation on this proposal in late July/early August following council consideration of this matter on July 14. We will then take on board feedback from the consultation and progress the detailed design so that we are ready for construction to commence later this calendar year.

Thank you for your advice in regards to construction timing; we will ensure we coordinate our construction timing with yours to minimise inconvenience during construction.

Regards

Chris Dunn
Manager Design, Construction & Transport

163 St Vincent Street Port Adelaide SA 5015
PO Box 110 Port Adelaide SA 5015
T: 08 8405 6733
M: 0400 290 233
E: chris.dunn@cityofpae.sa.gov.au

www.cityofpae.sa.gov.au



From: Walt Coulston [mailto:Walt@ckpropertygroup.com.au]
Sent: Monday, 29 June 2020 5:10 PM
To: Chris Dunn <chris.dunn@cityofpae.sa.gov.au>
Cc: Rebecca Thomas <rthomas@ekistics.com.au>; Nic Kennedy <nic@ckpropertygroup.com.au>
Subject: McLaren Parade - Proposed Upgrade

Hi Chris

I understand Council is still progressing plans to upgrade McLaren Parade. This is wonderful news and I believe should dovetail well with our own proposed *Rydges at the Wharf, Port Adelaide*. To this end, I confirm the following;

- CK Group are supportive of the upgrade and are keen to work with Council on the detail of site and public realm interface to ensure a seamless design; and
- We anticipate construction commencement of the proposed new Hotel in Q1 or Q2 2021. This is of course subject to securing a workable DA approval in the near term.

We will continue to keep news of this confidential, however please let us know how else we can assist and thank you for keeping us in the loop...



CK GROUP

Walt Coulston AAPI, A Fin, B Comm (Prop Econ)

Managing Director

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66 Hunter Street, Sydney NSW 2000

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ckpropertygroup.com.au

Property Investment | Development | Advisory | Funds Management

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Appendix 3. Correspondence from BESTEC

MDB:HAC
56491/4/1
17 July 2020

MOTO Projects
Level 3, 100 Pirie Street
ADELAIDE SA 5000

Attention: Mr L McClurg

Dear Sir

**PORT ADELAIDE HOTEL DEVELOPMENT – MCLAREN WHARF PORT ADELAIDE
HYDRAULIC SERVICES – RAINWATER COLLECTION AND REUSE**

As requested, we have carried out an assessment for the potential to collect and re-use of rainwater from the roofed areas of the above project.

Given the site constraints, soil conditions, architectural layout and the location of the building the following items are taken into consideration as part of this report:-

- The rainwater tank utilised must be an above ground tank; the site soil conditions preclude the use of an in-ground tank.
- The available roof area that can be practically piped to an above ground rainwater tank is 580 m²
- The most appropriate use of the rainwater for the above development we believe to be for toilet flushing to the ground floor public amenities.
- The environment in which the building is located and the water run-off from the roof, noting the site is in a marine environment and close to heavy industry leading to possibly saline run-off and possible contamination.

On the basis of the above, over the course of an average year approximately 186 k/L of water is available for collection from the available roof area, against a public amenity toilet flushing water use in the order of 292 k/L/year, as set out in the table below.

MONTH	AVERAGE MONTHLY RAINFALL (MM) (FROM BOM TO PORT ADELAIDE)	AVAILABLE (MONTHLY LESS 20% FOR EVAPORATION AND WIND ACTION) (MM)	AVAILABLE ROOF CATCHMENT AREA (METRES/2)	TOTAL RAIN WATER COLLECTED FROM AVAILABLE ROOF AREA (KL)(MONTH)	CALCULATED TOTAL WATER CONSUMPTION TO TOILET FLUSHING (KL) PUBLIC AMENITIES GROUND FLOOR	NETT DIFFERENCE IN COLLECTION/ CONSUMPTION (KI/MONTH)
JAN	12.20	9.76	620	6.05	24.80	-18.75
FEB	18.60	14.88	620	9.23	22.40	-13.17
MAR	16.50	13.20	620	8.18	24.80	-16.62
APR	36.10	28.88	620	17.91	24.00	-6.09
MAY	45.40	36.32	620	22.52	24.80	-2.28
JUN	47.50	38.00	620	23.56	24.00	-0.44
JUL	53.30	42.64	620	26.44	24.80	1.64
AUG	50.10	40.08	620	24.85	24.80	0.05
SEP	39.70	31.76	620	19.69	24.00	-4.31
OCT	17.90	14.32	620	8.88	24.80	-15.92
NOV	17.00	13.60	620	8.43	24.00	-15.57
DEC	21.10	16.88	620	10.47	24.80	-14.33
TOTALS	375.40	300.32	N/A	186.20	292.00	-105.80

Therefore, whilst there is never enough rainwater to account for the whole of the toilet flushing to the ground floor amenities there would be a contribution of approximately 63% towards the public toilet flushing water use, or an annual saving in potable water of 186 k/L/year.

A rainwater tank in the order of 10,000 litres, plus space at ground level to accommodate the tank and pump and filtration will be required to make the best use of the available rainwater.

Therefore, our recommendation for rainwater use is:

- Collect rainwater from the available 580 m² of roof area.
- Pipe the stormwater to an above ground 10,000 litre rainwater holding tank.
- Pump the rainwater collected from there to the ground floor public toilets, utilising a rainwater pressure pump and filter system.
- Provide mains water backup to the rainwater to maintain supply in periods when the rainfall is inadequate.

We trust the above is of assistance. Please contact the undersigned should you require any further information.

Yours faithfully
BESTEC PTY LTD



MARK BATTAMS
ASSOCIATE DIRECTOR

McLaren's Wharf Policy Area 44

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Mixed tourism, retail, office, recreational, educational and residential development of diverse character which capitalises on its access to the waterfront.
- 2 The development of an effective visual and physical connection between the traditional centre of Port Adelaide and the waterfront areas.
- 3 Conserve and adaptively re-use buildings of heritage significance.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area will be the cornerstone identity of the Port Adelaide Waterfront, comprising an appealing location and a gateway leading people to the Port Adelaide River. The termination of Commercial Street at the Waterfront, Lighthouse Square, will be the focus of the policy area, with tourism activities, markets and small scale retailing located around the Square.

Buildings to the east of Nelson Street will be of a mixed use nature, and of a height, scale and architectural form that reinforce the waterfront character and protect and respect the historic character of development in adjacent policy areas.

Buildings developed along the waterfront will create strong visual links back to St Vincent Street and the core of the heritage centre beyond. Buildings and spaces will be sympathetic in scale and form with the rich architectural heritage of existing buildings in and adjacent to the policy area.

Buildings adjacent to Lighthouse Square will contain mixed uses, and be of a height, scale and architectural form that reinforce and emphasise the policy area as a focus for activity in Port Adelaide. These buildings will be landmark buildings of high architectural design and greater scale and intensity to form the focus of the policy area.

Waterfront activity will complement and regenerate activity within the Port Adelaide Centre whilst contributing to the vitality of adjacent developments including the Douglas Mawson TAFE.

Buildings throughout the precinct will provide a continuous built form to all major thoroughfares and create strong visual links to the rich architectural heritage of the adjacent State Heritage Area and individual heritage places.

An integrated transport network for this area will involve both public and private transport. A high degree of pedestrian activity and amenity will occur throughout the policy area with particular focus on the waterfront promenade. Pedestrian activity will be encouraged to link with adjoining policy areas. Off street parking areas including multi-level decks accessed from Nile Street will support traders and visitors.

Public car parking areas will be provided within the TAFE site adjacent to Nile Street and on land to the south-west of Wharf Shed 1, either in the form of attractively landscaped open car parks or as covered car parking within two and three storey buildings, with building elevations designed to disguise the car parking function within. Street frontages to any car parking facilities to the east of Nelson Street will have active land uses to reinforce the level of tourist and pedestrian activity.

Envisaged land-uses in the policy area include a range of tourism development, recreation and education uses as well as residential accommodation that overlooks the Port Adelaide River. Expansion of civic and community facilities from adjacent policy areas are also suitable.

The development of marinas and restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront is encouraged, provided it does not interfere with harbour activities.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

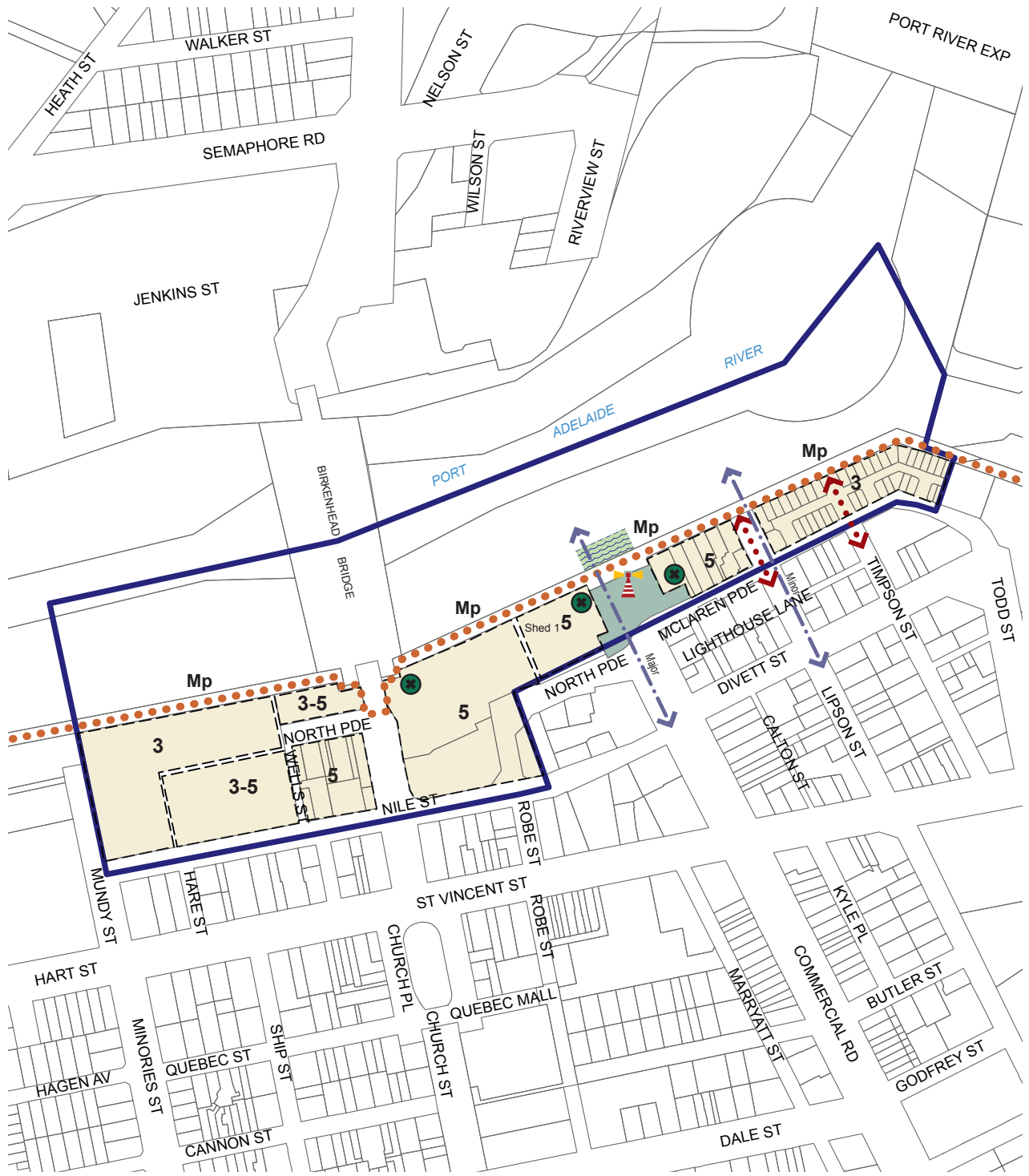
1 The following forms of development are envisaged in the policy area:

- affordable housing
- art/craft complex
- art gallery
- civic facility
- dwelling
- fish market
- hotel
- marina
- maritime museum
- office
- public place
- recreation area
- residential flat building
- restaurant
- shop
- tertiary institution
- tourist accommodation
- tourist development.

Form and Character

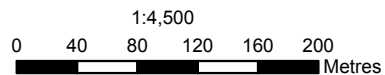
- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should be consistent with [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#).
- 4 Shops other than markets should generally be small-scale primarily serving tourists and future residents.
- 5 Development overlooking the Port Adelaide River should include medium density to high density residential development.
- 6 Vacant or under utilised land should be used for car parking and other temporary uses such as markets until more permanent uses can be established.
- 7 A continuous public promenade should:
 - (a) be created along the waterfront in accordance with [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
 - (b) incorporate a clearly defined area for pedestrians and cyclists
 - (c) provide adequate shade, shelter, and public seating areas
 - (d) provide convenient, safe and attractive links to adjoining areas

- (e) incorporate urban elements to support and facilitate water activities and public events
 - (f) have a minimum width of 12 metres, extending to 15 metres in front of key tourism uses.
- 8 Development should encourage and facilitate a safe and direct crossing for pedestrians and cyclists at the southern end of the Birkenhead Bridge, to provide a continuous public pedestrian and cyclists promenade across the entire policy area.
 - 9 Development should take advantage of waterfront views and provide generous views and passages through to Port Adelaide River from the **Port Adelaide State Heritage Area Policy Area 47**.
 - 10 New buildings should respect the form, scale and design of the historic townscapes immediately south of the area and create contemporary architecture which is innovative, functional and attractive. Architectural themes evocative of the area's maritime and industrial heritage should be incorporated.
 - 11 Buildings should be sited so as to create a variety of interesting pleasant and useful public spaces along the waterfront.
 - 12 Linear building forms should define the waterfront promenade and provide frequent pedestrian spaces and links which:
 - (a) enable public access
 - (b) provide views to the waterfront.
 - 13 Development adjacent to Nelson Street, Nile Street and St Vincent Street should be situated close to or abutting the street alignment.
 - 14 Development along the waterfront and abutting Nelson Street, Nile Street and Lighthouse Square should incorporate buildings with heights in accordance with [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#).
 - 15 The following types of advertisements should not be erected:
 - (a) pylon signs
 - (b) sky or roof signs.
 - 16 Development should provide adequate landscaping within each site, and landscaped public spaces where appropriate. At the waterfront, a durable paved, carefully detailed, continuous and well finished public promenade should be provided. Particular care should be taken to ensure that the landscape interface between this area and the adjoining **Historic Conservation Area** is compatible with the heritage value of that policy area.



- 3 Maximum Building Height (Storeys)
- Mp** Marina with public access
- Urban Plaza
- Public Promenade (Inner Harbour Ring Route)
- Pedestrian/Cycle Link
- View Corridor
- Existing Lighthouse
- Concept Plan Boundary

- Potential Landmark Buildings
- Over water Development



Concept Plan Map PAdE/36

MCLAREN'S WHARF POLICY AREA

Regional Centre Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A centre representing the primary focus for business and commercial services for the region, outside the central business district of Adelaide, providing a full range of shopping, administrative, cultural, community, entertainment, education, religious and recreational facilities, and public and private office development.
- 2 A centre providing a focus for public transport interchanges and networks.
- 3 Development of a visually and functionally cohesive and integrated regional centre.
- 4 A substantial increase in the number of residential dwellings, resident population and provision of accommodation and services for a wide range of people and household types, including the provision of affordable housing for low to moderate income households.
- 5 A more intense optimal use of vacant and under-utilised land, buildings and the inner harbour of the Port Adelaide River.
- 6 A centre accommodating a range of medium rise residential development including medium to high density in conjunction with non residential development.
- 7 The further development of tourism, cultural and recreational facilities related to Port Adelaide's unique maritime and commercial heritage and character, and promotion of the zone as a major State tourism destination.
- 8 The conservation and enhancement of items and areas of significance to the zone's unique maritime and commercial heritage, townscape, waterscape and landscape character.
- 9 The reinforcement of those parts of the zone which have distinctive and valued architectural and townscape characters with compatibly designed new buildings, where their scale, height, mass, setbacks and materials enhance the character of the zone.
- 10 The temporary use of vacant or under-developed land which is not likely to be the subject of long term development in the short term.
- 11 The establishment of a safe and convenient pedestrian movement network within the zone, incorporating pedestrian access along streets, safe road crossings, malls, arcades and squares, waterfront promenades and paths, together with increased public access to the waterfront and appropriate links to areas adjoining the zone.
- 12 The improvement of the zone's image and amenity through:
 - (a) upgrading and landscaping of public streets and spaces
 - (b) reduction of conflicts between incompatible activities
 - (c) reduction of conflicts between vehicular and pedestrian movements.
- 13 The establishment of strategically located and accessible car parks to serve Centre users and visitors.

- 14 The establishment of an accessible, continuous and connected off-road path, shared by pedestrians and cyclists to safely travel along the waterfront which connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions.
- 15 The rehabilitation of blighted and underutilised waterfront land.
- 16 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Port Adelaide was South Australia's first commercial Port. The zone captures and celebrates this history while embracing new ideas, innovation and development and supporting a vibrant, creative and sustainable community.

The heritage of the Port Adelaide Centre will be valued in its revitalisation, focusing on active main streets, waterfront promenades and the Port Adelaide River.

The centre will be an easily accessible regional centre within metropolitan Adelaide offering lively cafes, shops and pubs together with residential, commercial, tourism, cultural and leisure activities providing rich and rewarding experiences.

Investment in commercial enterprise and residential activity will provide an attractive opportunity to live, work and play in a unique environment.

Additionally, development will be cognisant that Port Adelaide and its surrounding region comprises of a number of key habitats including the Adelaide Dolphin Sanctuary, the Barker Inlet and the St Kilda Wetlands.

Residential development will be cognisant of existing non residential land uses within the zone and the proximity of major industries in the nearby zones. Residential development in this zone may require appropriate separation distances, building design and other measures to ensure compatibility with existing non residential land uses.

Development including landmark buildings will be designed to carefully manage the interface with heritage buildings, particularly with regard to massing proportions; overshadowing, scale and appearance. Development will also be cognisant of the overall variation in heights and perceived heights of adjacent buildings and structures, not just solely as a measurement of the number of storeys but also in their design and context.

It is acknowledged that land in the zone is at risk of coastal flooding and this risk will increase in the event of future sea level rise due to climate change. Through careful design, opportunities to mitigate such risks as part of future development should be explored.

The centre will be a collection of pedestrian friendly and inspirational spaces to explore, savour and enjoy, allowing locals and visitors alike to soak up the unique atmosphere, a melting pot of historic quality and new found confidence.

Development envisaged with street frontages will create an interesting pedestrian environment at the ground floor levels through careful building articulation, fenestration, frequent openings in building facades, verandas, balconies, awnings and other features that provide weather protection. An '**Inner Harbour Ring Route**', illustrated within relevant concept plan maps, in the form of an accessible, continuous and connected off-road path, will be shared by pedestrians and cyclists allowing them to safely travel along the waterfront. The off-road path will connect to surrounding bicycle routes, residential areas, shops, schools, train stations, transport hubs, museums, markets and other tourist attractions.

A strategic approach to the centre's future will energise the area and facilitate iconic development on key sites that support economic and residential growth.

The Port Adelaide Centre will:

- (a) celebrate the waterfront, with the centre actively connecting with the Port Adelaide River
- (b) feature enhanced city streets, with green space, trees and street furniture
- (c) support a diverse community that respects its indigenous heritage
- (d) promote the Port's history, with the history of the area brought alive to frame a modern, progressive city
- (e) provide a welcome for visitors, and a family friendly destination providing a range of experiences
- (f) facilitate coming and going, as an easily accessible centre and tourist destination
- (g) ensure a city for people, with promenades and streets for people to stroll, pause and enjoy.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone *within suitable policy areas*:
 - affordable housing
 - bank
 - child care centre
 - civic centre
 - coastal protection works
 - community centre
 - consulting room
 - department store
 - dwelling in conjunction with non-residential development
 - educational establishment
 - emergency services facility
 - entertainment facility
 - hospital
 - hotel
 - indoor games centre
 - library
 - motel
 - motor repair station
 - office
 - place of worship
 - playing field
 - pre-school
 - residential flat building in conjunction with non-residential development
 - restaurant
 - shop
 - *special event*
 - supermarket
 - swimming pool
 - *tourist development.*
- 2 Development listed as non-complying is generally inappropriate.
- 3 High-density residential development, including affordable housing, and development comprising a variety of residential and non-residential uses should not prejudice the operation of existing or future retail activity within the zone.

Form and Character

- 4 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 5 Development should be designed and sited to promote linkages between the various developments within the centre and adjoining main roads.
- 6 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the region.
- 7 Development should occur in accordance with the following concept plan maps:
 - (a) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)
 - (b) [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#)
 - (c) [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#)
 - (d) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
 - (e) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
 - (f) [Concept Plan Map PAdE/32 - East End Policy Area](#)
 - (g) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
 - (h) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
 - (i) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
 - (j) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
 - (k) [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (l) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
 - (m) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
 - (n) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
 - (o) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
 - (p) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
 - (q) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
 - (r) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
 - (s) [Concept Plan Map PAdE/45 - West Policy Area](#)
 - (t) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#)
- 8 Development should be located, staged and designed such that vacant or under utilised land and buildings are redeveloped or reused for more appropriate uses.
- 9 The consolidation of compatible uses should be achieved through:
 - (a) the provision of shared car parking and service areas
 - (b) provision of pedestrian arcades and paths.

- 10 Land adjacent to the Port Adelaide River not required for port or shipping activities should be progressively redeveloped for a range of the following uses where consistent with the intent for each policy area:
- (a) community uses
 - (b) medium and higher density residential uses
 - (c) recreation
 - (d) tourism
 - (e) office
 - (f) retail.
- 11 Recreational and tourism development, such as the following, should be developed on the Port Adelaide River in locations where boating and harbour activities can be undertaken safely and conveniently:
- (a) marinas
 - (b) maritime museum uses
 - (c) ferry services
 - (d) water taxis.
- 12 Residential development adjacent the rail corridor as shown on [Concept Plan Map PAdE/32 - East End Policy Area](#), [Concept Plan Map PAdE/40 - Port Approach Policy Area](#), [Concept Plan Map PAdE/41 - Railways Policy Area](#), [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#), [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#), [Concept Plan Map PAdE/45 - West Policy Area](#) and [Concept Plan Map PAdE/46 - Woolstores Policy Area](#), should have regard to existing and possible future noise sources with respect to site layout, orientation, design and construction to ensure a safe and comfortable residential environment and to minimise conflict with existing non-residential activities.
- 13 Tourist development should be primarily situated adjacent to, and on the Port Adelaide River and associated public promenade within the following policy areas:
- (a) **Dock One Policy Area 39**
 - (b) **East End Policy Area 40**
 - (c) **Fletcher's Slip Policy Area 41**
 - (d) **Hart's Mill Policy Area 42**
 - (e) **Mainstreet Policy Area 43**
 - (f) **McLaren's Wharf Policy Area 44**
 - (g) **North West Policy Area 45**
 - (h) **Port Adelaide State Heritage Area Policy Area 47**
 - (i) **Port Approach Policy Area 48**
 - (j) **West Policy Area 53.**

Port Adelaide Enfield Council
Zone Section
Regional Centre Zone

- 14 Major shops and groups of shops should be concentrated within the **Mainstreet Policy Area 43** and within the **Retail Core Policy Area 50**.
- 15 Residential accommodation at medium and higher densities should be encouraged within suitable parts of the zone and especially adjacent to the Port Adelaide River and within those policy areas which encourage such development.
- 16 Residential development should only occur where it can be demonstrated that it is compatible with, and does not prejudice, the operation of non-residential activities within this or adjacent zones.
- 17 Public open space should be:
 - (a) provided in a variety of forms including a publicly accessible waterfront promenade, public reserves and public plazas
 - (b) designed as an integral part of the overall development proposed for each policy area.
- 18 Public reserves should be designed to ensure that at least 50 per cent of the reserve receives a minimum of 3 hours of direct solar access in mid winter.
- 19 Public reserves, plazas, promenades and other open space should be designed to include public art and clearly defined nodal points which relate to existing site features and contemporary features and interpretative elements.
- 20 Development should provide for and facilitate pedestrian access between compatible adjoining developments through one or more of the following:
 - (a) arcades
 - (b) courtyards
 - (c) malls
 - (d) paths through parking areas.
- 21 Development should provide sufficient off-street car parking to meet its anticipated parking demand either on the subject land or on another appropriate site within the locality. The provision of lesser amounts of car parking may be appropriate where:
 - (a) the site is located within the designated area of a gazetted car parking fund established under the *Development Act 1993*
 - (b) an agreement is reached between the Council and the applicant for a financial contribution in lieu of the shortfall of required car parking spaces at a contribution rate per car parking space in accordance with the gazetted car parking fund.
- 22 Car parking areas, including decked car parking, should not:
 - (a) intrude upon, or interrupt the continuity of built-form desired along major street frontages in the zone
 - (b) detract from areas of architectural or townscape value.
- 23 Multi-level car parks should:
 - (a) be designed as buildings that contribute to the built form character within the policy area in which they are located
 - (b) take account of the desired character of adjacent policy areas, particularly within the:

- (i) **Port Adelaide State Heritage Area Policy Area 47**
 - (ii) **Woolstores Policy Area 54**
- (c) include ground level uses adjacent to street frontages, such as:
- (i) office
 - (ii) shop
 - (iii) tourist development.
- 24 Development should be compatible with and reinforce the rich, historical and highly urbanised townscapes within the zone.
- 25 Development should respect, but not mimic, existing 19th century building forms and townscapes of significance.
- 26 Development within the areas for 'Townscape Conservation' shown on [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#) should conserve and enhance the existing 19th and early 20th century building forms.
- 27 Buildings should be situated close to or abutting street frontages, particularly on corner sites, to reinforce the prevailing townscape character within the zone.
- 28 Development should be sited to ensure that original grid street layouts within the centre are retained and wherever possible, re-established.
- 29 Large landscaped or other open areas should not be developed fronting on to Commercial Road and St Vincent Street.
- 30 Development should be sited to provide view lines and reinforce existing vistas indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#).
- The view corridors should:
- (a) take the form of one or more of the following:
 - (i) public road reservations
 - (ii) public reserves
 - (iii) wider spaces between buildings
 - (b) incorporate pedestrian linkages
 - (c) have a minimum width of 17.5 metres if identified as a major view corridor
 - (d) have a minimum width of 12 metres if identified as a minor view corridor.
- 31 The siting, form and scale of buildings on corner sites should be designed to:
- (a) increase the presence of built form on street intersections
 - (b) address both street frontages
 - (c) minimise unusable open space on the street frontages.

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- 32 Development abutting St Vincent Street, Commercial Road, Church Place and Dale Street, public spaces and pedestrian malls indicated on [Concept Plan Map PAdE/29 - Port Adelaide Key Visual Elements](#) should have facades of no less than two storeys.
- 33 Free-standing advertisements should have a maximum height of 10 metres above natural ground level, but only if such a height is consistent with the height and scale of adjoining buildings and the objectives and/or desired character of the zone and/or policy areas.
- 34 Street furniture, including lighting, advertisements, advertising hoardings, litter bins, seats, bicycle parking facilities and bollards, should be designed and located so as to complement the townscape character of the policy area and respond to its maritime locality.
- 35 Development should be designed to minimise undesirable microclimatic and solar access effects on other land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- 36 Materials incorporated in development should reflect, and reinforce, the historic, maritime character of the zone wherever practicable.
- 37 Landscaping and vegetation should achieve a balance between the use of indigenous and exotic plants and trees.
- 38 Development should incorporate a high degree of architectural quality with building design adequately addressing:
 - (a) compatibility in terms of form and scale with existing buildings and the desired character statement of the relevant policy area
 - (b) interest and diversity
 - (c) public domain interface
 - (d) a high quality streetscape
 - (e) building height
 - (f) massing and proportion
 - (g) facade articulation
 - (h) elements such as eaves, sun shading devices, entries and balconies.
- 39 Roof designs should:
 - (a) contribute to the overall design and performance of buildings
 - (b) be integrated into the overall facade and composition of buildings
 - (c) be articulated by breaking down mass in order to relate to the context of surrounding buildings
 - (d) screen air conditioning and building services plants from ground level public views
 - (e) minimise their visibility from adjacent buildings.
- 40 Balconies should:
 - (a) be designed to provide all apartments with private open space thereby promoting the enjoyment of outdoor living for apartment residents
 - (b) be functional and responsive to the environment

- (c) be integrated into the overall architectural form and detail of residential flat buildings
 - (d) should contribute to the safety and liveliness of the street by allowing for casual overlooking of public spaces.
- 41 Overlooking from upper level windows, external balconies, terraces and decks into habitable rooms (all rooms excluding bathrooms, laundries and hallways) and the useable private open spaces of other dwellings should be minimised by:
- (a) building layout
 - (b) location and design of windows and balconies
 - (c) screening devices
 - (d) landscaping
 - (e) adequate building separation.
- 42 Direct views from upper level habitable windows (all rooms excluding bathrooms, laundries and hallways), decks, balconies, patios and terraces into habitable windows or usable open space of other dwellings should be minimised and restricted by either:
- (a) permanently fixed translucent glazing in the part of the window below 1.5 metres above floor level
 - (b) window sill heights of 1.5 metres above floor level
 - (c) permanently fixed external screens to at least 1.5 metres above floor level and no more than 25 per cent transparent
 - (d) external screens including wing walls, planter boxes, solid or translucent panels or perforated panels or trellises which have a maximum 25 per cent openings.
- 43 Windows and balconies within a residential flat building should be designed to prevent overlooking of more than 50 per cent of the usable private open space of a lower level dwelling within the building.
- 44 Entertainment venues should be sited and/or designed to prevent unreasonable interference with the amenity of the local environment.
- 45 Solar access to apartments within residential flat buildings of four or more storeys should be achieved by incorporating the following principles into the design of the building:
- (a) use open plan apartments where possible in east/west alignments as well as south facing blocks to provide for flow through ventilation
 - (b) maximise the number of corner apartments to maximise solar access.
- 46 Dwellings should minimise the need for mechanical heating and cooling, by:
- (a) providing an internal day living area with a north facing window where possible
 - (b) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun
 - (c) allowing for cross ventilation to enable cooling breezes to reduce internal temperatures in summer.
 - (d) Ceiling heights should be sufficient to allow adequate daylight into living areas.

47 Private open space should be provided at the following rates:

Parameter	Minimum Private Open Space (square metres)
Ground level or roof top space	Minimum dimension 3 metres.
Upper level balconies or terraces	Minimum dimension 2.5 metres.
Detached, semi-detached, row or group dwelling with a site area over 250 square metres	At least 20 per cent of the site area. Balconies, roof patios, etc. can comprise part of this area provided the area of each balcony, roof patio, etc is 10 square metres or greater. One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area equal or greater than 10 per cent of the site area.
Dwellings on sites less than 250 square metres	At least 35 square metres. Balconies, roof patios, etc. can comprise part of this area provided the greater area of each balcony, roof patio, etc is 8 square metres or greater. One part of the space is directly accessible from a habitable room (all rooms excluding bathrooms, laundries and hallways), and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.
Residential flat building	At least 8 square metres per dwelling is required as total private open space.

48 Development adjacent to the public promenade, public plazas, public reserves, main roads and edges of public spaces should be designed to:

- (a) maintain an active interface through architectural detail and interest in skyline and pedestrian levels
- (b) provide active street frontages at ground level with land uses such as cafes, restaurants, local shops and home offices that contribute to the vibrancy and diversity of the area
- (c) maintain the continuity of streetscape with streets and public spaces defined by consistent building frontages at the street alignment
- (d) maximise solar access and limit overshadowing of these areas
- (e) protect the amenity of residents at ground level
- (f) protect pedestrian amenity
- (g) provide for varied and attractive building elevations.

49 Buildings should not exceed the number of storeys as indicated on the following relevant concept plan maps:

- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
- (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
- (c) [Concept Plan Map PAdE/32 - East End Policy Area](#)

- (d) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
- (e) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
- (f) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
- (g) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
- (h) [Concept Plan Map PAdE/37 - North West Policy Area](#)
- (i) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
- (j) [Concept Plan Map PAdE/39 - Port Adelaide State Heritage Area Policy Area](#)
- (k) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
- (l) [Concept Plan Map PAdE/41 - Railways Policy Area](#)
- (m) [Concept Plan Map PAdE/42 - Retail Core Policy Area](#)
- (n) [Concept Plan Map PAdE/43 - Southern Approach Policy Area](#)
- (o) [Concept Plan Map PAdE/44 - Southern Gateway Policy Area](#)
- (p) [Concept Plan Map PAdE/45 - West Policy Area](#)
- (q) [Concept Plan Map PAdE/46 - Woolstores Policy Area](#).

For the purpose of this principle, undercroft car parking constructed partially or wholly below finished ground level with a ceiling height less than 1.5 metres above finished ground level, and plant rooms on top of buildings, is not included as a storey. Any car parking floors constructed wholly above finished ground level are regarded as a 'storey'. A storey does not include an attic of no more than 50 per cent of the building footprint, a mezzanine, roof top plant or mechanical equipment.

- 50 Landmark buildings should be appropriately designed with facade treatments and distribution of mass, setbacks and ground level articulation/uses.
- 51 Landmark buildings should be at an appropriate scale at ground level to create a pleasant, comfortable and well-proportioned pedestrian environment at a human scale.
- 52 Landmark buildings should be designed to:
 - (a) preserve a pleasant pedestrian environment
 - (b) create consistent building frontages at the street, plaza or promenade alignment
 - (c) assist to deflect wind downdrafts from penetrating to street level plazas and promenades.
 - (d) be exemplary in their design quality and enhance the locality with architectural elements characteristic of the Port Adelaide, heritage buildings and waterfront environment.
- 53 Development should be contextual and respond to both the existing and desired future character of the locality, with particular regard to scale, massing, composition, architectural expression and materials.
- 54 Development should reinforce a continuous built-form edge to frame the street with active uses at ground level, such as shops, cafes and restaurants to improve vibrancy and safety for pedestrians.
- 55 Residential development should generally be located above ground level unless it is designed to provide for passive surveillance of public spaces. Lobbies for apartments should have a high degree of visual permeability.

- 56 Development should provide for pedestrian comfort by:
- (a) interfacing at a pedestrian scale at the street level
 - (b) creating a well-defined and continuity of frontage
 - (c) contributing to the interest, vitality and security of the pedestrian environment
 - (d) minimising micro climatic impacts (particularly wind tunnelling and downward drafts) and providing shelter in the form of canopies, verandas trees or the like
 - (e) maintaining a sense of openness to the sky from street level
 - (f) bringing daylight to the street, particularly in the Spring and Autumn months.
- 57 Buildings along main streets should reinforce a fine-grained rhythm with frequent entries at ground floor level that promote the streetscape character.
- 58 While buildings should not be limited to the height of adjacent buildings, they should be designed to reflect the street wall heights and horizontal elements of adjacent buildings by:
- (a) reinforcing the prevailing datum heights, including parapet levels, balconies or distinguishing elements such as verandas and canopies at the street level; and
 - (b) reinforcing a distinction of levels below and above prevailing horizontal elements through architectural expression.
- 59 Development should encourage and facilitate the provision of a continuous pedestrian and cyclist '**Inner Harbour Ring Route**' including connections to nearby bicycle routes, schools and stations as shown on following concept plan maps:
- (a) [Concept Plan Map PAdE/30 - Cruickshank's Corner Policy Area](#)
 - (b) [Concept Plan Map PAdE/31 - Dock One Policy Area](#)
 - (c) [Concept Plan Map PAdE/33 - Fletcher's Slip Policy Area](#)
 - (d) [Concept Plan Map PAdE/34 - Hart's Mill Policy Area](#)
 - (e) [Concept Plan Map PAdE/35 - Mainstreet Policy Area](#)
 - (f) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#)
 - (g) [Concept Plan Map PAdE/37 - North West Policy Area](#)
 - (h) [Concept Plan Map PAdE/38 - Old Port Reach Policy Area](#)
 - (i) [Concept Plan Map PAdE/40 - Port Approach Policy Area](#)
 - (j) [Concept Plan Map PAdE/45 - West Policy Area](#).
- 60 Where required, waterfront development should be designed and sited to allow for future potential flood mitigation measures such as the creation of sea walls or levees that will provide protection from stormwater and seawater flooding in a consistent and integrated manner.

Vehicle Parking

- 61 Vehicle parking should be provided in accordance with the rates set out in [Table PAdE/5 - Off Street Vehicle Parking Requirements](#) or [Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Waterfront Development

- 62 The following Principles of Development Control apply to the waterfront development area shown on [Concept Plan Map PAdE/28 - Port Adelaide Townscape and Waterfront Development Areas](#). They are additional to those expressed for the **Regional Centre Zone** and those expressed for the whole of the Council area.
- 63 Development should create and enhance a public promenade with a minimum width of 8 metres along the waterfront that achieves:
- (a) continuous public pedestrian and cyclist access
 - (b) convenient, safe and attractive linkages between sections in areas of high pedestrian or cycle traffic and in front of key tourism uses
 - (c) allowance for infrastructure provision and flood mitigation including a sea wall or levee.
- 64 Where appropriate development should provide and facilitate access from the public promenade, shown in [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#), to the water for fishing and other recreational activities.
- 65 Parts of the waterfront adjacent to the public promenade shown in [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#) should be made available for:
- (a) active public uses for tourist related and harbour activities
 - (b) the use of small river craft and tourist boats.
- 66 Public promenades, plazas and reserves should incorporate public art and remnant port related archaeological or industrial infrastructure items which are easily identifiable and fully integrated into the public environment.
- 67 The development of marinas, restaurants, cafes and other tourism and public recreational uses in appropriately designed structures on the Port Adelaide River and projecting from the waterfront may be developed provided they do not interfere with harbour activities, the free movement of pedestrians and cyclists along the promenade, nor threaten the role of the core centres in **Mainstreet Policy Area 43** and **Retail Core Policy Area 50**.
- 68 Marinas, wharfs, jetties, piers or boat moorings should:
- (a) provide permanent and temporary docking facilities for residents and the public
 - (b) provide moorings suitable to a variety and varying sizes of watercraft and vessels
 - (c) provide a visually stimulating environment
 - (d) add vitality and maritime activity to waterfront areas
 - (e) provide a continuation (literal or thematic) of the historic maritime uses of the Port
 - (f) maintain a strong link and physical integration between the Port Adelaide River and land based public reserves, plazas, promenades and other public and private features comprising the waterfront
 - (g) integrate with development built directly on or over the river
 - (h) avoid or minimise any negative impacts on:
 - (i) natural riverine ecology and processes

- (ii) dolphin safety within the dolphin sanctuary area
 - (iii) riverine or other water quality.
 - (i) ensure that any mechanical and electrical equipment and power outlets are safe from flooding or raised to a level not lower than 3.65 metres Australian Height Datum (AHD).
- 69 Marinas, wharfs, jetties, piers or boat mooring facilities and associated development should, where appropriate, provide for:
- (a) serviced moorings to allow for floating retail activity
 - (b) functional requirements of public transport and water navigation including berthing and wharf facilities for ferry and water taxi stopping points that are coordinated with land based services
 - (c) modal interface with land-based public and private transport services and infrastructure
 - (d) connection to shore-based service requirements and support facilities such as boat repair and servicing, amenities, accommodation and shelter structures.
- 70 Public promenades should accommodate, where appropriate:
- (a) wharf infrastructure
 - (b) street furniture
 - (c) alfresco dining
 - (d) landscaping.
- 71 Public plazas and public reserves should be provided adjacent to the pedestrian promenade to provide for larger outdoor public events and gathering spaces adjacent to the waterfront in accordance with concept plans for all policy areas within the zone.
- 72 Public reserves, other than those located within the **Fletcher's Slip Policy Area 41**, should have a minimum area of 2000 square metres.
- 73 Public plazas should have a minimum of 1500 square metres other than where a public plaza abuts a promenade, where the area of the promenade should be inclusive in the calculation of the area (for the length that the promenade abuts the plaza).
- 74 Development within 8 metres of the waters edge should not have a site level less than 3.40 metres Australian Height Datum (AHD) or a habitable floor level less than 3.65 metres AHD. Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 3.40 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.
- 75 Development set-back 8 metres or more from the water's edge should be protected against wave effects and not have a site level less than 3.20 metres Australian Height Datum (AHD) or a habitable floor level less than 3.45 metres AHD. Where basement or undercroft car parking is proposed, it shall be designed to provide a sill height of not less than 3.20 metres or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection. The form and layout of development should be designed to enable future flood protection against a further 0.7 metres of sea level rise and additional land subsidence by 2100.

- 76 Over water development should have a floor level of not less than 4.35 metres Australian Height Datum (AHD). Where basement or undercroft car parking is proposed, it should be designed to provide a sill height of not less than 4.10 metres AHD or a barrier to prevent inundation of the basement or undercroft area. These levels can be reduced where reasoned technical arguments in relation to the effects of land subsidence and wave effects demonstrate that the lower levels provide adequate protection.
- 77 Building depth should enable views for apartments and promote natural ventilation where possible.
- 78 Development should be sited to take advantage of waterfront views and activities.
- 79 Road types and road reserve widths should be provided in accordance with the tables below ([Table A - Road Classification and Purpose](#) and [Table B - Design of Streets and Roads in the Waterfront Area](#)). Lesser widths may be appropriate depending on the form of the development proposed and its interconnection with existing adjoining roads:

Table A - Road Classification and Purpose:

Road classification	Purpose of road
Major Collector	To collect traffic from the minor collector roads and distribute it to the arterial roads. Major collector roads should be short lengths with divided carriageways.
Minor Collector Street	To collect traffic from local streets and distribute it to major collector roads.
Local Street	To provide access to residential neighbourhoods and individual allotments.

Table B - Design of Streets and Roads in the Waterfront Area:

Road type	Maximum 24-hour traffic volume (vehicles)	Road reserve width (metres)	Recommended carriageway width (metres)
Bus Route (Major Collector)	Over 3000	23.2 (including bike lanes)	7 (carriageway takes into account provision for parallel car parking provided both sides)
Bus Route (Minor Collector)	1500-3000	20.2	7 (carriageway takes into account provision for parallel car parking provided both sides)
Major Collector	Over 3000	19.2 (22 with bike lanes)	6
Minor Collector	1500-3000	16.1	7.5
Local Street	500-1500	15	7
Local Street with rear lane access	0-1500	14 (provides for indented car parking)	5.5

- 80 Local public roads may be developed at a width less than that prescribed above, but not less than 12.4 metres provided that the road:
- (a) services no greater than 500 vehicles per day
 - (b) is no greater than 60 metres in length
 - (c) has a carriage width of no less than 5 metres
 - (d) is not contiguous with a road of lesser dimension described in the above table.

- 81 No access place or lane (as defined in [Table PADE/6 - Road Hierarchy and Function](#) less than 12.4 metres wide are to be provided in the waterfront area as public roads, but may be provided as part of a community title. Any dwelling served by an access lane should also have a frontage to a public road.
- 82 Development of detached, semi-detached or row dwellings should provide on-street parking at the rate of 0.3 spaces per dwelling within the following policy areas:
- (a) **Cruickshank's Corner Policy Area 38**
 - (b) **Dock One Policy Area 39**
 - (c) **Fletcher's Slip Policy Area 41**
 - (d) **McLaren's Wharf Policy Area 44**
 - (e) **North West Policy Area 45**
 - (f) **Old Port Reach Policy Area 46**
 - (g) **Port Approach Policy Area 48**
 - (h) **West Policy Area 53.**
- 83 Garages or carports with direct access and facing the primary street should be avoided. Where there is no practical alternative to their location they should:
- (a) not dominate the streetscape
 - (b) not dominate views of the dwelling from the street
 - (c) provide for adequate on-site car parking.
- 84 Car parking and access ways should not dominate the site and should be screened from view from the street.
- 85 Above ground car parking should not be visible from primary street frontages or public places.
- 86 Half basement or undercroft car parking should be:
- (a) integrated into the building form
 - (b) screened and landscaped where ventilation is required for half basement parks
 - (c) located and designed to enable residential and other land uses to address streets at footpath level.
- 87 Rear court parking should not be visible from the street.
- 88 Development along the waterfront should comprise bold, robust architectural forms with articulated and modelled facades which may incorporate pitched roofs, balconies, verandas, and other design elements and materials which reflect the character of older maritime/industrial buildings nearby.
- 89 The design scale and form of new buildings should integrate with the design, form and scale of adjacent heritage buildings, using design elements reflecting maritime themes associated with typical port operations.
- 90 Development should encourage and facilitate the provision of a continuous '**Major Pedestrian/Cycle Path**' and '**Inner Harbour Ring Route**' public promenade including connections to nearby bicycle routes, schools and stations as shown on the following concept plan maps:

(a) [Concept Plan Map PAdE/27 - Port Adelaide Centre Traffic and Transport](#)

(b) [Concept Plan Map PAdE/36 - McLaren's Wharf Policy Area](#).

91 Vehicle access to the waterfront should be avoided, except for use by emergency and service vehicles.

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.
- 4 Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.
- 5 Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:
 - (a) enlivening building edges
 - (b) creating attractive, welcoming, safe and vibrant spaces
 - (c) improving public safety through passive surveillance
 - (d) creating interesting and lively pedestrian environments
 - (e) integrating public art into the development where it fronts the street and public spaces
 - (f) incorporating generous areas of high quality fit for purpose landscaping.
- 6 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 7 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Note: Some of the following Principles of Development Control (PDC) prescribe a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.

Design and Appearance

- 1 Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.
- 2 In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.
- 3 Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.

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Medium and High Rise Development (3 or more storeys)

- 4 Buildings should:
 - (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies)
 - (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 5 Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 6 Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level.
- 7 Balconies should be integrated into the overall architectural form and detail of the development and should:
 - (a) utilise sun screens, pergolas, louvres and openable walls to control sunlight and wind
 - (b) be designed and positioned to respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy
 - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas
 - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

Street Interface

- 8 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:
 - (a) incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the like where consistent with the Zone and / or Policy Area provisions
 - (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building
 - (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings)
 - (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumphouses and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade
 - (e) ensuring ground, semi-basement and above ground parking does not detract from the streetscape
 - (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on pedestrian areas.
- 9 Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.

- 10 Entrances to multi-storey buildings should:
- (a) be oriented towards the street
 - (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses
 - (e) be located as close as practicable to the lift and/or lobby access
 - (f) avoid the creation of potential areas of entrapment.
- 11 To contribute to direct pedestrian access and street level activation, the finished ground level of buildings should be no more than 1.2 metres above the level of the footpath, except for common entrances to apartment buildings which should be at ground level or universally accessible.
- 12 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
- 13 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows, porticos or the like.

One way of achieving this is for ground floor levels for multi storey residential developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

Building Separation and Outlook

- 14 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

- 15 Living rooms should have a satisfactory short range visual outlook to public or private open space.

Dwelling Configuration

- 16 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 17 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.
- 18 Dwellings with 3 or more bedrooms, should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 19 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

Environmental

- 20 Multi-storey buildings should:
- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of photovoltaic cells and other features that enhance sustainability (including landscaping).
- 21 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings.
- 22 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.
- 23 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m ²	10m ²	1.5 metres	1 small tree / 10m ² deep soil
300-1500m ²	7% site area	3 metres	1 medium tree / 30m ² deep soil
>1500m ²	7% site area	6 metres	1 large or medium tree / 60m ² deep soil
Tree size and site area definitions			
Small tree	< 6 metres mature height and < less than 4 metres canopy spread		
Medium tree	6-12 metres mature height and 4-8 metres canopy spread		
Large tree	12 metres mature height and > 8 metres canopy spread		
Site area	The total area for development site, not average area per dwelling		

- 24 Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

Site Facilities and Storage

- 25 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.
- 26 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not detract from the visual appearance of the ground floor.
- 27 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site commercial collection.
- 28 The size of lifts, lobbies and corridors should be sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.

Zone Interface

- 29 Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height.

One way of achieving this is for development comprising building elements of three or more storeys in height to be setback at least 6 metres from a zone boundary, and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

Heritage Places

OBJECTIVES

- 1 The conservation of State and Local Heritage Places.
- 2 The continued use, or adaptive re-use of State and Local Heritage Places that supports the conservation of their cultural significance.
- 3 Conservation of the setting of State and Local Heritage Places.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 A heritage place spatially located on *Overlay Maps - Heritage* and more specifically identified in [Table PAdE/9 - State Heritage Places](#) or in [Table PAdE/8 - Local Heritage Places](#) or listed within the *South Australian Heritage Register established under the Heritage Places Act 1993*, should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:
 - (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the places identified in the *Table(s)*
 - (b) the structural condition of the place represents an unacceptable risk to public or private safety.
- 2 Development of a State or Local Heritage Place should retain those elements contributing to its heritage value, which may include (but not be limited to):
 - (a) principal elevations
 - (b) important vistas and views to and from the place
 - (c) setting and setbacks
 - (d) building materials
 - (e) outbuildings and walls
 - (f) trees and other landscaping elements
 - (g) access conditions (driveway form/width/material)
 - (h) architectural treatments
 - (i) the use of the place.
- 3 Development of a State or Local Heritage Place should be compatible with the heritage value of the place.
- 4 Original unpainted plaster, brickwork, stonework, or other masonry of existing State or Local Heritage Places should be preserved, unpainted.
- 5 New buildings should not be placed or erected between the front street boundary and the facade of existing State or Local Heritage Places.
- 6 Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale and bulk
 - (b) width of frontage
 - (c) boundary setback patterns
 - (d) proportion, form and composition of design elements such as rooflines, openings, fencing and landscaping
 - (e) colour and texture of external materials.
- 7 The introduction of advertisements and signage to a State or Local Heritage Place should:
- (a) be placed on discrete elements of its architecture such as parapets and wall panels, below the canopy, or within fascias and infill end panels and windows
 - (b) not conceal or obstruct historical detailing of the heritage place
 - (c) not project beyond the silhouette or skyline of the heritage place
 - (d) not form a dominant element of the place
 - (e) comply with the guidelines regarding advertisements in [Table PAdE/3 - Conservation Design Guidelines](#).
- 8 The division of land adjacent to or containing a State or Local Heritage Place should occur only where it will:
- (a) create an allotment pattern that maintains or reinforces the integrity of the heritage place and the character of the surrounding area
 - (b) create an allotment or allotments of a size and dimension that can accommodate new development that will reinforce and complement the heritage place and the zone or policy area generally
 - (c) be of a size and dimension that will enable the siting and setback of new buildings from allotment boundaries so that they do not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place
 - (d) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality
 - (e) enable the State or Local Heritage Place to have a curtilage of a size sufficient to protect its setting.
- 9 Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing, and should have regard to the provisions of design guidelines in [Table PAdE/3 - Conservation Design Guidelines](#).

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes:
 - (a) safe and efficient transportation in an integrated manner throughout the State
 - (b) the exclusion of non-local through-traffic from residential areas.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.
- 6 Encourage non-local through-traffic to utilise primary and secondary arterial roads and major collector roads, rather than minor collector and local streets. Conversely, cyclists should not be discouraged from the use of local streets.
- 7 Encourage and promote the use of waterways for public and private transport in safe and convenient manner that does not interfere with, but complements, traditional port activities and the character of water-related development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.
- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should
 - (a) maximise safety and minimise the isolation and vulnerability of users
 - (b) provide information such as routes and timetables at each bus stop and train station
 - (c) provide seating that is designed for short-term use only
 - (d) locate bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set-back from the street)
 - (e) locate bus shelters with unobstructed lines of sight to the footpath, street and any nearby buildings
 - (f) design bus shelters to permit people to observe inside the shelter as they approach (eg by constructing shelters with one or two clear perspex walls).
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public transport stops and activity centres.

- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System
 - (c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off road paths.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments (such as centre, office, commercial or industrial developments that are likely to give rise to a demand for cyclist facilities) should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure sheltered lockers
 - (b) legible signage indicating the location of bicycle facilities
 - (c) secure bicycle parking facilities provided at the rate set out in [Table PAde/4 - Off Street Bicycle Parking Requirements](#) and located so they are:
 - (i) 100 metres from *Security Level 1* facilities described in *AS 2890.3 Parking facilities - Bicycle parking facilities*
 - (ii) 30 metres from *Security Level 2* facilities described in *AS 2890.3 Parking facilities - BICYCLE parking facilities*.
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guidelines*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guidelines*.
- 22 Paths used by cyclists should be designed in accordance with *Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths*.
- 23 Where land division results in the creation of roads that connect or intersect with the bicycle network, development should incorporate intersection and junction treatments which facilitate the safe crossing of pedestrians and cyclists.
- 24 The design of cycle lanes, walkways and pathways should:
 - (a) be accessible to all relevant user group(s)
 - (b) avoid blind corners and incorporate where possible, straight or gently curved walkways to facilitate lines of sight
 - (c) have at least one clearly marked exit to an area of traffic every 500 metres.
- 25 Where the pedestrian and cycle movement system intersects with a road, the road and off-road path should be designed to:

- (a) make drivers aware of the crossing point
 - (b) slow traffic down in the vicinity of the crossing point
 - (c) slow cyclists down prior to the crossing point.
- 26 The design, location and management of alleyways and laneways should promote community safety and security by:
- (a) designing entrances to housing, garages or workshops to be visible from the laneway or from windows of adjoining buildings
 - (b) avoiding access into buildings from concealed laneways.
- 27 Off-road bicycle paths or shared paths should be designed and constructed to:
- (a) minimise required updating and maintenance
 - (b) cater for the number of projected pedestrians and cyclists, and user type.
- 28 Where development results in the realignment of roads that are designated as bicycle routes, the bicycle route should not be compromised.
- 29 Where the effect of development will be to increase traffic volumes on roads designated as bicycle routes, such development should incorporate arrangements to ensure the bicycle route is not compromised and that suitable access is maintained.

Access

- 30 Development should have direct access from an all weather public road.
- 31 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 32 Development should not restrict access to publicly owned land.
- 33 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
- (a) minimised wherever possible through the use of internal roads and access to the local road network where this does not erode the amenity of existing and future land uses
 - (b) shared between developments.
- 34 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 35 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to the road.
- 36 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to the road.

- 37 Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard/New Zealand Standard AS/NZS 2890 Parking Facilities*.
- 38 Access and egress points to development should be located and designed so as to:
- (a) minimise traffic hazards and the free flow of traffic on adjoining roads
 - (b) avoid vehicle queuing on public roads
 - (c) avoid the generation of traffic into adjacent residential areas
 - (d) minimise right turn movements onto arterial roads
 - (e) minimise interference with the function of intersections, junctions and traffic control devices.
- 39 The design of the intersection of a road providing access to a development from an arterial road should:
- (a) not compromise the function of the arterial road to distribute traffic at consistent speeds
 - (b) accommodate the safe manoeuvring of heavy commercial vehicles, where appropriate.

Access for People with Disabilities

- 40 Development should be sited and designed to provide convenient access for people with a disability.
- 41 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.
- 42 Car park areas should provide a minimum of one space for use by people with a disability for every 25 car parking spaces.
- 43 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

Vehicle Parking

- 44 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table PAdE/5 - Off Street Vehicle Parking Requirements](#).
- 45 Development should be consistent with:
- (a) *Australian Standard AS 2890 Parking Facilities or Australian/New Zealand Standard AS/NZS 2890 Parking facilities*
 - (b) *Australian Standard AS 1742 Manual of uniform traffic control devices*
 - (c) *Australian Standard AS 1428 Design for access and mobility*.

- 46 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas through the incorporation of trees that will grow to a height greater than 2.4 metres (unless it can be demonstrated that planting conditions will prevent trees from attaining such a height) and shrubbery and bushes not exceeding 60 centimetres in height)
 - (k) have regard to the amount, type and timing of movement generated by the use.
- 47 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) incorporating clearly identified and legible pedestrian routes
 - (e) maximising lines of sight between parking spaces and pedestrian exits and between parking spaces and pay booths.
- 48 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.
- 49 Parking areas that are likely to be used during non daylight hours should provide illuminated entrance and exit points and site lighting in accordance with *Australian Standard AS 1158 Lighting for roads and public places*, directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 50 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 51 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.

52 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

53 The gradient of the car parking areas should not be steeper than 1-in-20.

Vehicle Parking for Mixed Use and Corridor Zones

54 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft Garaging of Vehicles

55 Undercroft garaging of vehicles should occur only where:

- (a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
- (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
- (c) driveway gradients provide for safe and functional entry and exit
- (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
- (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
- (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
- (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).

56 Semi-basement or undercroft car parking should be suitably integrated with building form.

57 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

Table PAdE/5A - Off Street Vehicle Parking Requirements for Designated Areas

Interpretation

- 1 The vehicle parking rates table applies to Designated Areas listed below except where:
 - (a) any applicable condition(s) is/are not met
 - (b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

- 2 The following are Designated Areas:

Designated Area	Conditions
Regional Centre	None
District Centre Zone	Any part of the development is located in accordance with at least one of the following: <ol style="list-style-type: none"> (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (c) within 400 metres of an O-Bahn interchange⁽¹⁾ (d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾ (e) within 400 metres of a passenger tram station⁽¹⁾ (f) within 400 metres of the Adelaide Parklands.
Local Centre	
Neighbourhood Centre Zone	
Suburban Neighbourhood Zone - Neighbourhood Activity Centre shown on Concept Plan Map PAdE/21 - Northgate Neighbourhood Activity Centre	

⁽¹⁾ Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles

⁽²⁾ A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.

Applicable off-street vehicular parking requirements

- 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking condition in the wider locality including (but not limited to) the following:
 - (a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times
 - (b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas
 - (c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

- (d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund)
- (e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening
- (f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES

TABLE 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All <i>Designated Areas</i> (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

Port Adelaide Enfield Council
Table Section
Table PADE/5 - Off Street Vehicle Parking Requirements

Form of development	Number of required car parking spaces														
Tertiary institution	0.6 spaces per full time student, plus 0.2 spaces per part-time student														
Tourist accommodation	One space per room providing accommodation, plus: <ul style="list-style-type: none"> (a) one space per 2 square metres of bar floor area (b) one space per 6 square metres of lounge bar or beer garden area (c) seven spaces per 100 square metres of retail floor area (d) one space per 10 square metres of floor area available to the public in a restaurant. 														
Tourist accommodation	One space per room providing accommodation, plus: <ul style="list-style-type: none"> (a) one space per 2 square metres of bar floor area (b) one space per 6 square metres of lounge bar or beer garden area (c) seven spaces per 100 square metres of retail floor area (d) one space per 10 square metres of floor area available to the public in a restaurant. 														
Tourist park	One visitor car parking space per 10 sites to be used for accommodation, for parks with less than 100 sites OR One visitor car parking space per 15 sites to be used for accommodation, for parks with greater than 100 sites														
Warehouse	<p>Within the Dock One Policy Area 39, Fletcher's Slip Policy Area 41, Hart's Mill Policy Area 42, McLaren's Wharf Policy Area 44, North West Policy Area 45, Port Adelaide State Heritage Area Policy Area 47, Port Approach Policy Area 48 and West Policy Area 53:</p> <ul style="list-style-type: none"> (a) 1.33 spaces per 100 square metres and 3.33 spaces per 100 square metres of associated office space <p>Within the rest of the Council area, whichever of the following two options produces the greater number of car parking spaces:</p> <ul style="list-style-type: none"> (i) as per the table below: <table border="1"> <thead> <tr> <th></th> <th>Office component/Non-office component</th> <th>0-200 square metres</th> <th>201-2000 square metres</th> <th>2001 square metres +</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Car parking spaces per every 100 square metres of floor space</td> <td>Office component</td> <td>3.3</td> <td>3.3</td> <td>3.3</td> </tr> <tr> <td>Non-office component</td> <td>2</td> <td>1.33</td> <td>0.67</td> </tr> </tbody> </table> <ul style="list-style-type: none"> (ii) 0.75 spaces for every employee (inclusive of office component). 		Office component/Non-office component	0-200 square metres	201-2000 square metres	2001 square metres +	Car parking spaces per every 100 square metres of floor space	Office component	3.3	3.3	3.3	Non-office component	2	1.33	0.67
	Office component/Non-office component	0-200 square metres	201-2000 square metres	2001 square metres +											
Car parking spaces per every 100 square metres of floor space	Office component	3.3	3.3	3.3											
	Non-office component	2	1.33	0.67											

Table PAdE/4 - Off Street Bicycle Parking Requirements

Type of development	Employee/resident parking spaces*	Security Level**	visitor/shopper parking space	Security level
Amusement machine centre	N/A		2 plus 1 per 50 square metres gfa	3
Group dwelling	1 per 3 group dwellings	1	1 per 12 group dwellings	3
Multiple dwelling	1 per 4 bedrooms	1	1 per 16 bedrooms	3
Residential flat building	1 per 3 flats	1	1 per 12 flats	3
Community centre	1 per 1500 square metres gfa	2	2+1 per 1500 square metres gfa	3
Office	1 per 200 square metres	1 or 2	1 per 750 square metres gfa if gfa is over 1000 square metres	3
Restaurant	1 per 100 square metres	1 or 2	2 spaces	3
Restaurant "café"	1 per 25 square metres public area	2	2 spaces	3
Consulting room	1 per 8 practitioners	2	1 per 4 practitioners	3
Retail show room	1 per 750 square metres sales floor	1	1 per 1000 square metres sales floor	3
Hospital	1 per 15 beds	1	1 per 30 beds	3
General industry	1 per 150 square metres gfa	1 or 2	N/A	N/A
Indoor recreation facility	1 per 4 employees	1 or 2	1 per 200 square metres gfa	3
Major sports ground	1 per 1500 spectator places	1	1 per 250 spectator places	3
Hotel	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	1	1 per 25 square metres bar floor area and 1 per 100 square metres lounge, beer garden	3
Light industry	1 per 1000 square metres gfa	1 or 2	N/A	N/A
Market	N/A	N/A	1 per 10 stalls	3
Motel	1 per 40 rooms	1	N/A	N/A
Nursing home	1 per 7 beds	1	1 per 60 beds	3
Educational establishment "school"	1 per 5 pupils over year 4	3	N/A	N/A

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti by utilisation of:
 - (a) materials that withstand normal hard use
 - (b) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement
 - (c) materials which discourage vandalism and graffiti and avoiding materials susceptible to wilful damage such as:
 - (i) soft-textured wall finishes which can be easily scratched or damaged
 - (ii) large, long areas of light-coloured wall finishes susceptible to graffiti
 - (iii) glass (especially full-length glass) in vulnerable positions, particularly along much used public access routes
 - (iv) tiles or glass below the height of ground-level window sills
 - (v) external copper and lead piping which are vulnerable to theft
 - (vi) flimsy panelling, painted metals, wood posts or fences in public spaces
 - (vii) loose pebbles or rocks in landscaping which could be used as missiles
 - (d) colour schemes that limit the impact of graffiti or break up large expanses of blank wall, or incorporate vines to cover bare walls.
- 4 Development should provide lighting in frequently used open spaces, pedestrian areas and other vulnerable parts of centres and residential areas including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of 2 metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping, **changes of levels, directional signage** and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility
 - (c) **to avoid features which legitimise loitering, such as seating or public telephones in close proximity**
 - (d) **using vandal proof lighting on the toilet buildings and nearby.**
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).
- 11 **Public areas should be provided with sufficient lighting to ensure the safe and secure movement of people and vehicles in accordance with *Australian Standard AS 1158 - Lighting for roads and public spaces* and *Australian Standard AS 4282 - Control of the obtrusive effects of outdoor lighting*.**
- 12 **Development should provide adequate lighting in public areas through the provision of:**
 - (a) **graded lighting that reduces the contrast between the lit and surrounding area, enabling people to see outside the lit area**
 - (b) **consistent lighting to reduce contrast between shadows and illuminated areas**
 - (c) **vandal-resistant lights**
 - (d) **lighting which is easy to maintain**
 - (e) **the identification of 'safe routes' with adequate and appropriate lighting which focuses pedestrian activity after dark**
 - (f) **street lights that illuminate pedestrian routes, possible concealment areas and the road pavement, while avoiding light spill into the windows of adjacent housing**
 - (g) **lighting that is not obstructed by the mature height of landscaping and other potential impediments.**
- 13 **Development should be designed so that adequate lines of sight are maintained by:**
 - (a) **avoiding blind corners or sudden changes of grade especially on pathways, stairs or in corridors where movement can be predicted**
 - (b) **ensuring that barriers along pathways such as landscaping, fences and walls are visually permeable where possible to limit concealment opportunities**

- (c) installing convex security mirrors in spaces or paths where lines of sight are impeded to enable users to identify what is ahead.
- 14 Development that restricts pedestrian movement to a defined path, such as pedestrian overpasses and underpasses, should where possible, be avoided and replaced with safe and appropriately designed level crossings. Where they cannot be avoided they should be designed to incorporate:
- (a) full-length stainless steel mirrors located in the corners of pedestrian tunnels to preserve lines of sight
 - (b) adequate and appropriate lighting in tunnels or underpasses for night-time hours
 - (c) opportunities for escape, communication or help when in danger through comprehensive and legible signage.
- 15 Development should be designed to maximise surveillance in frequently used open space, along pedestrian routes, in centres and residential areas by:
- (a) orientating the fronts and entrances of buildings towards the public street
 - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
 - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
 - (d) arranging living areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks
 - (e) ensuring that parks and public space are designed to:
 - (i) be bound by roads on at least two frontages
 - (ii) be overlooked by development which may provide surveillance
 - (f) maximising the opportunity for people to be observed in foyers of buildings by providing direct access from the street and by placing windows to ensure that the area can be observed before entering
 - (g) ensuring that approaches to entrances are open and sited so as to maximise opportunities for observing people entering or exiting a site
 - (h) optimizing natural surveillance of an entrance, where possible, by existing users.
- 16 Developments should be designed to promote the legibility of the environment through:
- (a) improving the potential for users to find their way within developments by:
 - (i) ensuring that developments have a limited number of entrances and exits which are adequately lit, sign posted and free from obscuring landscaping
 - (ii) locating main entrances and exits into buildings at the front of a site and in view of the street
 - (iii) ensuring that development provides a secondary entrance or exit which has a direct relationship and link with car parking areas
 - (iv) defining 'safe routes' which are easily identifiable and incorporate adequate lighting, surveillance and lines of sight
 - (v) providing physical and visual links that integrate and connect all parts of the site

- (b) the provision of directional devices that promote legibility including:
 - (i) maps and signs that are located at key entry points on to 'safe routes', and are adequately lit so that they become the focus for pedestrian activity and vehicular movement after dark
 - (ii) maps that are robust, graffiti resistant and, where necessary, readable from vehicles
 - (iii) signage, landmarks or visual symbols which indicate the entrances to and from the site especially from main roads
 - (iv) street names and building identifiers that are clearly marked using reflective material, with numbers located on a kerb, a letter box, or via signage that is maintained free from foliage and other obstructions. Where appropriate, these should be visible day and night with sign posts located at the eye level of car drivers.

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy, and minimise waste.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure, including lighting and telephones, should be designed to generate and use renewable energy.

Hazards

OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulfate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
 - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
 - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

- 6 Development, including earthworks associated with development, should not do any of the following:
 - (a) impede the flow of floodwaters through the land or other surrounding land
 - (b) increase the potential hazard risk to public safety of persons during a flood event
 - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
 - (d) cause any adverse effect on the floodway function
 - (e) increase the risk of flooding of other land
 - (f) obstruct a watercourse.
- 7 Poorly-drained land should be raised at least 1.3 metres above the highest winter watertable before development takes place.
- 8 Where flood protection measures are provided (e.g. levees or pumping stations) they should be designed such that building sites are not lower than the estimated water level for rainfall or storm tide events, or a combination of these, with an annual probability exceedance of 1 per cent plus 0.3 metre allowance for sea level rise. Floor levels and sills around underground parking cellars or the like should be at least 0.25 metres above this minimum land level.
- 9 Where flood protection measures are not provided for development situated on low-lying land, building sites and development should be at least 0.25 metres above the minimum flood level.

Bushfire

- 10 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
 - (a) vegetation cover comprising trees and/or shrubs
 - (b) poor access
 - (c) rugged terrain
 - (d) inability to provide an adequate building protection zone
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 11 Buildings and structures should be designed and configured to reduce the impact of bushfire through designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 12 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to habitable buildings in the event of bushfire.
- 13 Buildings and structures should be designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 14 Land division should be designed to:
 - (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
 - (b) minimise the extent of damage to buildings and other property during a bushfire

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Tourism Development

OBJECTIVES

- 1 Environmentally sustainable and innovative tourism development.
- 2 Tourism development that assists in the conservation, interpretation and public appreciation of significant natural and cultural features including State or Local Heritage Places.
- 3 Tourism development that sustains or enhances the local character, visual amenity and appeal of the area.
- 4 Tourism development that protects areas of exceptional natural value, allows for appropriate levels of visitation, and demonstrates an environmental analysis and design response which enhances environmental values.
- 5 Ensure new development, together with associated bushfire management minimise the threat and impact of bushfires on life and property while protecting the environment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Tourism development should have a functional or locational link with its natural, cultural or historical setting.
- 2 Tourism development and any associated activities should not damage or degrade any significant natural and cultural features.
- 3 Tourism development should ensure that its scale, form and location will not overwhelm, over commercialise or detract from the intrinsic natural values of the land on which it is sited or the character of its locality.
- 4 Tourism development should, where appropriate, add to the range of services and accommodation types available in an area.
- 5 Any upgrading of infrastructure to serve tourism development should be consistent with the landscape and the intrinsic natural values of the land and the basis of its appeal.
- 6 Major tourism developments should generally be located within designated areas and existing townships, towns or cities.

Tourism Development in Association with Dwelling(s)

- 7 Tourist facilities developed on the site of a dwelling should not detrimentally affect residential amenity.
- 8 Car parking for tourist accommodation associated with a dwelling should be provided at the rate of one space for each guest room or suite of rooms, and ensure that:
 - (a) parking areas are attractively developed and landscaped, or screen fenced, and do not dominate the street frontage
 - (b) the bedrooms of residential neighbours are suitably shielded from noise and headlight glare associated with guest vehicle movements
 - (c) a domestic character is retained through the scale and appearance of landscaping and paving materials that provide a suitable all-weather surface.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas, outdoor storage areas, **processing facilities and operational areas**
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation
 - (n) **establish buffers to adjacent development and areas.**
- 2 **Non-residential development should incorporate a minimum 10 per cent landscaping of the total site area.**
- 3 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

- 4 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths, **the structural integrity of adjacent development** and other landscaping from root invasion, soil disturbance or plant overcrowding
 - (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion.
- 5 **Existing substantial vegetation should be retained and incorporated within landscaping of development where practicable.**
- 6 **The landscaping of parks, streets, public and private car parks and private property should promote safety and security by ensuring that landscape features do not restrict opportunities for surveillance, impair lines of sight or result in opportunities for concealment.**
- 7 Landscaping should:
 - (a) **provide low to medium shrub planting with a maximum height of 1 metre, or taller trees, the stems of which are not obscured by foliage below 1.8 metres in height**
 - (b) **avoid vegetation which obscures paths, building entrances and exits, or windows**
 - (c) **incorporate shrubs which are appropriately spaced to avoid clumping and retain lines of sight and opportunities for surveillance**
 - (d) **avoiding dense planting in corners and behind walls to reduce opportunities for concealment**
 - (e) **incorporate vegetation with repelling characteristics such as thorns, spikes or nettles to deter access to ground-floor windows or other areas that need to be protected**
 - (f) **give consideration to the mature height and spread of landscaping in order to preserve the lines of sight of pedestrian and cyclist pathways**
 - (g) **incorporate low maintenance vegetation to promote an area as occupied and well maintained.**
- 8 **Wire mesh fencing should not be used at primary street frontages.**
- 9 Fences and walls, including retaining walls, should:
 - (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances

- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.
- 10 Fencing should be open in form to allow cross ventilation and access to sunlight.

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.
- 8 Wastewater lagoons should not be sited in any of the following areas:
 - (a) within land subject to a 1-in-100 year average return interval flood event
 - (b) within 50 metres of the top of the bank of a watercourse
 - (c) within 500 metres of the coastal high water mark
 - (d) where the base of the lagoon would be below any seasonal water table.
- 9 Artificial wetland system for the storage of treated wastewater, such as wastewater lagoons, should be:
 - (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts
 - (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.
- 10 Development that includes the provision of facilities for the washing and cleaning of vehicles, plant and/or other equipment should ensure the wastewater does not enter the sewer system.
- 11 Wastewater should be drained to one of the following:
 - (a) a treatment device (such as sediment traps and/or a coalescing plate oil separator) with subsequent disposal to sewer
 - (b) a holding tank, which can be emptied as required by an authorised liquid waste contractor.
- 12 Wastewater from air-conditioning units, cooling towers and compressors is disposed of to a sewer or collected by an authorised carrier and disposed of at an approved waste depot.

Waste Treatment Systems

- 13 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.
- 14 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:
 - (a) the quality of surface and groundwater resources
 - (b) public health
 - (c) the amenity of a locality
 - (d) sensitive land uses.

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- 15 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.
- 16 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.
- 17 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.
- 18 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.
- 19 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:
 - (a) into any waters
 - (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage
 - (ii) infiltration
 - (iii) carriage by wind, rain, sea spray, or stormwater
 - (iv) the rising of the watertable.
- 20 Winery waste management systems should be designed to ensure:
 - (a) surface runoff does not occur from the wastewater irrigation area at any time
 - (b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer
 - (c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land
 - (d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater
 - (e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods
 - (f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.