Kyren Group C/- Brown Falconer

21 storey commercial office building with associated commercial tenancy, loading dock and bicycle parking

52-56 Franklin Street, Adelaide

020/A023/18

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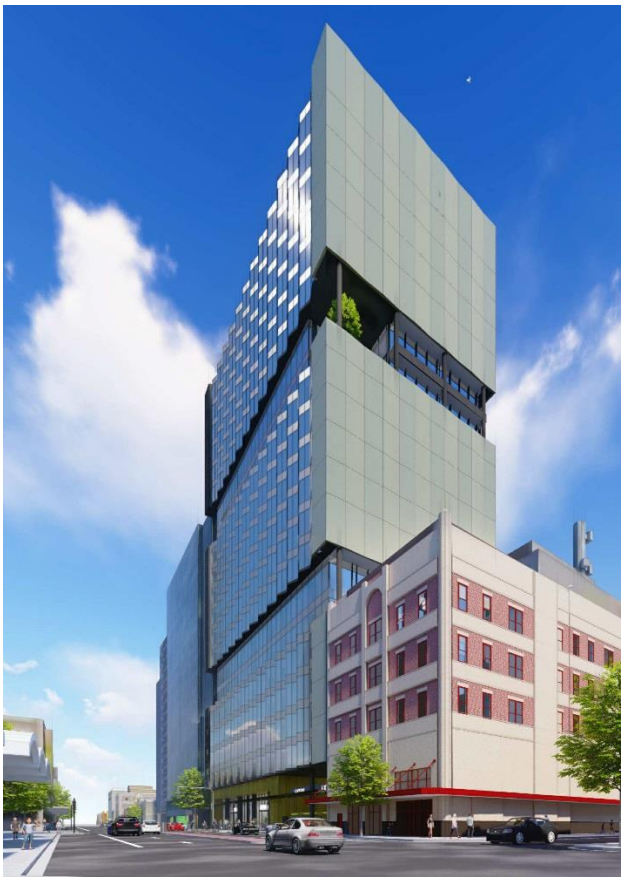


OVERVIEW

Application No	020/A023/18
Unique ID/KNET ID	12713001 / 2018/07635/01
Applicant	Kyren Group C/- Brown Falconer
Proposal	21 storey commercial office building with associated commercial tenancy, loading dock and bicycle parking
Subject Land	52-56 Franklin Street, Adelaide
Zone/Policy Area	Capital City Zone, Central Business Policy Area 13
Relevant Authority	State Commission Assessment Panel
Lodgement Date	16 March 2018
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan consolidated 20 June 2017
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect, Secretary of the Department of Transport, Regional Development and Cities (Adelaide Airport Limited)
Report Author	Ben Scholes, Project Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The applicant seeks development plan consent for construction of a 21 storey commercial office building with associated ground floor commercial tenancy, loading dock and bicycle parking at 52-56 Franklin Street, Adelaide.

The application is a merit, Category 1 form of development which is subject to mandatory referrals to the Government Architect and the Commonwealth Secretary for the Department of Transport, Regional Development and Cities through Adelaide Airport Limited.

Referral agencies did not object to the proposed 21 storey height of the development, which would be unlikely to introduce overbearing scale or an unreasonably dominant built form to this part of Adelaide's CBD.

The Associate Government Architect has recognised the applicant's design proposition as a considered response to the locality's existing context. Anticipated public realm improvements would be considered positive additions to the streetscape.

Design refinements undertaken during the assessment phase at the suggestion of the Associate Government Architect and City of Adelaide have generally improved architectural expression, compatibility with an adjoining Local Heritage place and functionality in terms of vehicle access to the subject land.

Overall the development is considered an appropriate response to Development Plan policy seeking to reinforce the Central Business Policy Area's role and function as South Australia's premier business district, characterized by stylish architecture and high-quality design in the form tall buildings presenting hard edges to the street.

The applicant is considered to have successfully addressed key planning, design and technical issues through design adaptation and accordingly the application is deemed to warrant Development Plan Consent, subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

On 30 May 2017 the Minister for Planning approved the Capital City Policy Review (Design Quality) Development Plan Amendment introducing new policy intended to reinforce the importance of design quality for new development and provide guidance regarding built form responses to context and streetscape character.

1.2 Pre-Lodgement Process

The proposal did not participate in the Department of Planning, Transport and Infrastructure (DPTI)'s pre-lodgement service, precluding opportunities to consider referral agency and Council feedback or participate in independent Design Review.

2. DESCRIPTION OF PROPOSAL

The application is for construction of a 21 storey commercial office building comprising over 22,000 square metres of open plan office accommodation over 20 levels with landscaped external spaces at levels 5 and 13, ground floor commercial tenancy, loading dock, bicycle parking, end-of-trip facilities and user amenities.

Ground floor access via 3 existing driveways to the existing multi-level 'Wilson' paid car parking facility north of the subject land at 50 Franklin Street will be retained to enable service vehicle access to the proposed waste collection area and loading dock.

Application plans are contained in **Attachment 1** and summary of the proposal is provided in the following table:

Land Use Description	Approximately 22,000m^2 of commercial office accommodation, commercial tenancy, loading dock, bicycle parking, end-of-trip facilities and user amenities
Building Height	21 storeys, 93.5 metres (above ground) to top of lift shaft
Description of levels	Basement: services infrastructure (fire tank, fire pump room, main switch room, NBN room, grease arrestor, rainwater tank, rainwater reuse pumps lift pits, diesel fuel storage tank) Ground: lift lobby, commercial tenancy, amenities, end-of-trip facilities, bicycle storage and service station, fire control room, loading dock, waste storage and bin wash down area, general storage, general services enclosures and retained driveway access to the Wilson car park Levels 1-4: lift lobby, office space and amenities Level 5: lift lobby, office space, amenities and outdoor space Levels 6-12: lift lobby, office space and amenities Level 13: lift lobby, office space, amenities and outdoor space Levels 14-20: lift lobby, office space and amenities Rooftop: plant enclosure, lift overrun, stairwell entrance and maintenance ledge around rooftop perimeter
Site Access	Existing driveway access to be retained enabling vehicle access to rear loading dock (and existing Wilson car park facility)
Bicycle Parking	172 bicycle parking spaces (basement and ground levels)
Encroachments	Continuous cantilevered canopy above ground floor frontage

3. SITE AND LOCALITY

3.1 Site Description

The site consists of 1 rectangular allotment comprising approximately 1,590 square metres with a frontage to Franklin Street of approximately 53 metres and a depth of approximately 30 metres. Various restricted rights of way and easements exist over the land for the purposes of vehicle and pedestrian access and electricity supply to the benefit of adjoining properties. The subject land is formally described as follows:

Lot No	Plan No	Street	Suburb	Hundred	Title
F1	C27647	Franklin	Adelaide	Adelaide	6114/304

Figure 1 – Subject Land

The eastern portion of the land accommodates 3 vehicle access lanes with boom gates and signage associated with the Wilson parking facility, and services infrastructure located at the site's south east corner. Sparse landscaping exists along the street frontage and adjacent pathways at the site's western and eastern boundaries, with the balance of the land covered in white gravel.

The 5 storey development to the east of the land is the former Eudunda Farmers Building, a Local Heritage Place listed identified as contributing to Townscape significance on Development Plan Table Adel/3. The building currently accommodates the Franklin Central Apartments and is characterised by red-brick and ochre-rendered frontages to Franklin and Bentham Streets.

The 18 storey development to the west known as PWC House features glazed curtain walls over its south and north façades and precast concrete over the east elevation facing the subject land. The 15 storey Quest apartment building abuts PWC House to the west, typified by extensive glazing and projecting balconies.

A signalised junction of Franklin and Pitt Streets is located to the immediate south of the subject land providing 2 pedestrian actuated crossings of Franklin Street, flanked by the site of construction of the 20 storey mixed-use development by Uniting Communities at 43 Franklin Street known as 'U City', and a 5 storey car parking facility at 53-69 Franklin Street.

3.2 Locality

The locality is characterised by a variety of established and contemporary multi-storey office and mixed-use buildings forming the south west fringe of the CBD's core of substantial 'tower' developments. Notable buildings to the north and east include the Telstra Waymouth Exchange, Peppers Waymouth Hotel, ANZ House, the Darling Building, City Central Tower 8 and Adelaide's General Post Office.

Generally lower-scale development and historic buildings exist to the west and south, such as The Franklin Hotel, Adelaide Central Bus Station, Her Majesty's Theatre, The Hotel Metropolitan and Adelaide's Central Market precinct on the south side of Grote Street.

Figure 2 – Location Map

4. STATUTORY REFERRAL BODY COMMENTS

The following agencies constitute mandatory referrals in accordance with Schedule 8 of the *Development Regulations 2008*. The Panel must have regard to the advice received from each referral body, copies of which are provided in **Attachment 4**.

4.1 Secretary of the Commonwealth Department of Transport, Regional Development and Cities

In its capacity as intermediary to the Department of Transport, Regional Development and Cities (DTRDC), Adelaide Airport Limited assessed the proposal and determined that at a height of 138.1 metres AHD the application would penetrate the Adelaide Airport Obstacle Limitation Surfaces (OLS) by approximately 43 metres.

On 31 May 2018 the DTRDC issued a decision under the *Airports (Protection of Airspace) Regulations 1996* approving the development as a 'controlled activity' for the intrusion of a building into Adelaide Airport's prescribed airspace.

The approval is subject to conditions related to maximum permissible building height inclusive of all rooftop infrastructure, advice to Air Services Australia of commencement of the controlled activity and separate approval/s required for any crane operations. These conditions must be adhered to under the *Airports Act 1996*.

4.2 Government Architect

The Associate Government Architect (AGA) reviewed application details and offered in-principle support for the proposal, subject to provision of further information and clarification of the following issues:

- resolution of existing rights of way and easements to ensure maintained access to the adjoining car park;
- review of the lower-level horizontally recessed element to improve the scale relationship with the adjoining Local Heritage place;
- an integrated screening strategy for services infrastructure to minimise visual impact at the Franklin Street frontage;
- review of ground floor configuration to provide convenient access to end-of-trip facilities from Franklin Street;
- provision of an external material sample board to indicate design intent;
- refinement of built form composition to strengthen architectural expression (expressed columns and corner walls);
- development of a well-considered urban interface response referencing ground floor uses at the street frontage;
- development of a communal space and landscaping strategy to deliver on intent for user amenity; and
- further exploration of Environmentally Sustainable Development opportunities.

The applicant has provided responses to a range of matters raised in the AGA's referral as discussed in Section 8.

5. COUNCIL TECHNICAL ADVICE

The City of Adelaide provided comment on technical matters including traffic, roads and footpaths, land tenure and stormwater management which could generally be addressed as conditions or at the Council's discretion in terms of modification and/or reinstatement of Council infrastructure adjacent the subject land. Council also made the following comments on planning issues:

- The applicant should demonstrate that all legal rights of way and easements over the land are maintained;
- Council would not support any reduction in the width of the 1.5 metre footpath to the to the Wilson carpark facility to accommodate service vehicle manoeuvres;
- Pedestrian and cyclist entry points to the rear of the development should be clearly delineated from the loading dock and bin presentation area;
- Crime prevention through environmental design principles should be applied within the rear courtyard/service area to limit potential for antisocial activity in this location;
- pedestrian shelter is encouraged to reference and relate to the adjacent Local Heritage place and adhere to the Council's encroachment policy;
- flue and service provision within the ground floor tenancy should allow for flexibility of use; and

- consideration should be given to building signage location/s and potential for future adaptation and common approaches.

Council also made the following recommendations in respect of improving the relationship between the proposed development and the adjoining Local Heritage place:

- reposition the lower glazing band to levels 5 and 6 to align with the adjoining parapet;
- refine façade treatment over the proposed east elevation to vary materials, finishes and/or the building plane to break up mass and complement historic fabric;
- introduce a canopy above street level to maintain strong horizontal line of the adjoining canopy; and
- further develop the proposed car park entry to ensure complementary signage, materials, finishes and colours (including continuation of a canopy over the entrance) to reduce visual impact.

The applicant has provided responses to some of the technical matters raised in Council's referral and other issues as discussed in Section 8. A copy of the Council's referral response is included in **Attachment 5**.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to PDC 40(a) of the Capital City Zone. Public notification was not required.

7. POLICY OVERVIEW

The subject land is situated in the Central Business Policy Area 13 of the Capital City Zone as shown below in Figure 3 and as described in the Adelaide (City) Development Plan Consolidated 20 June 2017. No maximum height limit is prescribed in this portion of the Zone, which is located approximately 74 metres east of a portion of the Zone in which a maximum recommended building height of 53 metres applies.

Figure 3 – Zoning Map

The site is located within the Primary Pedestrian Area and at the western edge of the Core Pedestrian Area as distinguished in Development Plan Map Adel/1 Overlay 2A. Relevant planning policies are contained in **Attachment 7** and are summarised below.

7.1 Central Business Policy Area 13

Development in the Policy Area should include the highest concentration of office, retail, mixed business and public administration activities to contribute to the area's role and function as the State's premier business district.

Stylish and evocative architecture exhibiting innovative, high-quality design is expected, featuring tall and imposing buildings presenting hard edges to the street. Localised character and legible differences between streetscapes are encouraged with integration of built form with the public realm.

7.2 Capital City Zone

The Capital City Zone is recognised as the principal focus for economic, social and political life of metropolitan Adelaide and the State. A wide range of employment, community, educational, entertainment, tourism and residential land uses are envisaged to reinforce the City as a place of diversity and vibrancy.

The City's distinctive grid pattern will be reinforced through the creation of attractive boulevards characterised by buildings aligned to the street pattern, particularly at street level. As a wider east-west boulevard, Franklin Street provides an important CBD entry point and view corridor which should remain uncluttered to maintain long views to the Adelaide Hills.

7.3 Council Wide

The Council Wide provisions provide direction on the desire for increased levels of activity and interest at ground level; a high standard of design; appropriate bulk and scale of buildings, safe and convenient servicing of sites, positive contribution to streetscapes and provision of employment opportunities.

7.4 Overlays

7.4.1 Adelaide (City) Airport Building Heights

The proposal penetrates the OLS depicted in Development Plan Map Adel/1 (Overlay 5) by approximately 43 metres and has been approved by the DTRDC as a 'controlled activity' for the intrusion of a building into Adelaide Airport's prescribed airspace in accordance with the *Airports (Protection of Airspace) Regulations 1996*.

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	No prescribed height limit	21 storeys, 93.5 metres (above ground) to top of lift shaft	YES ☒ NO ☐ PARTIAL ☐	
Car Parking	No minimum or maximum recommended provision of car parking in the Capital City Zone in Table	No car parking provided	YES ☒ NO ☐ PARTIAL ☐	

Bicycle Parking	Office Use: 1 space per 200m^2 Gross Leasable Floor Area (GLFA) and 2 spaces + 1 space per 1,000 m^2 of GLFA Retail Use: 1 space per 300m^2 of gross GLFA and 1 space per 600m^2 of GLFA = **134 spaces**	172 bicycle parking spaces split between ground level (160 spaces) and basement level (12 spaces)	YES ☒ NO ☐ PARTIAL ☐	
Front Setback	Buildings should be positioned regularly on the site and built to the street frontage (except where a setback is required for outdoor dining or to provide a contextual response to a heritage place)	No setback	YES ☒ NO ☐ PARTIAL ☐	
Rear Setback	No prescribed setback	3 metres	YES ☒ NO ☐ PARTIAL ☐	
Side Setback	No prescribed setback	No setback	YES ☒ NO ☐ PARTIAL ☐	

8.2 Land Use and Character

The Central Business Policy Area should incorporate the highest concentration of office, retail, mixed business and public administration uses to contribute to the area's role and function of the State's premier business district.

The proposed addition of roughly 22,000 square metres of commercial office accommodation over upper levels and an undefined commercial tenancy at ground floor would contribute to the Zone's desired character by introducing considerable employment opportunities with increased potential for street level activation.

In response to a Council recommendation that the ground floor tenancy include flue provision for flexible use of the space, the applicant advised the proposed development would include a plant area on every floor at the building's west end allowing for installation of vertical services if required to adapt to future tenants' needs.

The proposed land use mix, corresponding contribution to the locality's character and consideration of adaptable uses at ground floor are appropriate and supported as positive responses to Development Plan policy.

8.3 Building Height

Buildings in the Central Business Policy Area should be of a height that ensures airport operational safety is not adversely affected. The proposed development site is not subject to a prescribed building height limit, although a portion of the Capital City Zone which anticipates a maximum building height of 53 metres is located approximately 74 metres to the west.

Although the office tower would penetrate Adelaide Airport's protected airspace by approximately 43 metres, the proposed building height has been granted a conditional approval by the DTRDC as a 'controlled activity' pursuant to the *Airports (Protection of Airspace) Regulations 1996*.

At 93.5 metres above ground the development would be somewhat taller than high-rise buildings existing and under construction in the locality (including the 'U' City building at 68 metres above ground), but it would be unlikely to introduce overbearing scale or an unreasonably dominant built form to this part of the City. No objections to building height were raised by the AGA or the City of Adelaide and accordingly, the proposed height and scale are considered acceptable.

8.4 Design and Appearance

High-scale development is envisaged in the Capital City Zone and Central Business Policy Area in the form of tall, imposing buildings with high street walls that provide a hard edge to the street, are strongly modelled and incorporate a vertical composition which reflects proportions of existing frontages.

A high standard of external appearance and visual interest are anticipated through built form articulation, use of quality materials and finishes and avoidance of large blank façades. An interesting pedestrian environment will also be created at ground floor through arrangement of fenestration, frequent façade openings, verandahs, awnings and other design features that provide weather protection.

The applicant likens the external appearance of its proposal to 3 articulated and vertically stacked masses broadly referencing existing building datum heights with a glazed curtain wall providing visual interest, architectural detail and sense of rhythm at the street frontage.

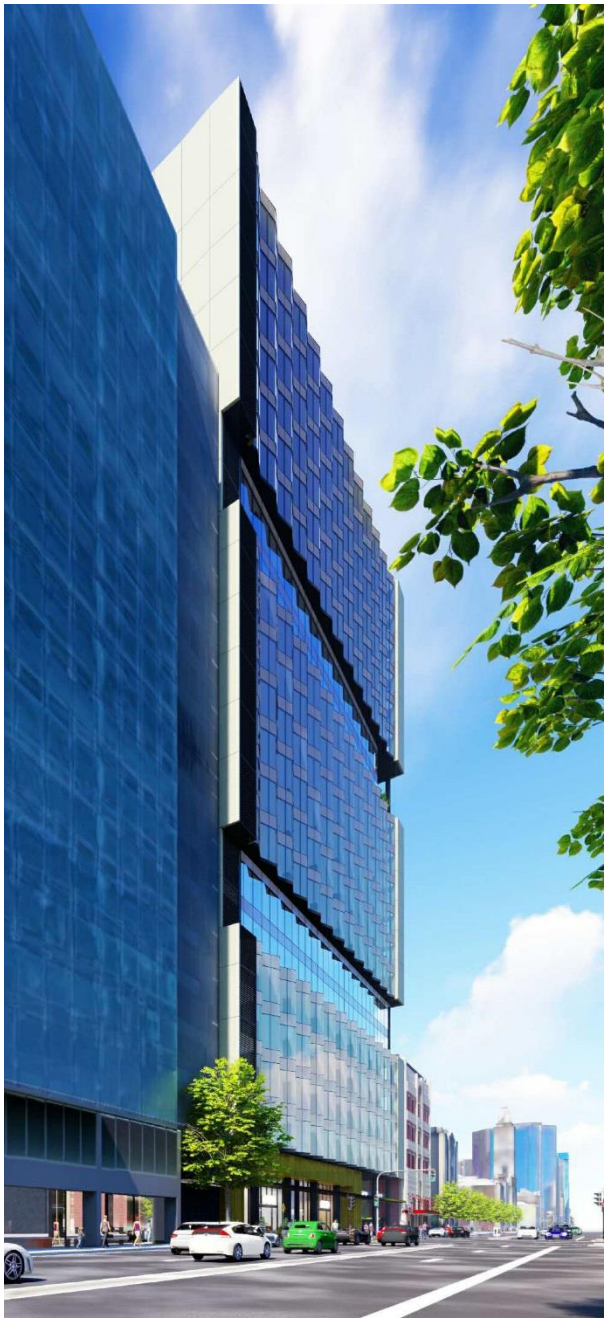


Figure 4 – Proposed View from west

Horizontal recesses would distinguish the tower's 3 'stacks' through intermediate levels of straight glazing over the north, south and east elevations providing opportunities for double-height external breakout areas with landscaped terraces oriented to the north at level 5, and south east at level 13.

The west elevation would directly abut the PWC building with precast concrete panels and sections of full height aluminium louvres over the development's south west corner, and the east elevation would abut the Franklin Central Apartment building with precast concrete panels broken up by the recessed glazing features described above.

The AGA offered in-principle support for the proposal in recognition of the applicant's considered response to the locality's existing context, demonstrated through the broad use of symmetry, three-dimensional composition, horizontal articulation and massing.

The AGA and the Council were initially unconvinced by the original position of the lower horizontal recess at level 6. Upon review, the applicant realigned this feature's lower edge with the parapet of the adjoining Franklin Central Apartment building to better address the scale of the Local Heritage place, as discussed in Section 8.7.

The applicant substituted cylindrical concrete columns for exposed steel structure over the east elevation in response to the AGA's recommendation to rationalise built form composition, and details of external materials have also been provided to further demonstrate the quality of finishes intended for the office tower, external spaces and at the street interface.

The AGA encouraged development of a communal space strategy including technical requirements to sustain landscaping. Although the applicant has provided only indicative locations of perimeter planting intended for communal areas at levels 5 and 13, further details would be sought via a condition of any consent granted to ensure the viability of landscaping and amenity of communal space in these locations.

In summary, the proposed office tower would make an appropriate contribution to the Zone and Policy Area by providing a pronounced edge to Franklin Street with suitable built form articulation and visual interest provided over the building's upper levels.

8.5 Interface

Where development proposed in the Capital City Zone would interfaces with residential development in the City Living or the Adelaide Historic (Conservation) Zones, the Development Plan encourages management of impacts caused by building height, overshadowing, massing, building proportions, traffic impacts and other adverse amenity affects.

While the subject land is separated from residential development existing in the Zones cited above, the development would diminish solar access to residences to be provided in the 'U City' development to the south, although not to a degree considered unacceptable by Council Wide policy given the central City location and existence of tall buildings nearby.

8.6 Public Realm

Buildings, advertisements, site landscaping, street planting and paving in the Capital City Zone should have an integrated, coordinated appearance and enhance the urban environment. At ground level, development will continue to provide visual interest after hours by being well-lit and having no external shutters with non-residential uses facing the street to contribute to pedestrian movement and activity.

A double-height ground floor commercial tenancy and office tower entry lobby would promote frequent pedestrian activity along the majority of the site's street frontage with existing driveways to the Wilson car park to be retained, albeit with modifications to the eastern pedestrian path and addition of a new path to the west, each providing a minimum width of 1.5 metres.

The semi-frameless shop front glazing of the tenancy/lobby would be setback 3 metres from the southern boundary which, in combination with a custom steel glazed entry canopy, would provide a sheltered area measuring 3.75 metres in depth suitable for outdoor dining opportunities adjacent the footpath.

Figure 4 – Proposed Franklin Street frontage

The AGA indicated strong support for the potential for streetscape activation through the arrangement of uses at ground floor, recommending further development of an integrated screening strategy to obscure services adjacent the driveways and review of ground floor end-of-trip facilities to ensure user convenience. Council also encouraged further delineation between the loading dock and pedestrian circulation routes to improve safety and legibility.

The applicant responded by incorporating a dedicated north-south pedestrian crossing to the east of the loading dock leading to a secured entry point to the external bicycle parking area, prioritising pedestrian movements in this location. A full-height laser cut steel metal screen would also be installed along the eastern footpath's edge to conceal services infrastructure beyond, featuring a design to be developed by a local artist.

The arrangement of the ground plane including supplementary improvements suggested by the AGA and Council are likely to result in substantially improved public realm conditions in this location, and provide a sensible urban interface response along the street frontage as desired by relevant policy.

8.7 Heritage

Contemporary juxtapositions between proposed and historic buildings will provide new settings for heritage places in the Capital City Zone. Innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and streetscape, while supporting optimal site development.

The Council was generally supportive of the applicant's design approach and the development's interface with the adjoining Local Heritage place, suggesting the undulating glass façade would provide visual interest and the addition of a continuous canopy over the footpath would maintain the strong horizontal line of the heritage place's existing canopy.

Figure 5 – Interface with Local Heritage Place

The applicant sought to improve the heritage interface by realigning the lower glazing band to match the Franklin Central Apartment building's parapet height as described earlier. Council recommended further treatment of the eastern façade to vary material finishes, break up mass and complement the Local Heritage place which the applicant proposes to address through the use of faceted pre-cast 'brightonlite' concrete panels

providing vertical emphasis and articulation to otherwise blank wall sections, which would form a backdrop to eastern views of the place.

The applicant's design amendments demonstrate a commitment to respond appropriately to the surrounding context through a sympathetic composition of built form and materials, which is expected to contribute to the generally positive relationship between historic and contemporary buildings in the streetscape as desired by heritage conservation policy.

8.8 Site Access and Vehicle Parking

The Capital City Zone anticipates development of a comprehensive, safe and convenient movement network focusing on new linkages to public and private land, and connections between important destinations and public transport including quality routes for bicycles and shared-use pathways.

GTA Consultants was engaged to assess the proposal's transport implications in terms of existing traffic conditions, public transport options, access arrangements, site servicing, bicycle parking opportunities and corresponding impacts on the local road network as discussed in the following sections.

8.8.1 Site Access

Vehicle access to the adjoining Wilson carpark facility would be maintained via the existing 3-lane driveway at the east of the subject land. Service vehicle access arrangements would accommodate a medium rigid vehicle (MRV) which would enter the site in a forward direction via the western lane and reverse into the loading dock at the development's northeast corner, for deliveries or waste collection.

Boom gates allowing left-turn egress from the 2 eastern most lanes would be relocated and a portion of existing kerb would be removed and replaced with line marking, and the eastern footpath would be realigned increasing driveway width enabling the MRV to exit the loading dock and turn right into the eastern lane before leaving the site via a left turn onto Franklin Street. Elevation drawings were amended to reposition the 'maximum height clearance' bars to the car park entry to prevent obstruction to MRV movements to and from the site.

A new transformer was repositioned to the site's north east corner enabling modification of the eastern footpath to prevent obstructions to service vehicle movements and provide a minimum 1.5 metre-width as recommended by Council, along with delineation of the pedestrian priority crossing of the loading dock adjacent the western footpath as discussed earlier. Other precautionary treatments would be provided to address Council recommendations including protection of structural columns by median islands and direction signage.

GTA updated its assessment to account for the revised site layout including a review of MRV turn paths to respond to initial concerns of Council, concluding that turning movements would exceed minimum clearance distances required for low speed environments. The proposed access arrangements are therefore considered appropriate as confirmed by GTA's supplementary assessment.

8.8.2 Vehicle Parking

No on-site car parking in proposed given the subject land's central CBD location and proximity to public transport services and off-street (paid) parking facilities. The applicant asserts this would help to encourage sustainable transport alternatives while ensuring reasonable parking opportunities would be available for building occupants preferring to drive to the site.

The exclusion of on-site car parking is considered acceptable as it would suit the general direction set out in Development Plan Table Adel/7 (no minimum or maximum car parking provision in the Capital City Zone) and limit impacts on the traffic network to motor vehicle movements associated with servicing and waste collection.

134 bicycle parking spaces would be required to meet demand generated by users and customers of the office accommodation and commercial tenancy. Although the proponent originally intended to provide 134 bicycle parking spaces in the basement, ground level storage room and an external ground floor area at the north face of the building, final details propose 38 additional spaces in the external storage area. The resulting 172 parking spaces would considerably exceed predicted demand.

End-of-trip facilities would be provided at ground floor including male and female change rooms with showers and toilets, a bicycle service station and storage lockers, accessible internally and via an entry at the buildings northwest corner beyond the external bicycle racks.

The AGA recommended review of the end-of-trip facilities to provide clear and convenient access, which the applicant has addressed through pedestrian safety improvements adjacent the driveways and addition of a secure gated enclosure for the external storage area. This is considered an acceptable solution given the preference for active edges along the Franklin Street frontage.

8.8.3 Existing Right of Way

Council and the AGA recommended that all necessary rights of way and easements be maintained or resolved, in recognition of the intention to develop over an easement (marked 'K' on the existing property title) along the site's western boundary providing pedestrian access from the Wilson car park building's fire exit to Franklin Street.

The applicant has provided advice from Alexander Symonds surveyors indicating the existing right of way would be varied prior to a new plan of division being deposited with the Land Titles Office, to enable pedestrian access from the Wilson facility's fire exit across the north face of the proposed building through the external bicycle parking area.

The proposed security measures, which would permit free egress internally, should be tailored to suit access rights incorporated in easement K or otherwise provide unrestricted movement through the gateway in emergency situations as required. An advisory note is recommended to outline the need to address this matter within any future land division application seeking to vary easement K.

Overall the proposed site access, vehicle parking and traffic conditions expected to eventuate in association with the development are considered acceptable and in accordance with Development Plan policy.

8.9 Environmental Factors

Development in the Council area should be designed to ensure that public safety and security are maintained, essential services are provided without unreasonable disruption or disturbance to the community, micro-climatic impacts are minimised and that new built form is compatible with long-term environmental sustainability.

The development has been designed to adequately manage environmental impacts and consequences within the locality as discussed in the following sections.

8.9.1 Crime Prevention

Safe and convenient pedestrian movement should be facilitated by a clearly designated network of east-west and north-south links connected to public transport and areas of public activity, through the promotion of natural surveillance and other suitable environmental design strategies.

The active street frontage and anticipated increase in visitation to the site is expected to provide an environment that would not be conducive to instances of crime or anti-social behaviour, supported by active surveillance systems typical of modern commercial office accommodation.

Council considered there would be limited passive surveillance in the vicinity of the rear courtyard, suggesting crime prevention measures would be necessary to ensure the area's functionality for bicycle storage. The secure gateway incorporating tubular steel fence with gated swipe card access discussed earlier is considered an appropriate means of addressing Council's concerns.

Provided the development is operated as designed, the features described above would assist in mitigating risks to user safety and security as encouraged by Development Plan policy related to crime prevention.

8.9.2 Waste Management

Development greater than 2,000 square metres in floor area should manage waste through the use of a dedicated area for collection and sorting of general waste, recyclables and organic waste.

The applicant engaged Rawtec to formulate a preliminary waste management system to demonstrate the means of managing the development's anticipated waste storage and collection requirements based on recommendations of the Green Industries South Australia 2014 publication "SA Better Practice Guide – Waste Management in Residential or Mixed-Use Developments".

All occupied levels would be provided with small to medium-sized bins to sort, dispense and store waste. A building management service provider would collect and transfer waste to a ground floor bin room, for sorting into waste streams. An area would also be allocated adjacent the bin room to provide a washing station to service ground floor tenancies.

Rawtec estimated 17 weekly collections would be required based on estimated waste and recycling volumes, assuming a single contractor would service all user groups. A rear-lift MRV would enter the site in a forward direction and reverse into the loading bay to collect waste, with flat-bed trucks to be utilised for collection of hard/e-waste, recyclable paper and confidential materials.

The applicant has made suitable allowances for the development's waste management requirements which would align with the Development Plan's envisaged outcomes. To further reduce safety risks associated with service vehicle movements within the site, a condition is recommended requiring waste collection to be scheduled outside of peak periods anticipated for users of the Wilson car parking facility and cyclists utilising the external bike storage area.

8.9.3 Energy Efficiency

Buildings in the Council area should minimise the need for energy use for heating, cooling and lighting through design measures specified in the Development Plan's Council Wide (Environmental) policy. The applicant engaged Lucid Consulting Australia to outline sustainable design initiatives to be included in the development to improve environmental performance and reduce operational costs.

Lucid's report summarises strategies and technologies intended to reduce energy use and water consumption, improve air quality, natural lighting levels and thermal comfort for building occupants through the use of sustainable building materials, water-efficient fixtures, energy efficient lighting and air-conditioning, high-performance glazing, static sun-shading devices for the north façade and rainwater harvesting.

A roof-mounted solar photovoltaic system would provide renewable energy generation capability and industry-recognised performance rating schemes would be applied to demonstrate the development's environmental credentials. Upon review of initial application details, the AGA encouraged further exploration of environmentally sustainable development opportunities to contribute to the proposal's sustainability ambitions.

Lucid prepared a supplementary memorandum which reiterates the proposed development would achieve high performance in all facets of building design and operation. A preliminary Green Star (Design and As-Built) Scorecard assessment was also provided detailing the items intended to meet the targeted performance ratings, equating to a budgeted value of $1.38 million.

The information provided has substantiated the applicant's intent to provide a development which would meet the Development Plan's energy efficiency provisions, and contribute to environmentally sustainable outcomes more generally.

8.9.4 Noise Emissions

Development Plan policy encourages noise-sensitive development incorporating adequate noise attenuation measures to provide occupants with reasonable amenity when exposed to noise sources such as entertainment premises, commercial centres and activities contemplated nearby.

The applicant did not obtain specialist advice to guide design development in respect to management of noise impacts, although application details indicate the applicant's intent to engage an acoustics consultant during detailed design stages to assist in achieving acoustic comfort levels required to attain the environmental performance ratings discussed earlier.

On this basis, and while the intended use is not expected to generate excessive noise nor would it be particularly vulnerable to noise impacts arising in this setting, a standard condition is proposed to be assigned to any consent granted requiring the provision acoustic screening for mechanical plant and equipment to ensure acceptable noise levels and satisfy the intent of noise emissions policy.

8.9.5 Stormwater Management

The Development Plan's Council Wide policy encourages stormwater management systems designed to improve the quality of stormwater, minimise pollutant transfer to receiving waters and protect downstream receiving waters from high levels of flow. The applicant engaged Structural Systems Consulting Engineers to assess stormwater control of the site including analysis of pre and post-development stormwater flows and potential impacts to Council's drainage network.

Structural Systems had regard to the current site conditions, the design capacity of the City's underground infrastructure and the side entry pits at the Franklin Street frontage, concluding a slightly increased rate of flow would be expected post-development due to the introduction of impervious surfaces but that effects on the downstream stormwater system would be insignificant.

Council advised that stormwater runoff must be contained, collected and discharged to the Franklin Street road reserve without disrupting infrastructure servicing the Wilson facility, and that inlet pits or openings in the building stormwater system must be designed with an adequate freeboard to cope with expected flood levels.

Structural Systems identified that all stormwater infrastructure must strictly follow requirements outlined in the Council's Stormwater Specifications and accordingly, the intended stormwater strategy is considered appropriate subject to the assignment of a condition requiring adherence to the management measures recommended by the applicant's stormwater consultant.

8.9.6 Wind Impact

Development that would exceed 21 metres in height and is to be built at the street frontage should be designed to minimise wind tunnel effects, particularly where there is potential for interference to ground level activity and uses that spill onto the footpath.

An overhead canopy would be provided along the Flinders Street frontage providing weather protection by deflecting downward travelling wind flows as encouraged by Council wide policy. Combined with the setback of the tenancy and entry lobby wall glazing, pedestrians would have a sufficient area to shelter from adverse wind conditions associated with the office tower.

The proposed canopy would also connect with existing pedestrian shelters attached to the PWC building to the west and the Franklin Central Apartment building to the east, providing further benefit within the primary pedestrian area. An advisory note would be attached to any consent granted reminding the applicant of the Council's current encroachment policy and the corresponding approval required under the *Local Government Act 1999*.

8.9.7 Site Contamination

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

Application details provide no evidence of any measures undertaken to ascertain whether potential exists for site contamination caused by previous use of the land. A standard condition is proposed to be assigned to any consent requiring provision of a statement from an appropriately qualified environmental engineer confirming suitability of the site for its intended use, prior to the commencement of construction.

8.10 Signage

Advertisements should use simple graphics and be restrained in their size, design and colour to present an overall consistency of signage along individual street frontages.

Specific requirements for building advertising and signage have yet to be determined, although indicative signage zones have been nominated along the Franklin Street frontage.

The location and dimensions of this signage would be generally consistent with the Development Plan's expectations, such that delegated consideration of final signage designs would be considered an appropriate means of resolving these details.

9. CONCLUSION

The development would contribute to the desired character of the Central Business Policy Area and Capital City Zone by introducing considerable employment opportunities with increased potential for street level activation.

No concerns have been registered regarding the office tower's proposed 21 storey height, which would be unlikely to introduce overbearing scale or an unreasonably dominant built form to this part of Adelaide's CBD.

The applicant's design proposition has been recognised as a considered response to the locality's existing context, demonstrated through the broad use of symmetry, three-dimensional composition, articulation and massing. Anticipated public realm improvements are generally considered positive additions to this portion of the City.

Suggestions for improvement by the Associate Government Architect and the City of Adelaide have been addressed through modifications to façade design and materiality to better address the scale and form of an adjacent Local Heritage place.

Amendments to existing vehicle access arrangements for the subject land are also considered to have substantially improved circumstances related to waste collection and servicing.

Overall the development is considered an appropriate response to Development Plan policy and is likely to reinforce the Policy Area's role and function as the State's premier business district through the introduction of a contemporary office tower featuring high-quality design.

Conditional Development Plan consent is recommended, in the interests of ensuring unresolved technical matters are suitably addressed.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.

2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Council Development Plan.

3) RESOLVE to grant Development Plan Consent to the proposal by Kyren Group C/- Brown Falconer for construction of a 21 storey commercial office building with associated commercial tenancy, loading dock and bicycle parking at 52-56 Franklin Street, Adelaide subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 020/A023/18.

   Plans by Brown Falconer

Title	Drawing No.	Revision	Date
Ground Floor Plan	DA 06	A3	12 July 2018
Typical Floor	DA 07	A2	12 July 2018

Floor Plans	DA 08	A2	12 July 2018
Floor Plans	DA 09	A2	12 July 2018
Floor Plans	DA 10	A2	12 July 2018
Floor Plans	DA 11	A2	12 July 2018
Floor Plans	DA 12	A2	12 July 2018
Floor Plans	DA 13	A2	12 July 2018
Floor Plans	DA 14	A2	12 July 2018
Floor Plans	DA 15	A2	12 July 2018
Floor Plans	DA 16	A2	12 July 2018
Floor Plans	DA 17	A2	12 July 2018
Floor Plans	DA 18	A2	12 July 2018
Site Elevations	DA 19	A2	12 July 2018
Elevations	DA 20	A2	12 July 2018
Elevations	DA 21	A3	2 August 2018
Site Sections	DA 22	A2	12 July 2018
Sections	DA 23	A2	12 July 2018
3D Views	DA 24	A2	12 July 2018
3D Views	DA 25	A2	12 July 2018
3D Views	DA 26	A2	12 July 2018
3D Views	DA 27	A2	12 July 2018
3D Views	DA 28	A2	12 July 2018
3D Views	DA 29	A2	12 July 2018
3D Views	DA 30	A2	12 July 2018
3D Views	DA 31	A2	12 July 2018
3D Views	DA 32	A2	12 July 2018
Materials	DA 33	A1	12 July 2018

Plans by Structural Systems Consulting Engineers

Title	Drawing No.	Stage	Date
Site Plan (Ground Floor)	ST01	PA	16 February 2018
Site Plan (Basement)	ST02	PA	16 February 2018

External Materials

2. Prior to Development Approval for superstructure works the applicant shall submit, in consultation with the Government Architect, and to the reasonable satisfaction of the State Commission Assessment Panel, a final detailed schedule of external materials and finishes, along with a physical materials board with documented performance to demonstrate material quality and design intent.

Traffic and Vehicle Access

3. The recommendations detailed in the Traffic Impact Assessment dated 15 February 2018 (reference S133150) by Michael Ianella and Joy Yu of GTA Consultants (SA) Pty Ltd, forming part of this consent shall be fully incorporated into the development to the reasonable satisfaction of the State Commission Assessment Panel. Such measures shall be made operational prior to the occupation or use of the development.

4. All driveways, 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 in accordance with AS2890.1 and AS1742 to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.

5. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015.

6. The hours for waste collection and service vehicles (operated by private contractor/s) to enter and exit the site shall be scheduled to occur outside of peak usage periods anticipated for users of the adjacent Wilson car parking facility and for cyclists utilising the external bike storage area along the north face of the development.

Acoustics

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

Environmental

8. The recommendations detailed in the Stormwater Management Report dated 16 February 2018 (reference DT 171101) by of Chong Tzu of Structural Systems Consulting Engineers Pty Ltd, forming part of this consent shall be fully incorporated into the development to the reasonable satisfaction of the State Commission Assessment Panel. Such measures shall be made operational prior to the occupation or use of the development.

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

10. Levels of any proposed stormwater grated inlet pits or openings within the property boundary must be designed with an adequate freeboard to the 1 percent Annual Exceedance Probability (AEP) flood level assumed to be top of kerb level adjacent to each stormwater discharge point to Franklin Street.

11. Prior to Building Rules Consent being granted for superstructure works detailed plans of landscaping within communal spaces shall submitted to the reasonable satisfaction of the State Commission Assessment Panel in consultation with the Government Architect, and submitted. The plans shall document planting medium depths, irrigation methods and other features of the proposed communal area landscaping schemes to demonstrate viability of all plantings and user amenity in these spaces.

12. 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.

13. All external lighting on the site shall be designed, constructed and installed to conform to Australian Standard – AS 4282-1997 (Control of the obtrusive effects of outdoor lighting).

14. Any lighting to the overhead canopy over Franklin Street shall be installed in accordance with City of Adelaide's guideline entitled "Under Verandah/Awning Lighting Guidelines" at all times to the reasonable satisfaction of the State Commission Assessment Panel and prior to the occupation or use of the development. Such lighting shall be operational during the hours of darkness at all times.

15. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

ADVISORY NOTES

a. Any future application for division of the subject land including variation to the existing easement adjacent the western boundary of the land marked 'K' on the deposited plan should ensure equivalent rights of way are secured for the users of the adjoining land parcel (FL 2 in Community Plan 27647, Certificate of Title Volume 6114 Folio 305) to enable adequate freedom of movement over the subject land.

b. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

c. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Adelaide (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:

- timing, staging and methodology of the construction process and working hours;
- traffic management strategies;
- control and management of construction noise, vibration, dust and mud;
- management of infrastructure services during construction and re-establishment of local amenity and landscaping;
- stormwater and groundwater management during construction;
- site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
- disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
- protection and cleaning of roads and pathways; and
- overall site clean-up

d. An Encroachment Permit will be separately issued by the Council for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:

- An annual fee may be charged in line with the Council's Encroachment Policy;
- Permit renewals are issued on an annual basis for those encroachments that attract a fee; and
- Unauthorised encroachments will be required to be removed.

e. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity. The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au. When applying for a City Works Permit you will be required to supply the following information with the completed application form:

- A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);
- Description of equipment to be used;
- A copy of the relevant Public Liability Insurance Certificate (minimum cover of $20 Million required); and
- Copies of consultation with any affected stakeholders including businesses or residents.

Upfront payment is required for all City Works applications, which can be received by Council via the following:

- Email: cityworks@cityofadelaide.com.au
- Fax: 8203 7674
- In Person: 25 Pirie Street, Adelaide

f. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within one (1) year of the final Development Approval issued by Council, and substantially completed within three (3) years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.

g. 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).

h. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

i. The applicant is reminded of its 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 pollute the environment in a way which causes or may cause environmental harm.

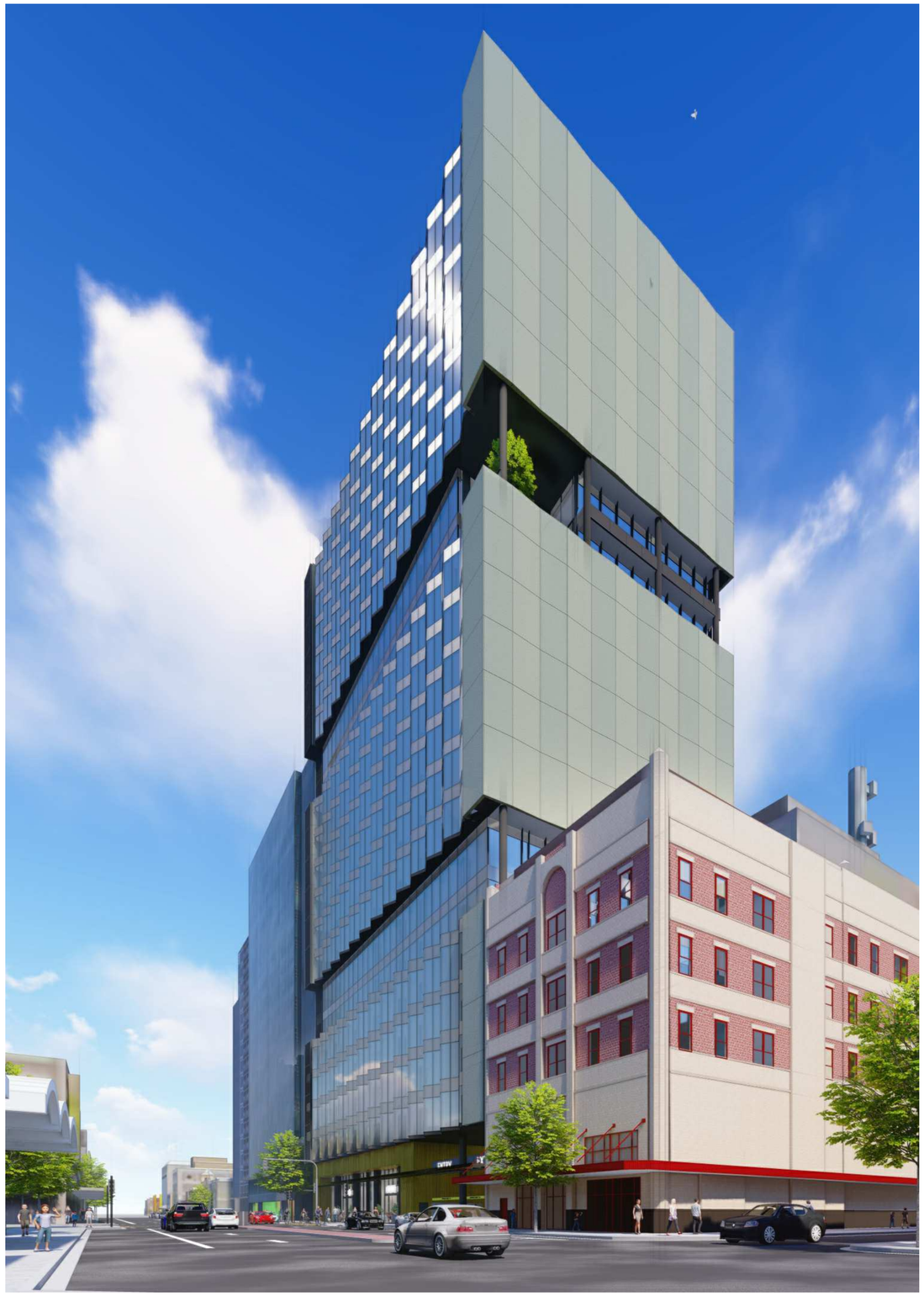
j. You are advised of the following requirements of the *Heritage Places Act 1993:*

(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; and

(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.

k. 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*.

Ben Scholes
Project Officer
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE



FRANKLIN ST COMMERCIAL

52-56 FRANKLIN STREET, ADELAIDE, 5000

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:33:17 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

COVER SHEET

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. DA 00 Rev: A2 A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:33:21 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

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Scale
Drawn BF
Date NOVEMBER 2017
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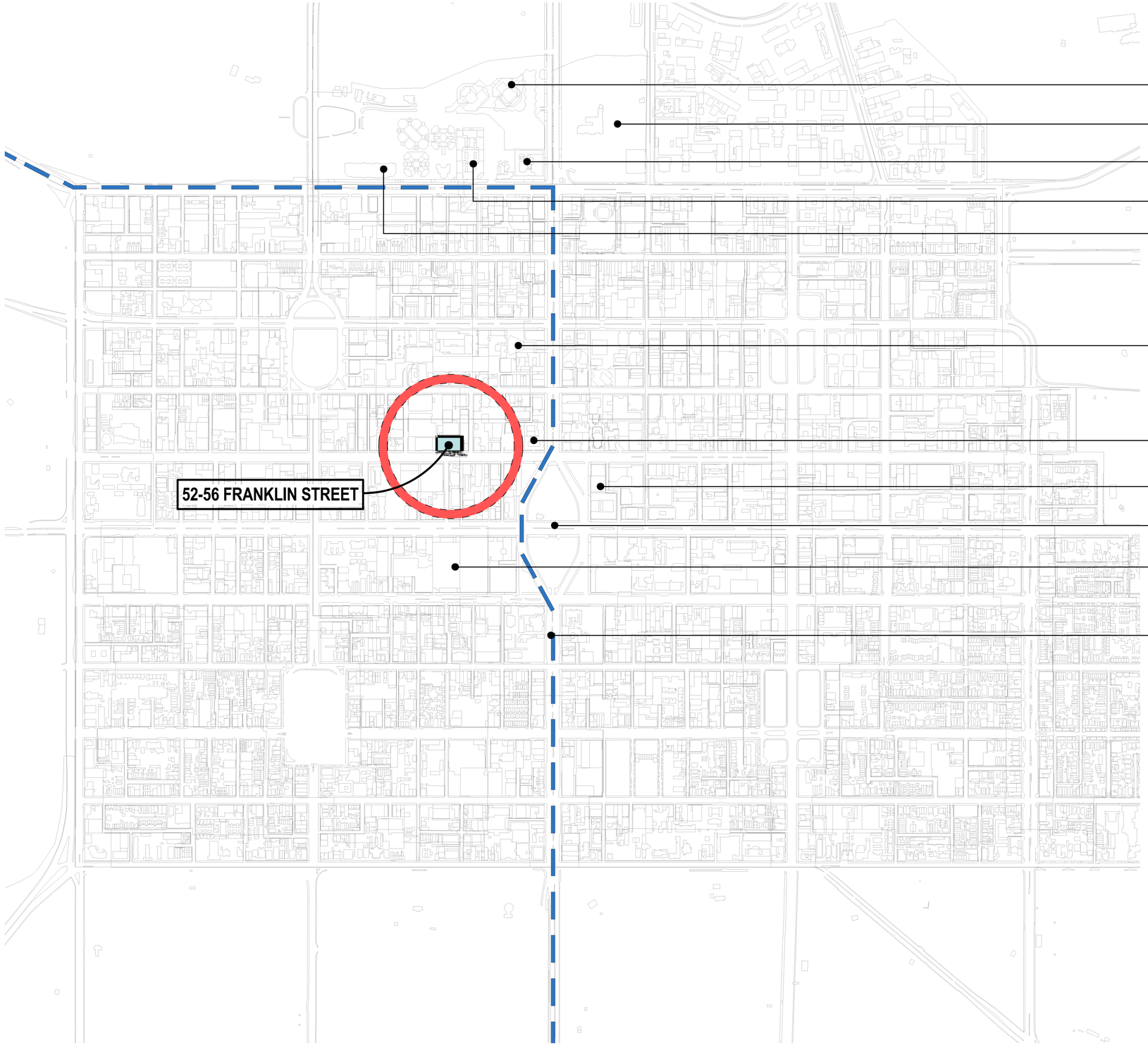
Dwg No. **DA 01** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:33:28 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



FESTIVAL THEATRE

GOVERNMENT HOUSE

PARLIMENT HOUSE

TRAIN STATION

CONVENTION CENTRE

WESTPAC HOUSE

POST OFFICE

STATE ADMINISTRATION CENTRE

VICTORIA SQUARE

ADELAIDE CENTRAL MARKETS

TRAM LINE

BROWN FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

LOCATION PLAN

Scale 1 : 5000
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 02** Rev: **A2** A1 SHEET

DA ISSUE

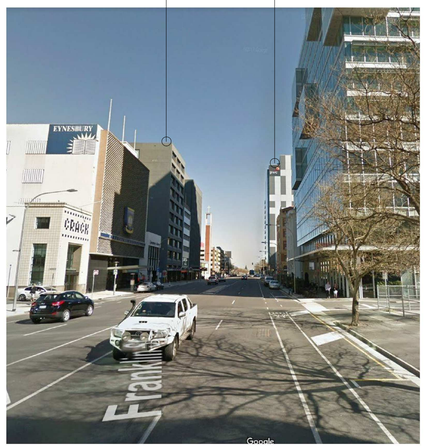
ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:33:38 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

EXISTING 6 TO 9 STOREY OFFICE BUILDINGS

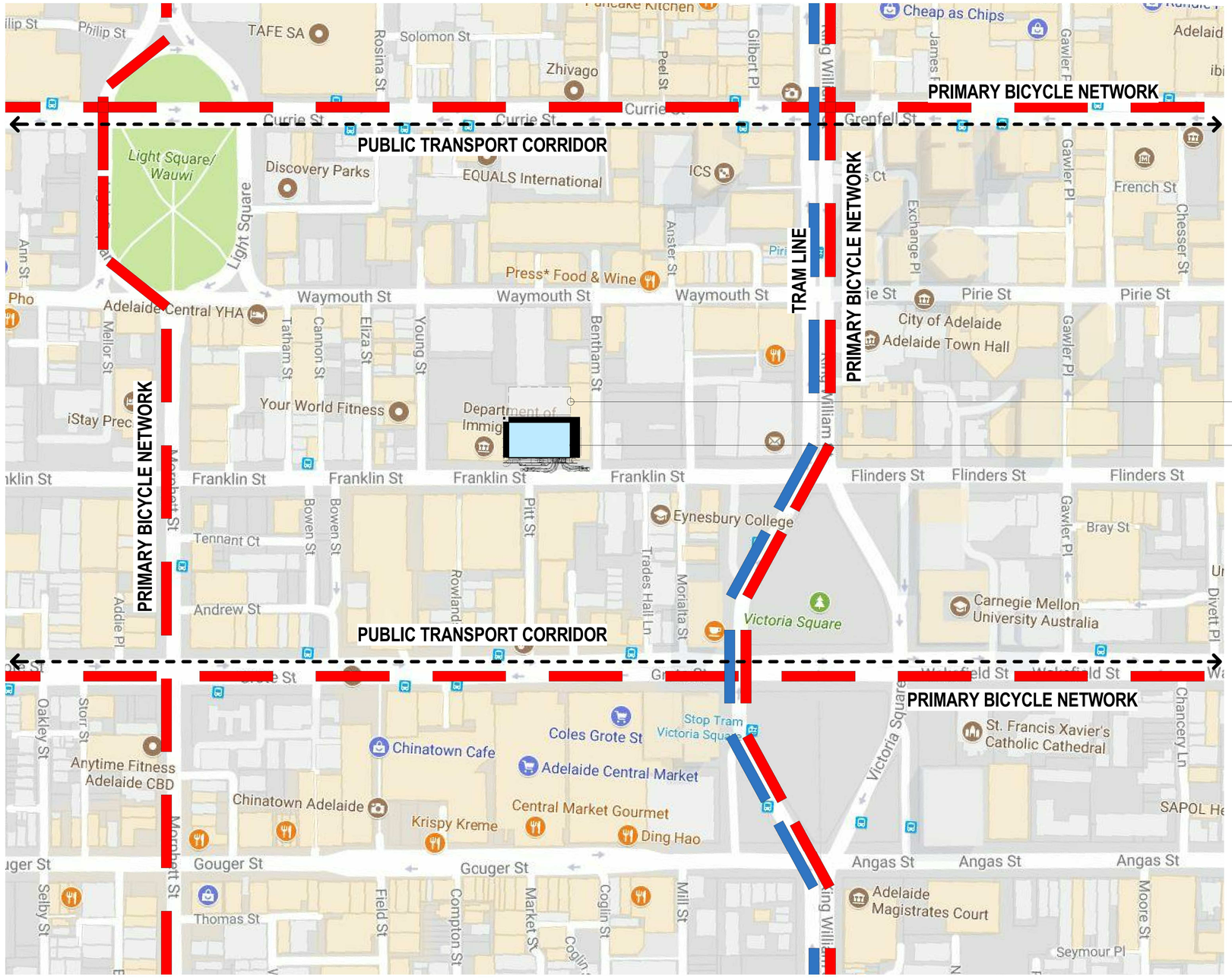
NEIGHBOURING 17 STOREY OFFICE BUILDING



VIEW DOWN FRANKLIN ST

EXISTING CAR PARK

VIEW DOWN PITT ST



PROPOSED GREATER CITY SITE PLAN

1 : 2000

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

CONTEXTUAL INFORMATION

Scale 1 : 2000
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. 03 Rev: A2 A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

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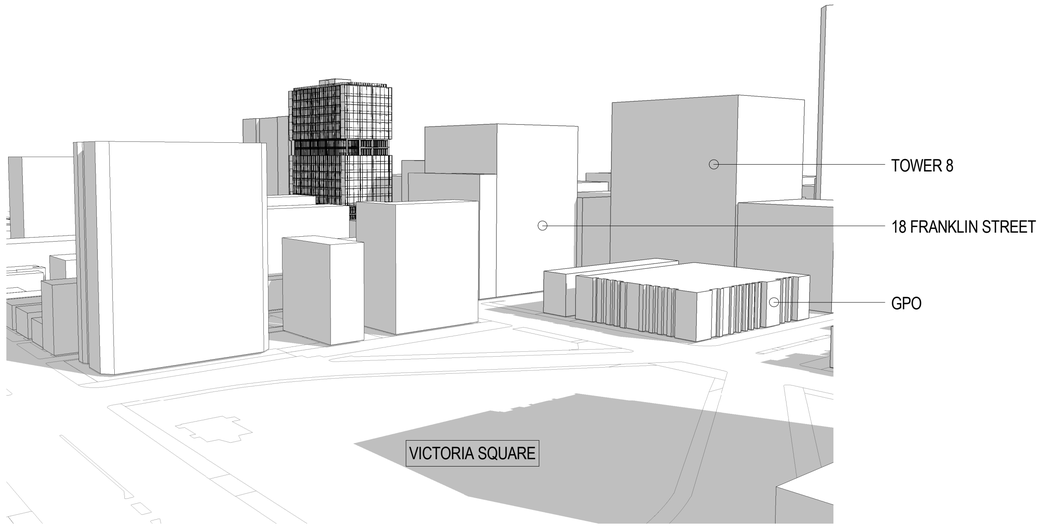
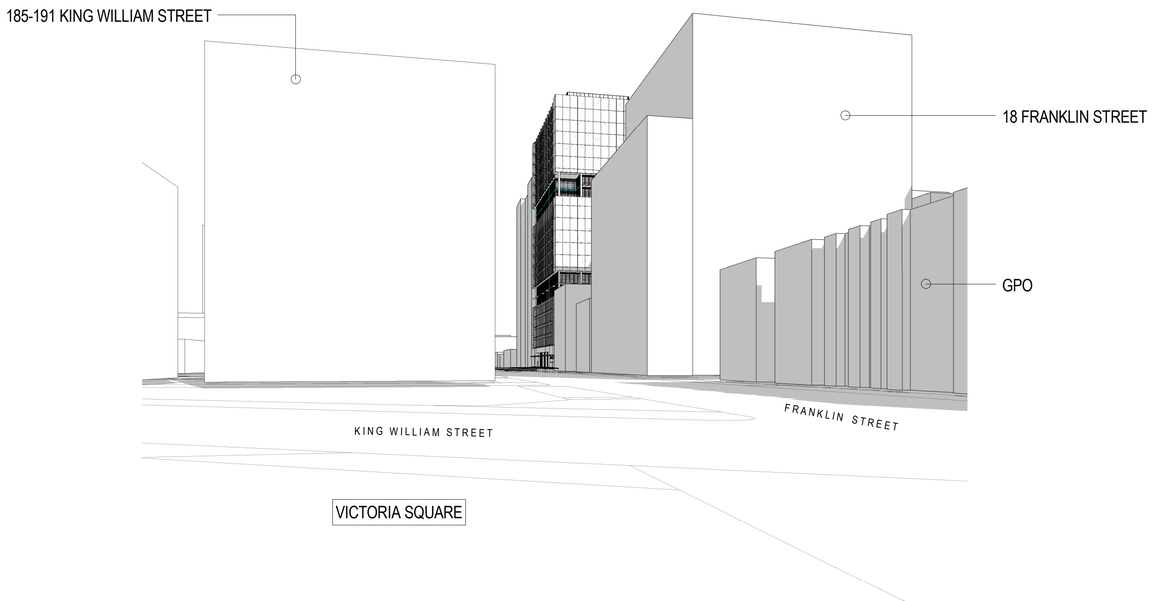
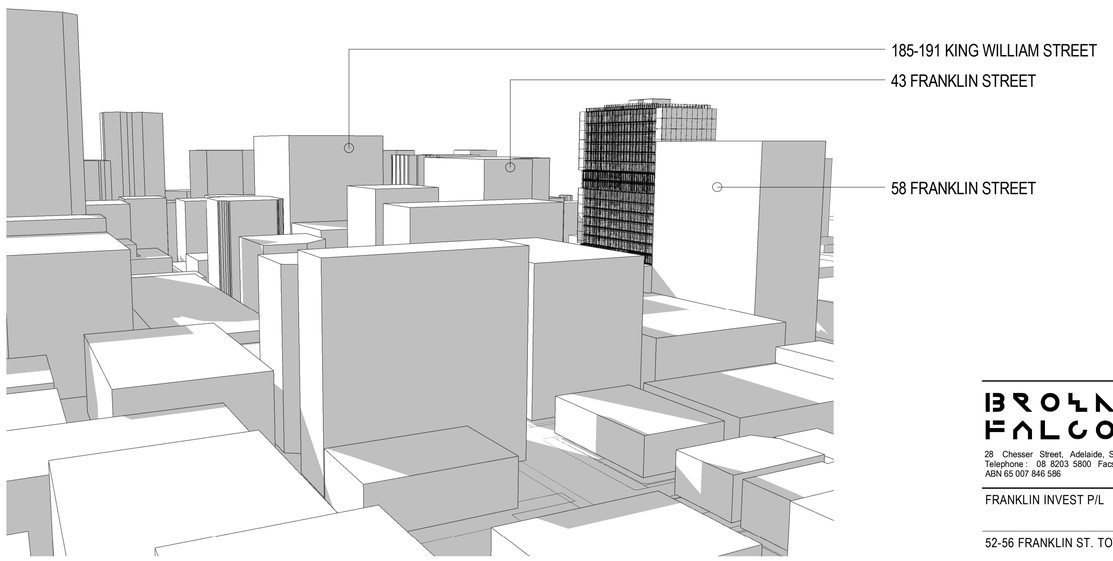
Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



VIEW 1 - FROM ABOVE ST FRANCIS XAVIER'S CATHEDRAL



VIEW 2 - FROM INTERSECTION OF KING WILLIAM & FRANKLIN ST



VIEW 3 - FROM ABOVE LIGHT SQUARE

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

CONTEXTUAL VIEWS

Scale 1 : 2000
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Date NOVEMBER 2017
Job No. 2017056
Dwg No. 04 Rev: A2 A1 SHEET

DA ISSUE

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12/07/2018 3:34:14 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

FLOOR BY FLOOR SCHEDULE - FRANKLIN STREET

BASEMENT	PLANT/SERVICES/STORAGE
GROUND	LOBBY SPACES 2 x TENANCIES CAR PARK ENTRY (VIA DRIVEWAY)
LEVEL 1	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 2	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 3	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 4	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 5	OFFICE SPACE, LOBBY, AMENITIES, OUTDOOR
LEVEL 6	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 7	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 8	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 9	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 10	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 11	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 12	OFFICE SPACE, LOBBY, AMENITIES, OUTDOOR
LEVEL 13	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 14	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 15	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 16	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 17	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 18	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 19	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 20	OFFICE SPACE, LOBBY, AMENITIES
ROOF TOP	PLANT/SERVICES

CORE (LIFT + STAIRS) - PER FLOOR	108m²
BASEMENT	587m²
GROUND	
- TENANCY	112m²
- ENTRY LOBBY	87m²
- BIKES	84m²
- END OF JOURNEY	130m²
- BINS	43m²
- OFFICE & STORAGE	46m²
LEVEL 1 to LEVEL 5	
- LOBBY	39m²
- OFFICE SPACE	1087m²
- AMENITIES	43m²
LEVEL 6	
- LOBBY	39m²
- OFFICE SPACE	924m²
- AMENITIES	43m²
- OUTDOOR	63m²
LEVEL 7	
- LOBBY	39m²
- OFFICE SPACE	923m²
- AMENITIES	43m²
LEVEL 8 to LEVEL 12	
- LOBBY	39m²
- OFFICE SPACE	1087m²
- AMENITIES	43m²
LEVEL 13	
- LOBBY	39m²
- OFFICE SPACE	957m²
- AMENITIES	43m²
- OUTDOOR	43m²
LEVEL 14	
- LOBBY	39m²
- OFFICE SPACE	938m²
- AMENITIES	43m²
LEVEL 15 to LEVEL 20	
- LOBBY	39m²
- OFFICE SPACE	1070m²
- AMENITIES	43m²
TOTAL OFFICE AREA	**22,198m²**

BASEMENT	745m²
GROUND	768m²
LEVEL 1 to LEVEL 5	(1385m² PER FLOOR) 6925m²
LEVEL 6	1211m²
LEVEL 7	1211m²
LEVEL 8 to LEVEL 12	(1385m² PER FLOOR) 6925m²
LEVEL 13	1228m²
LEVEL 14	1228m²
LEVEL 15 to LEVEL 20	(1371m² PER FLOOR) 8226m²
TOTAL FLOOR AREA	**28,467m²**

TOTAL FLOOR AREA : THE SUM OF SUPERFICIES OF HORIZONTAL SECTIONS THEREOF MADE AT THE LEVEL OF EACH FLOOR, INCLUSIVE OF ALL ROOFED AREAS AND OF THE EXTERNAL WALLS AND OF SUCH PORTIONS OF ANY PARTY WALLS AS BELONG TO THE BUILDING.

IN ACCORDANCE WITH SCHEDULE 1 OF THE DEVELOPMENT REGULATIONS 2008

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FRANKLIN STREET - SCHEDULE

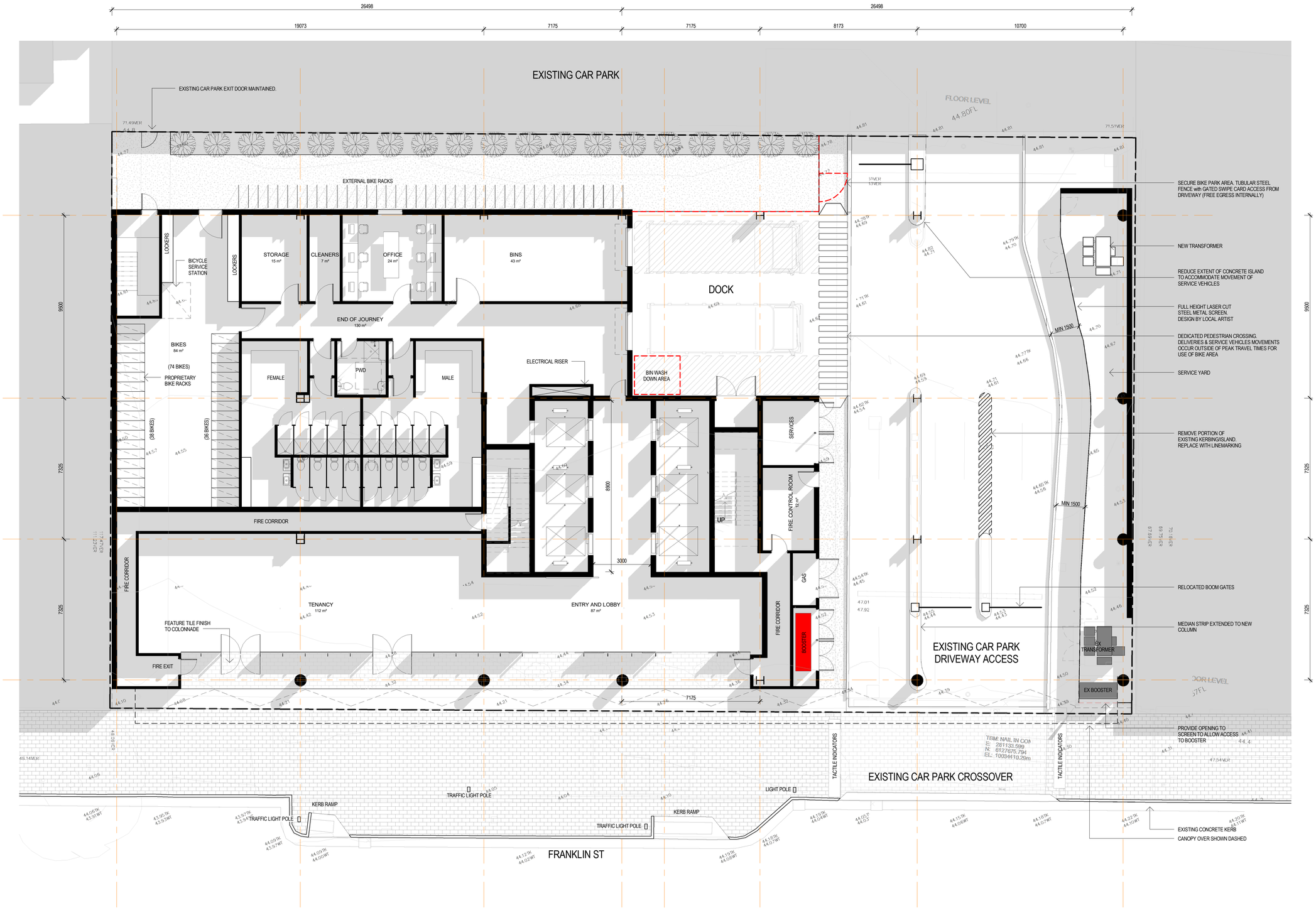
Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 05** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

18/07/2018 9:49:42 AM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDMENT TO SITE PLAN	01/05/18
A3	AMENDED DA DRAWINGS	12/07/18



GROUND FLOOR PLAN

1 : 100

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

GROUND FLOOR PLAN

Scale	1 : 100
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 06
Rev:	A3

A1 SHEET

DA ISSUE

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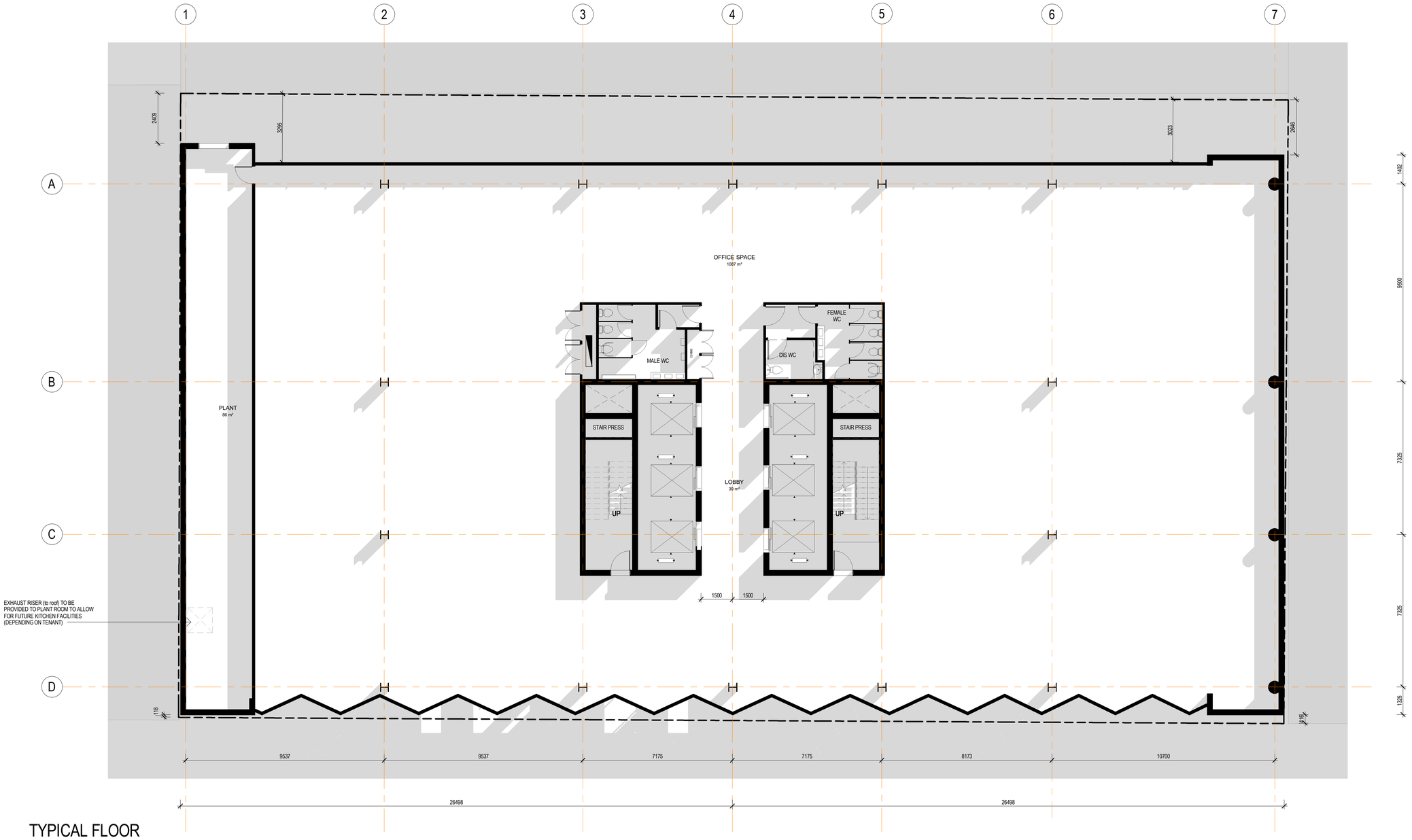
12/07/2018 3:34:35 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



TYPICAL FLOOR

1 : 100

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ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

TYPICAL FLOOR

Scale	1 : 100
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	07
Rev:	A2

A1 SHEET

DA ISSUE

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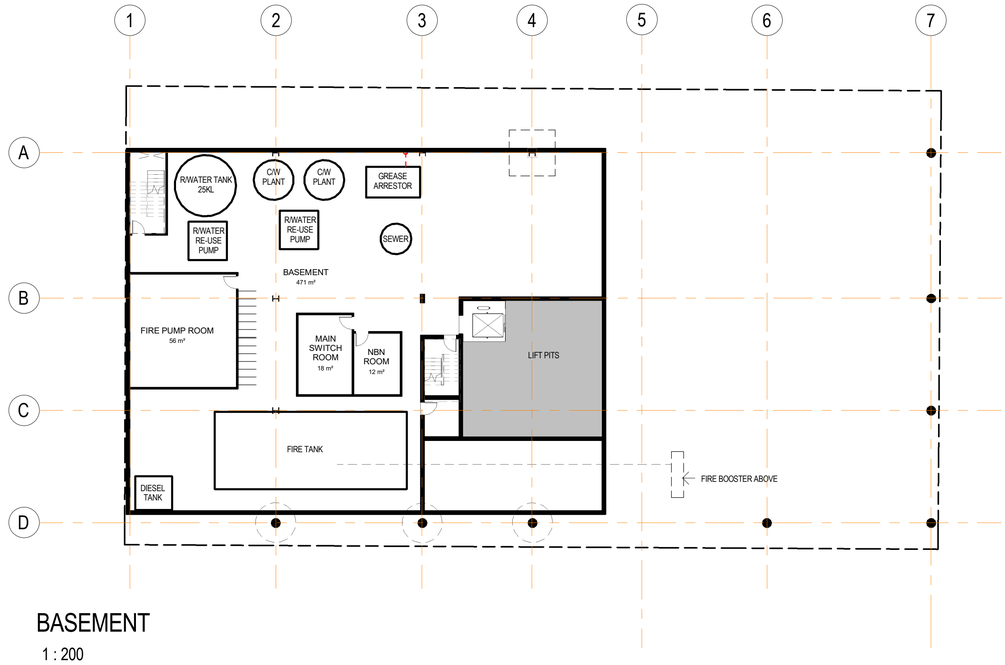
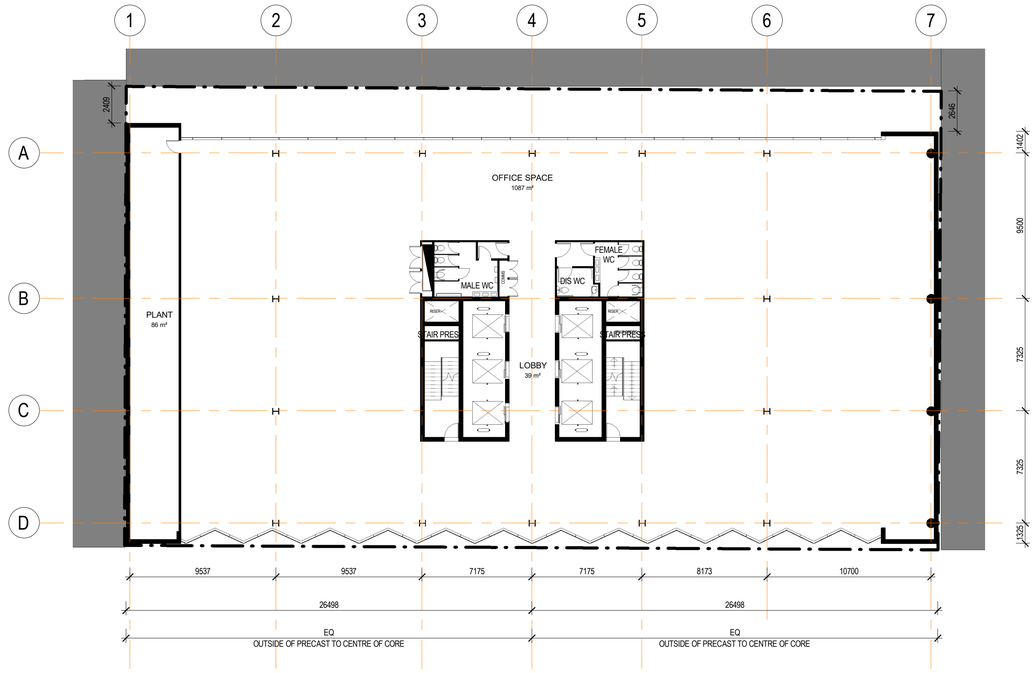
Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



BASEMENT

1 : 200



LEVEL 2

1 : 200

BROLA FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

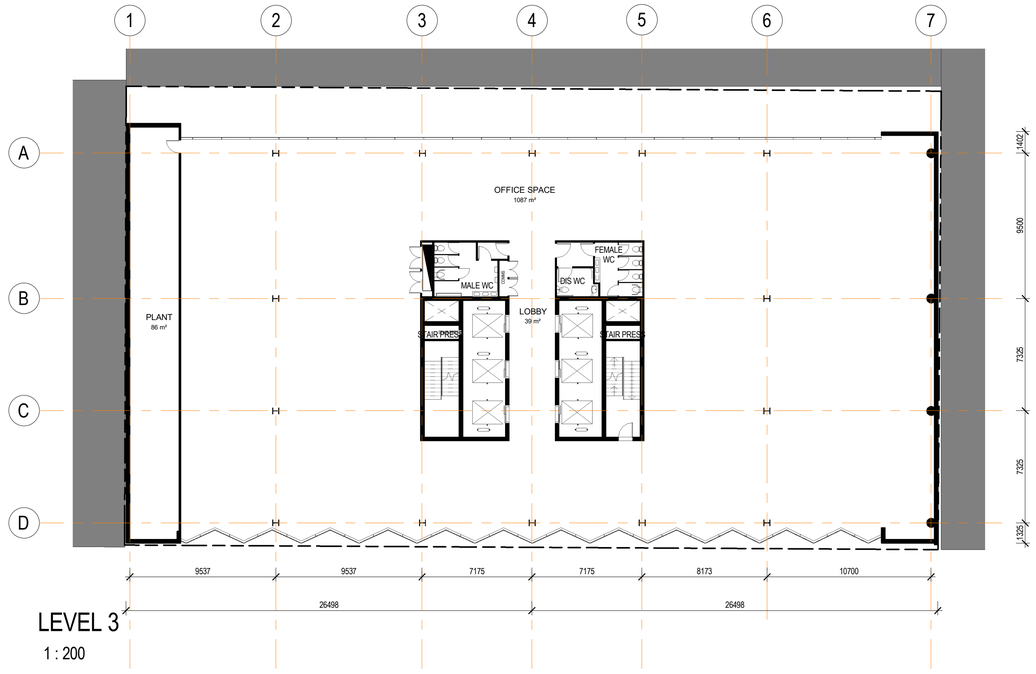
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 08** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

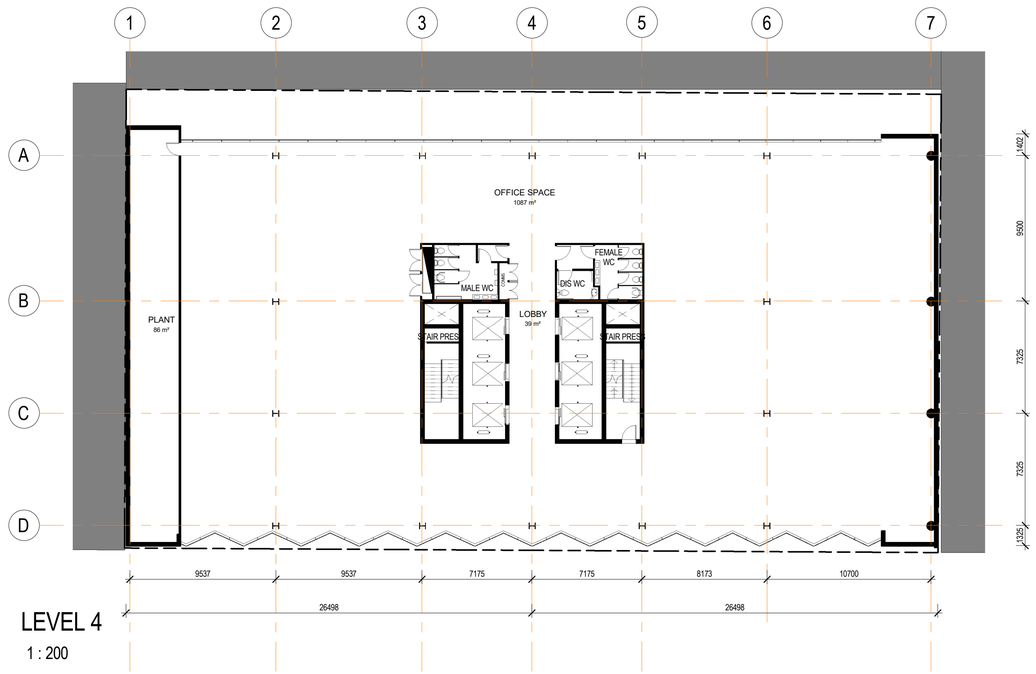
12/07/2018 3:34:46 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 3

1 : 200



LEVEL 4

1 : 200

BROWN FALCONER

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Telephone : 08 8203 5800 Facsimile : 08 8223 2440
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

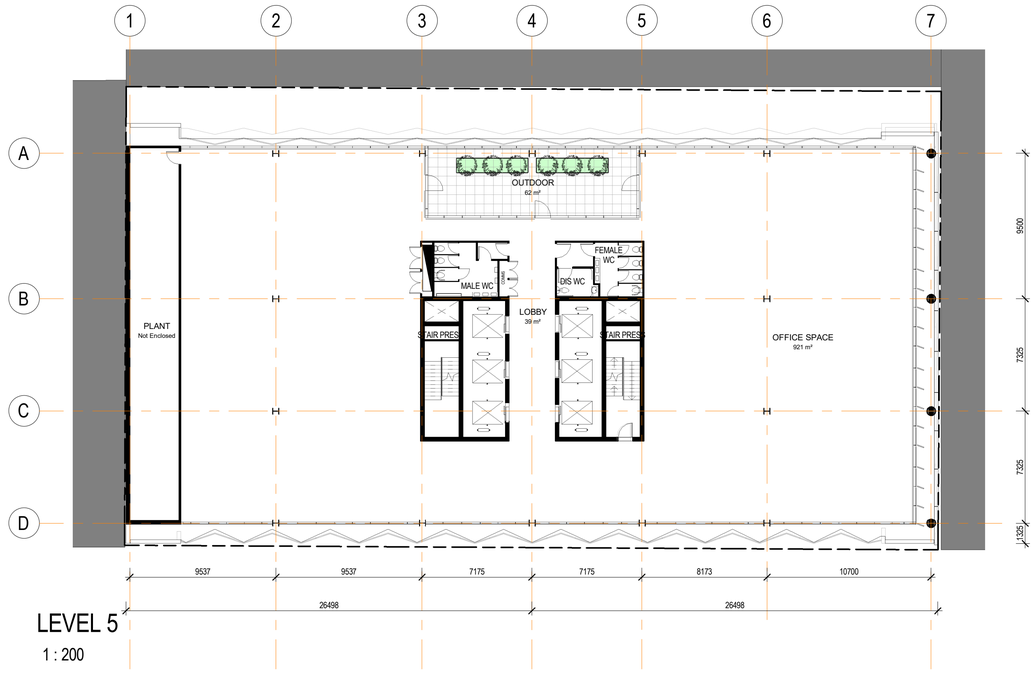
Scale	1 : 200
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 09
Rev:	A2
	A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

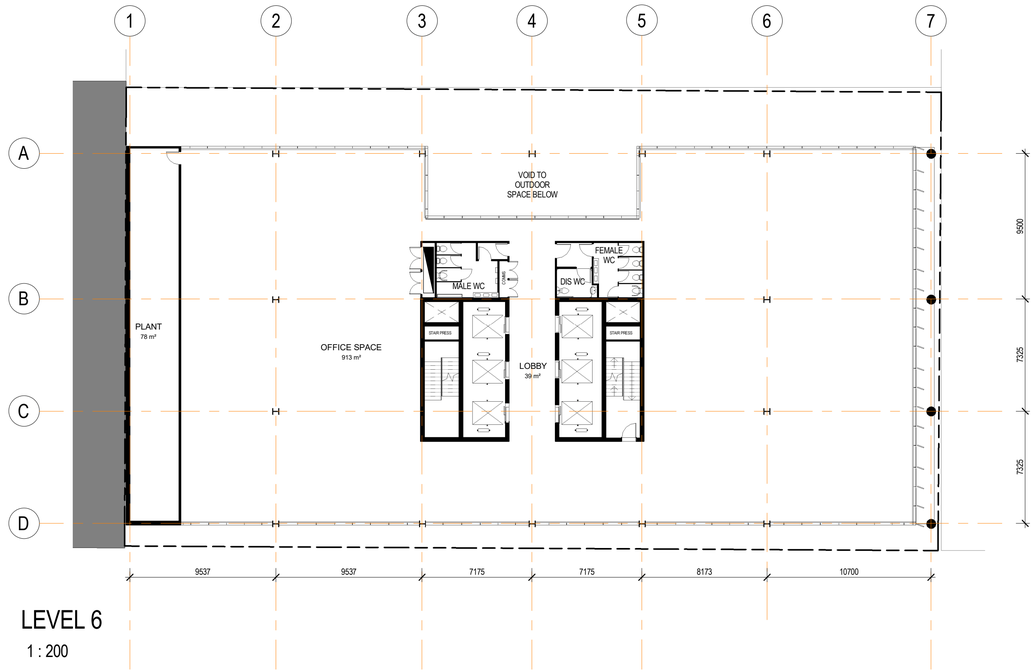
12/07/2018 3:34:52 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 5

1 : 200



LEVEL 6

1 : 200

BROLA FALCONER

28 Chesser Street, Adelaide, South Australia 5000
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ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

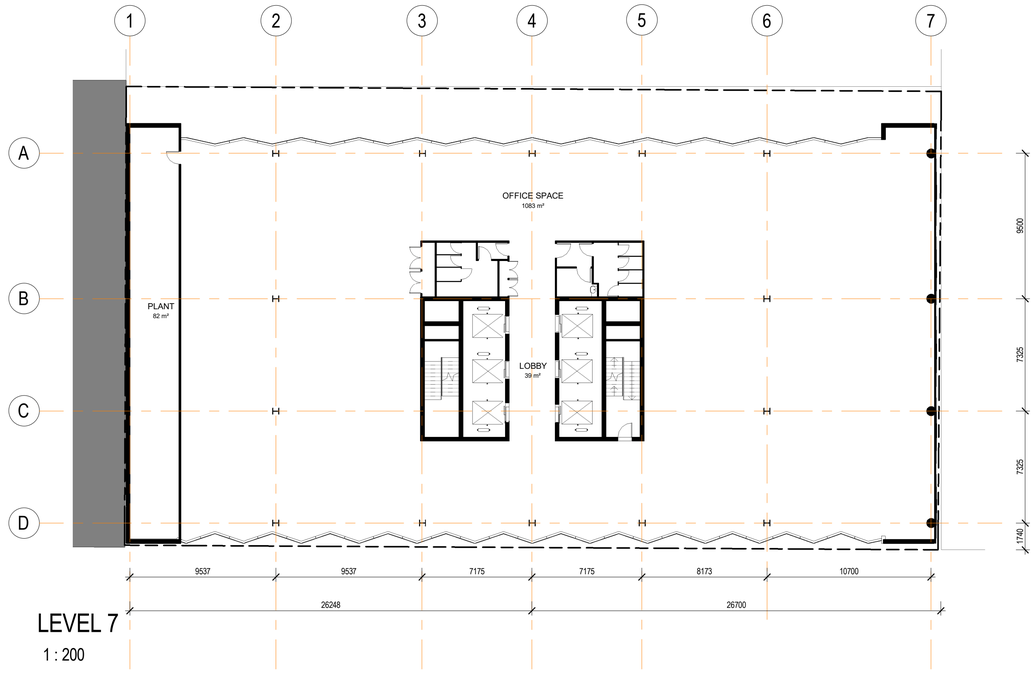
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 10** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

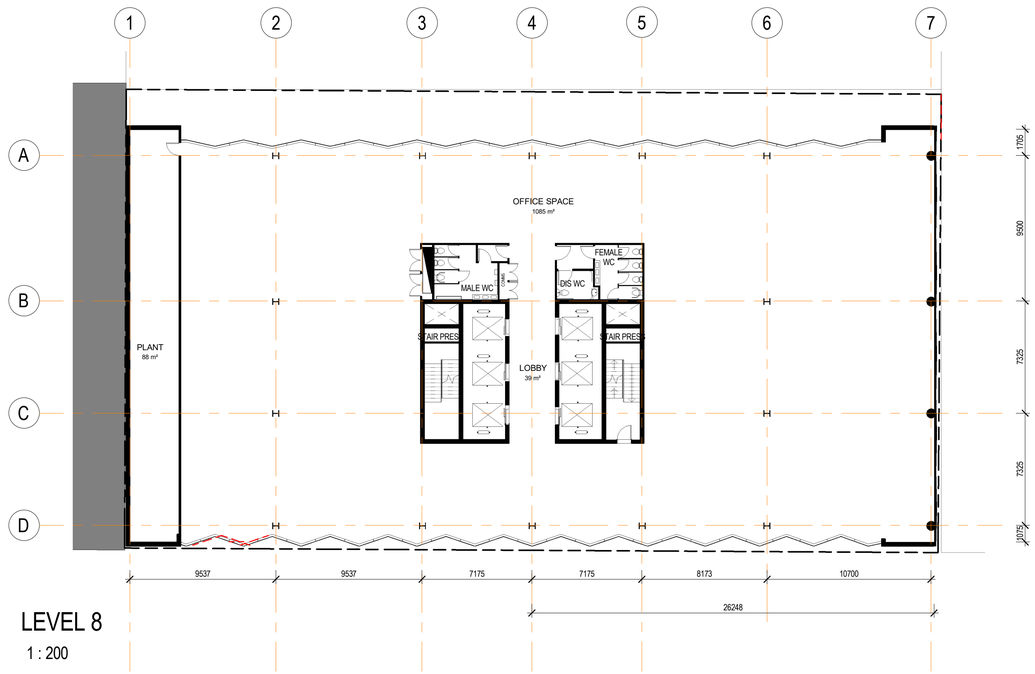
12/07/2018 3:34:57 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 7

1 : 200



LEVEL 8

1 : 200

BROLA FALCONER

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FRANKLIN INVEST P/L

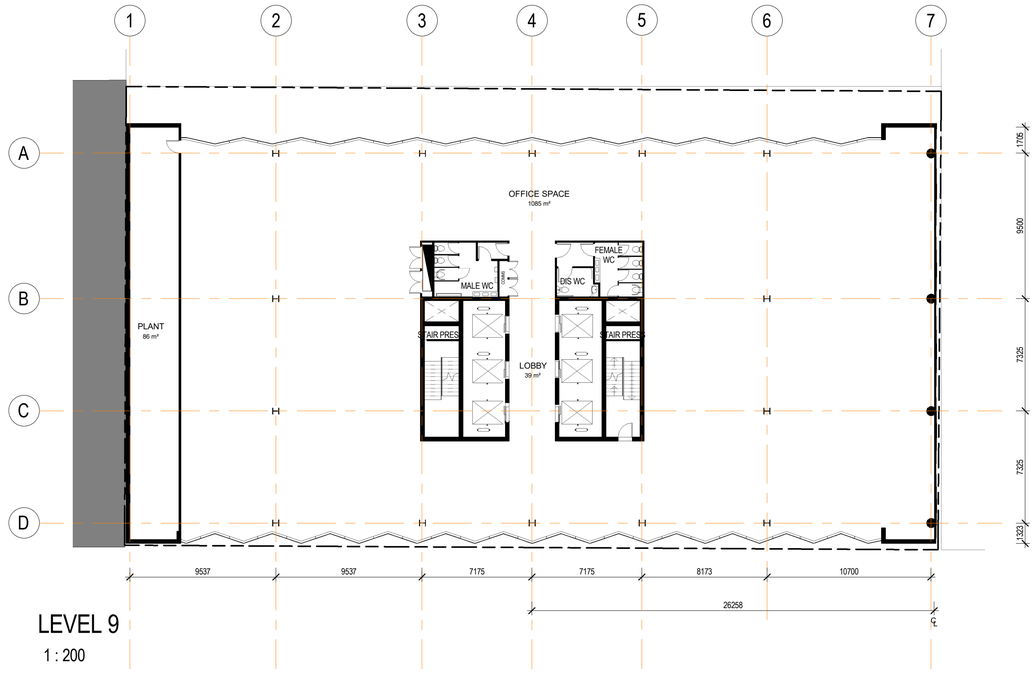
52-56 FRANKLIN ST. TOWER

FLOOR PLANS

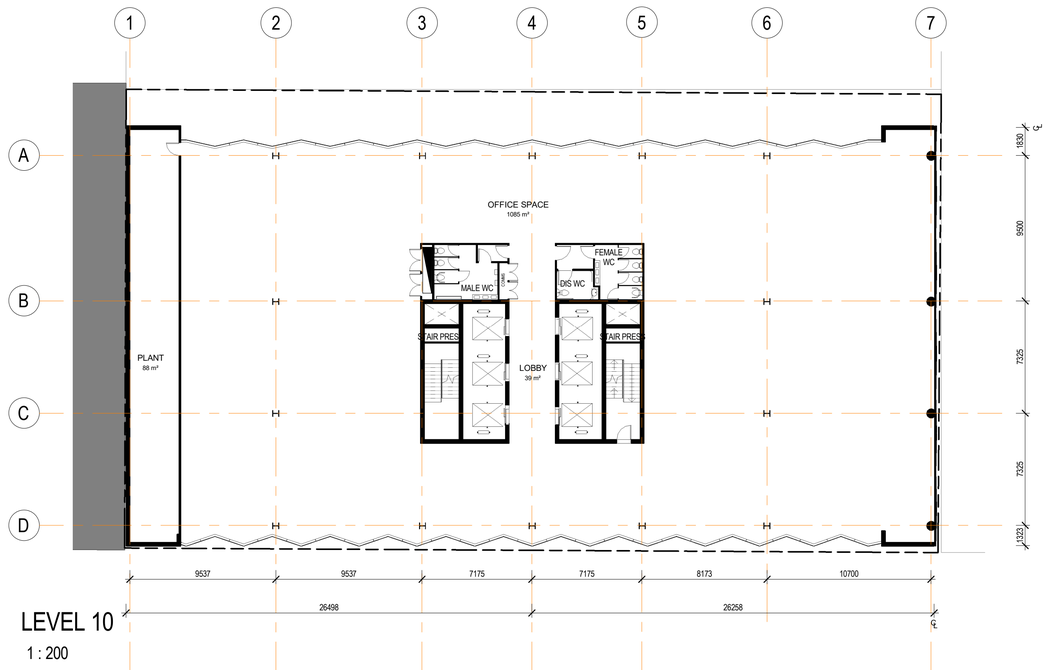
Scale	1 : 200
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 11
Rev:	A2
	A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
12/07/2018 3:35:02 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 9
1 : 200



LEVEL 10
1 : 200

BROLA FALCONER
28 Chesser Street, Adelaide, South Australia 5000
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

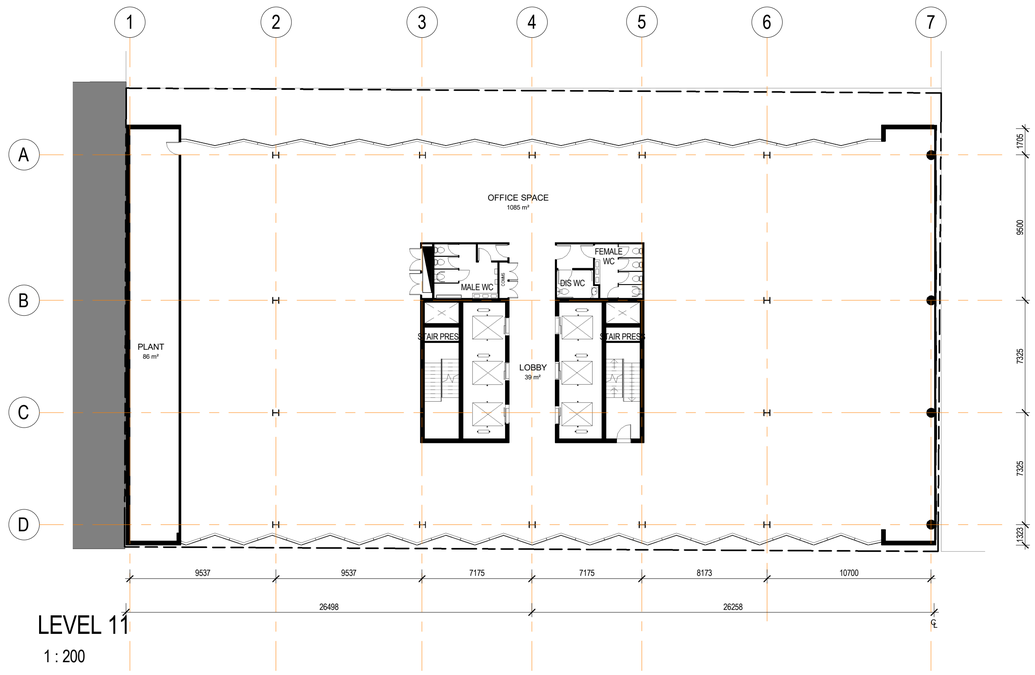
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 12** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

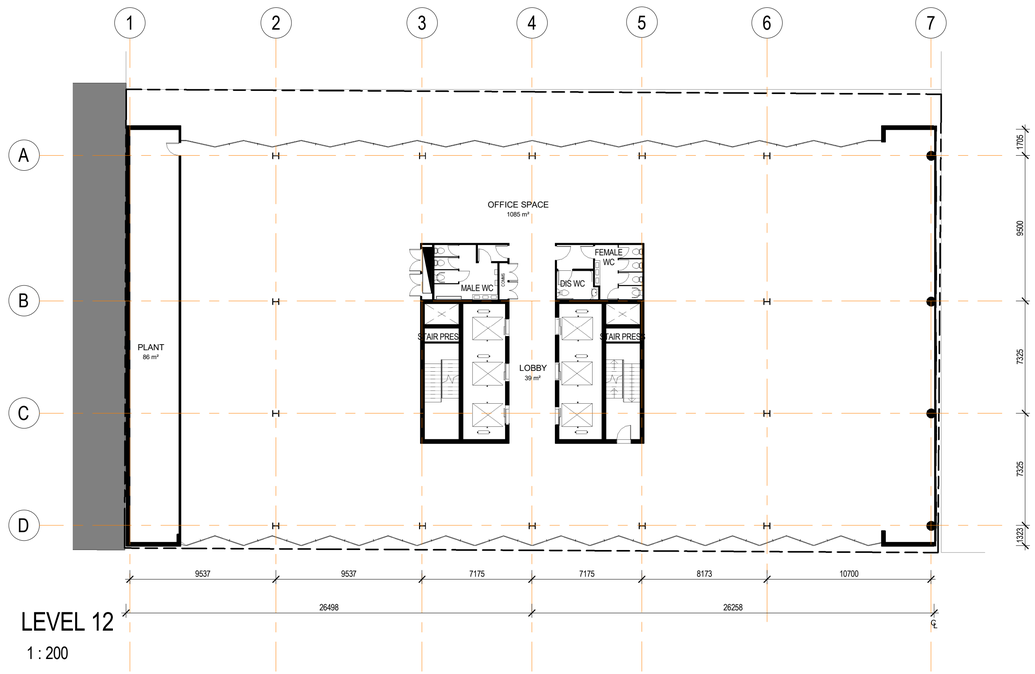
12/07/2018 3:35:07 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 11

1 : 200



LEVEL 12

1 : 200

BROWN FALCONER

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Telephone : 08 8203 5800 Facsimile : 08 8223 2440
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

Scale	1 : 200
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 13
Rev:	A2

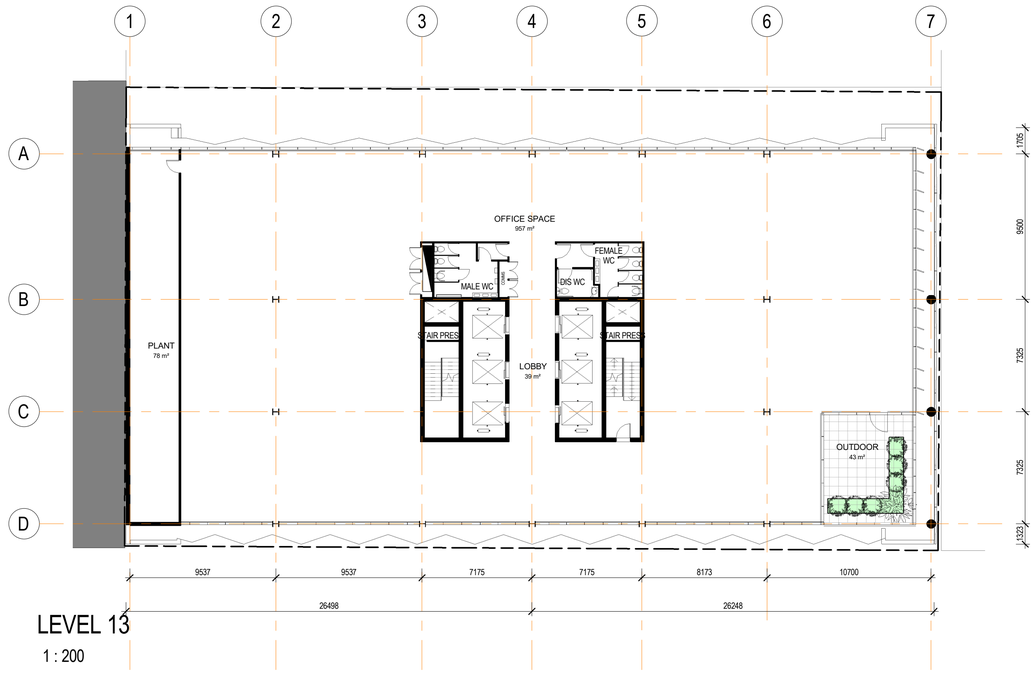
A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

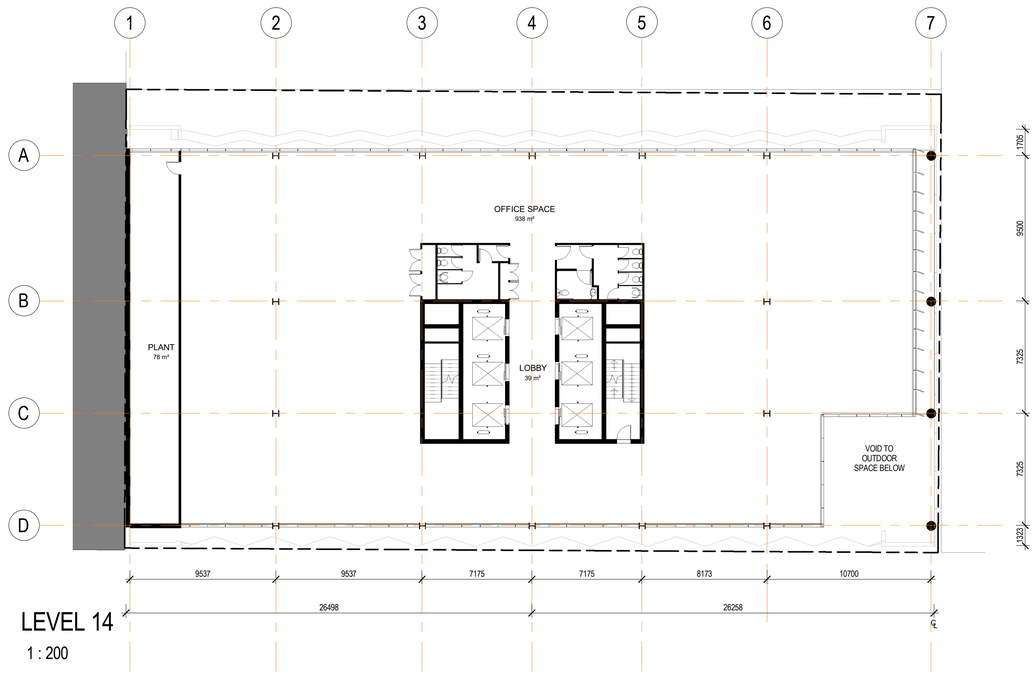
12/07/2018 3:35:12 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 13

1 : 200



LEVEL 14

1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

Scale	1 : 200
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 14
Rev:	A2

A1 SHEET

DA ISSUE

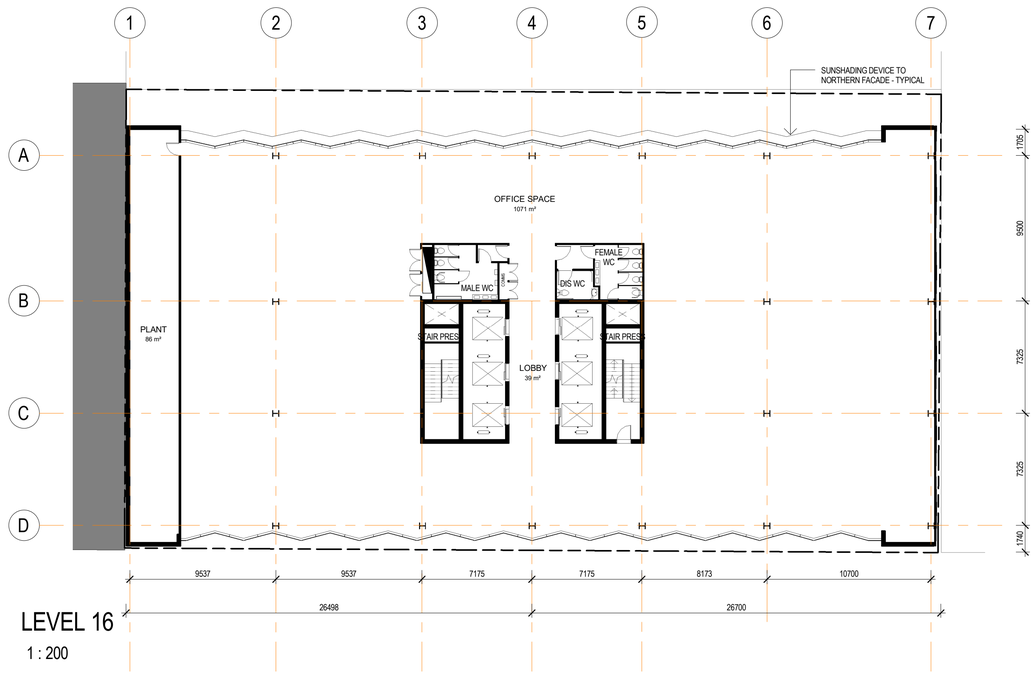
ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:35:18 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

LEVEL 15

1 : 200



LEVEL 16

1 : 200

BROLA FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

Scale	1 : 200
Drawn	BF
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 15
Rev:	A2

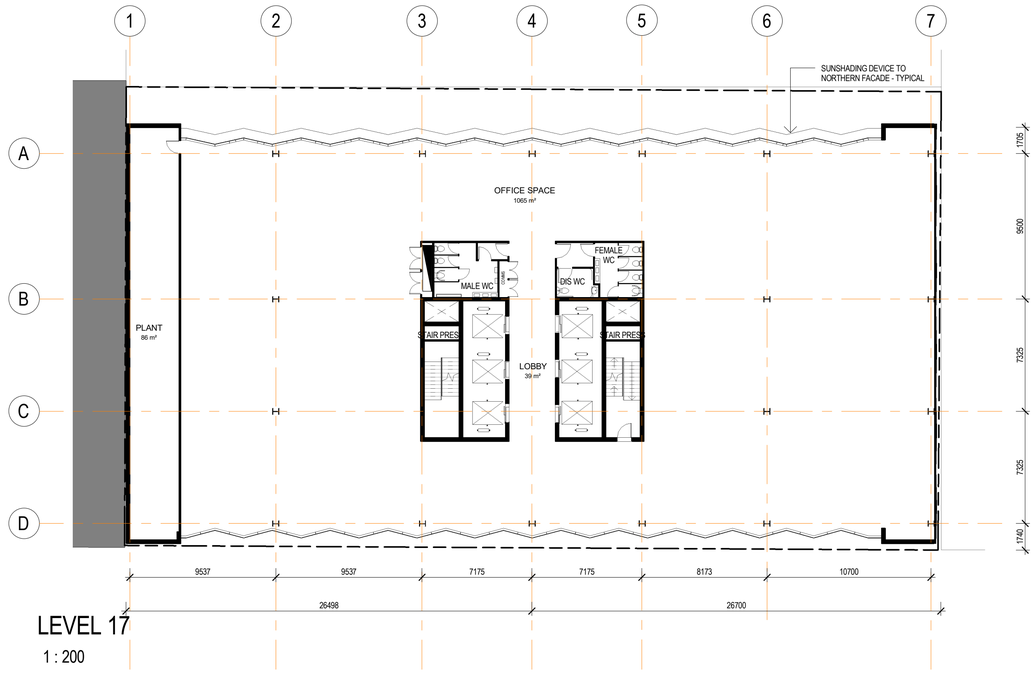
A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

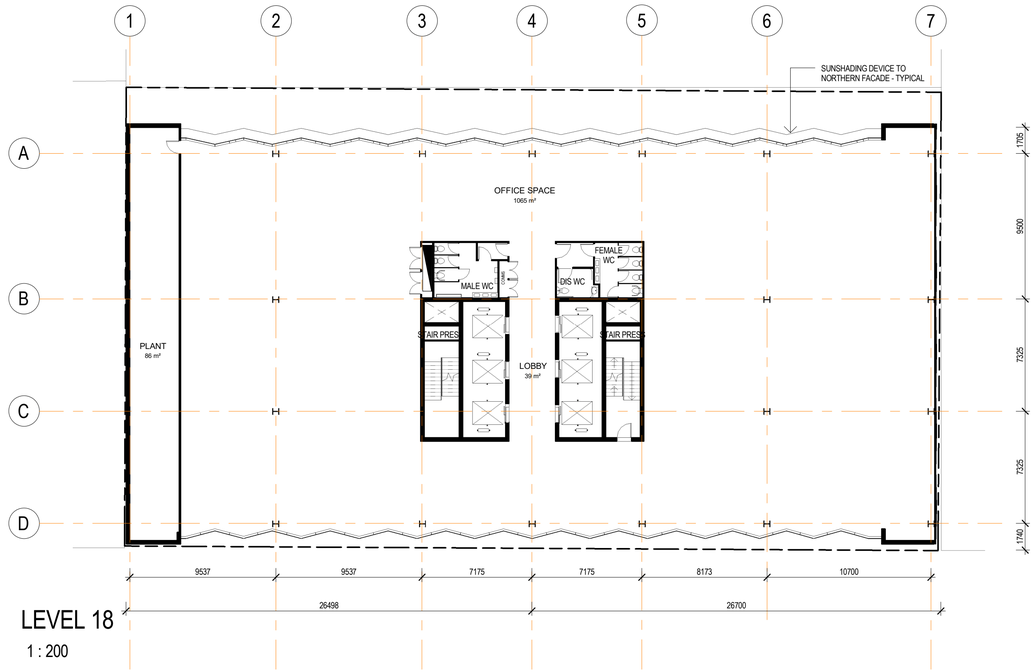
12/07/2018 3:35:23 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 17

1 : 200



LEVEL 18

1 : 200

BROLA FALCONER

28 Chesser Street, Adelaide, South Australia 5000
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FRANKLIN INVEST P/L

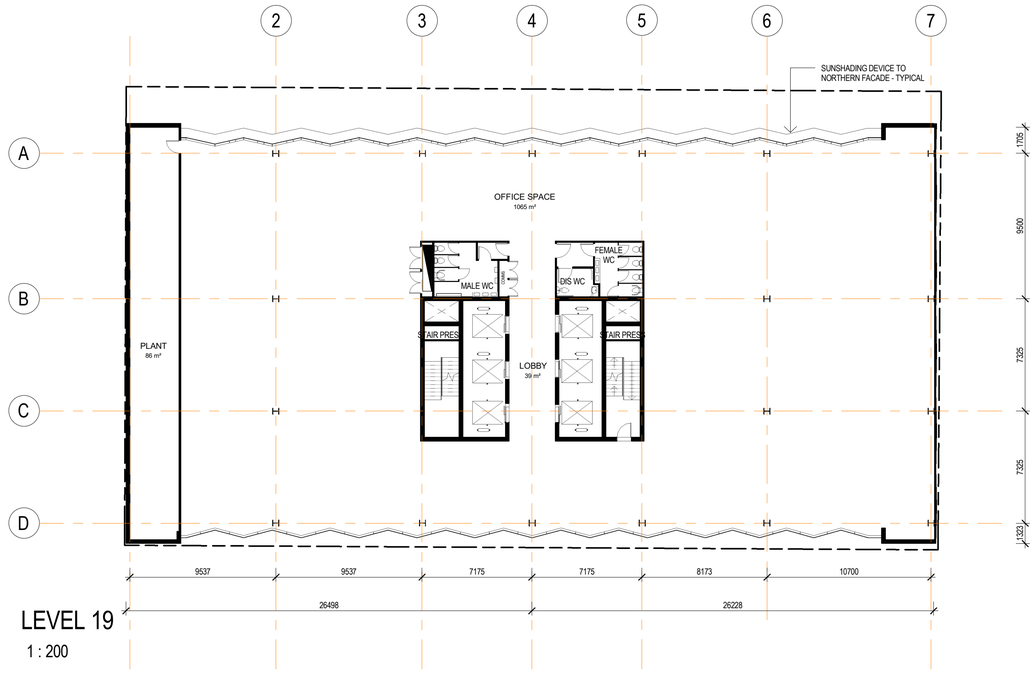
52-56 FRANKLIN ST. TOWER

FLOOR PLANS

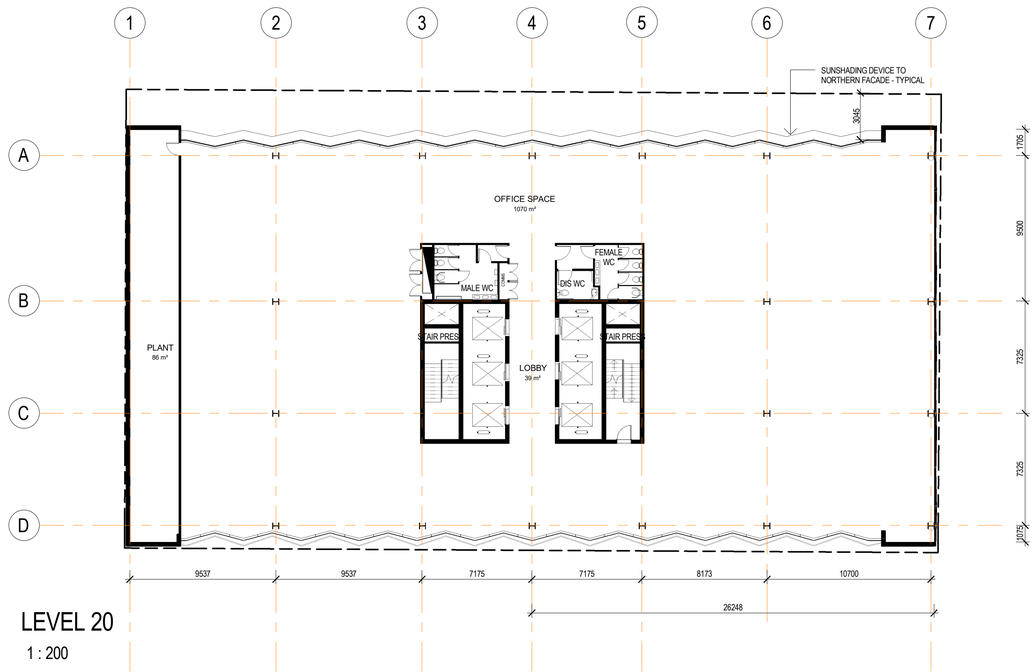
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 16** Rev: **A2** A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
12/07/2018 3:35:28 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



LEVEL 19
1 : 200



LEVEL 20
1 : 200

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

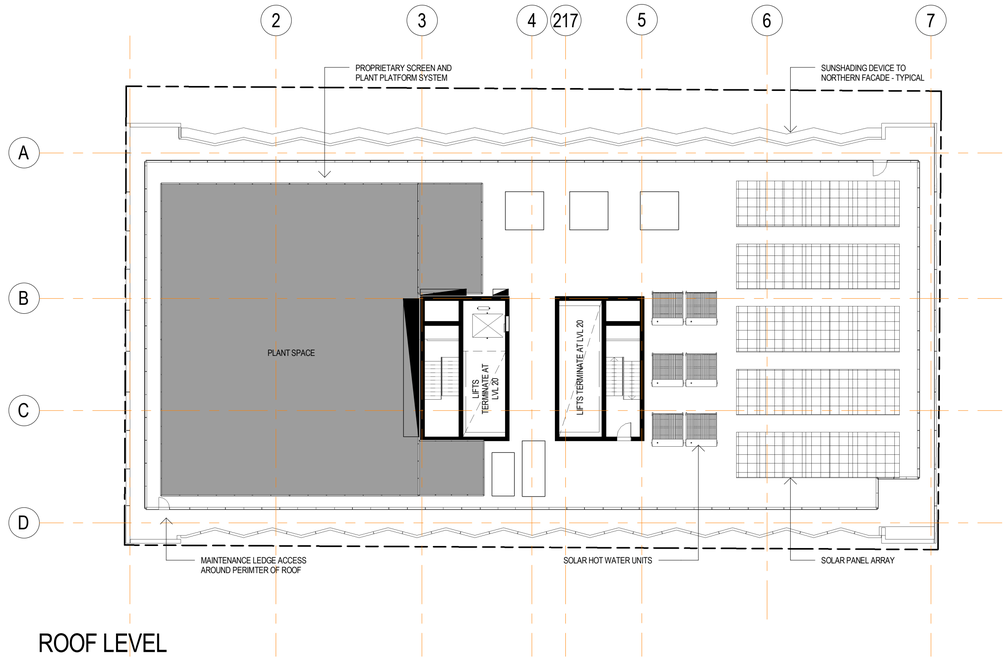
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 17** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

18/07/2018 9:50:30 AM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



ROOF LEVEL

1 : 200

BROLA FALCONER

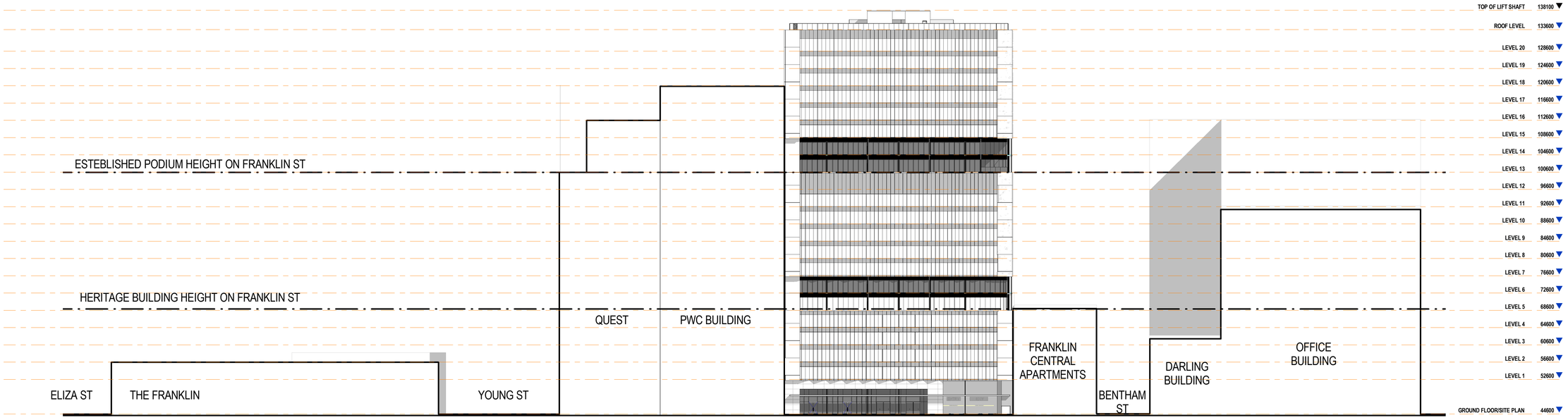
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

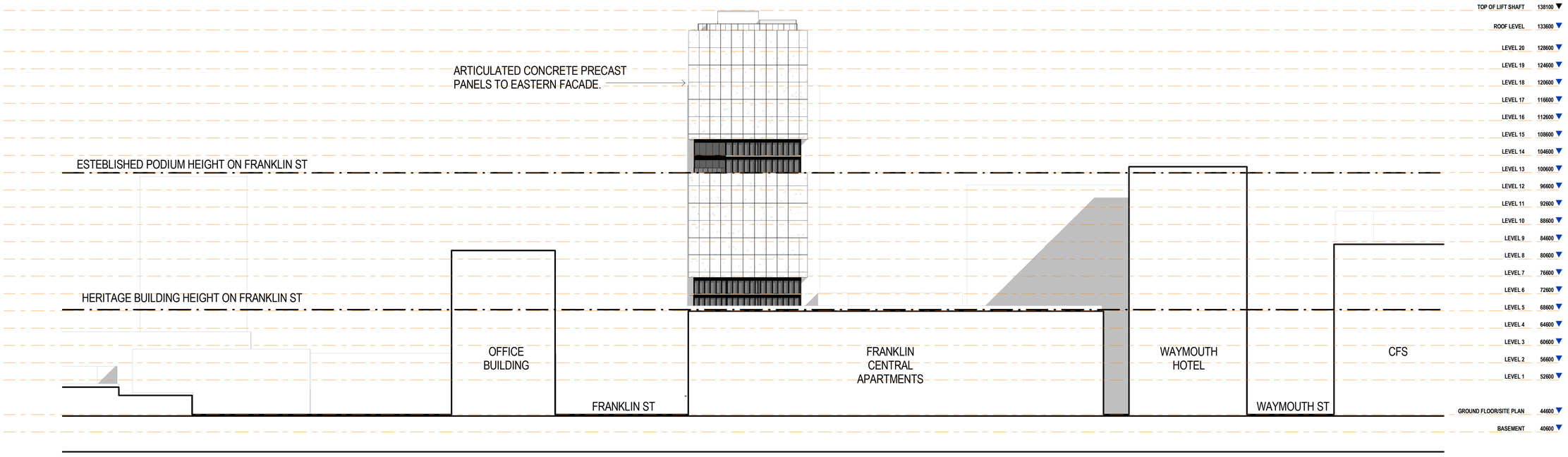
FLOOR PLANS

Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 18** Rev: **A2** A1 SHEET



SITE ELEVATION - FRANKLIN ST

1 : 500



SITE ELEVATION - BENTHAM ST

1 : 500

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:36:00 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROLA FALCONER
28 Chesser Street, Adelaide, South Australia 5000
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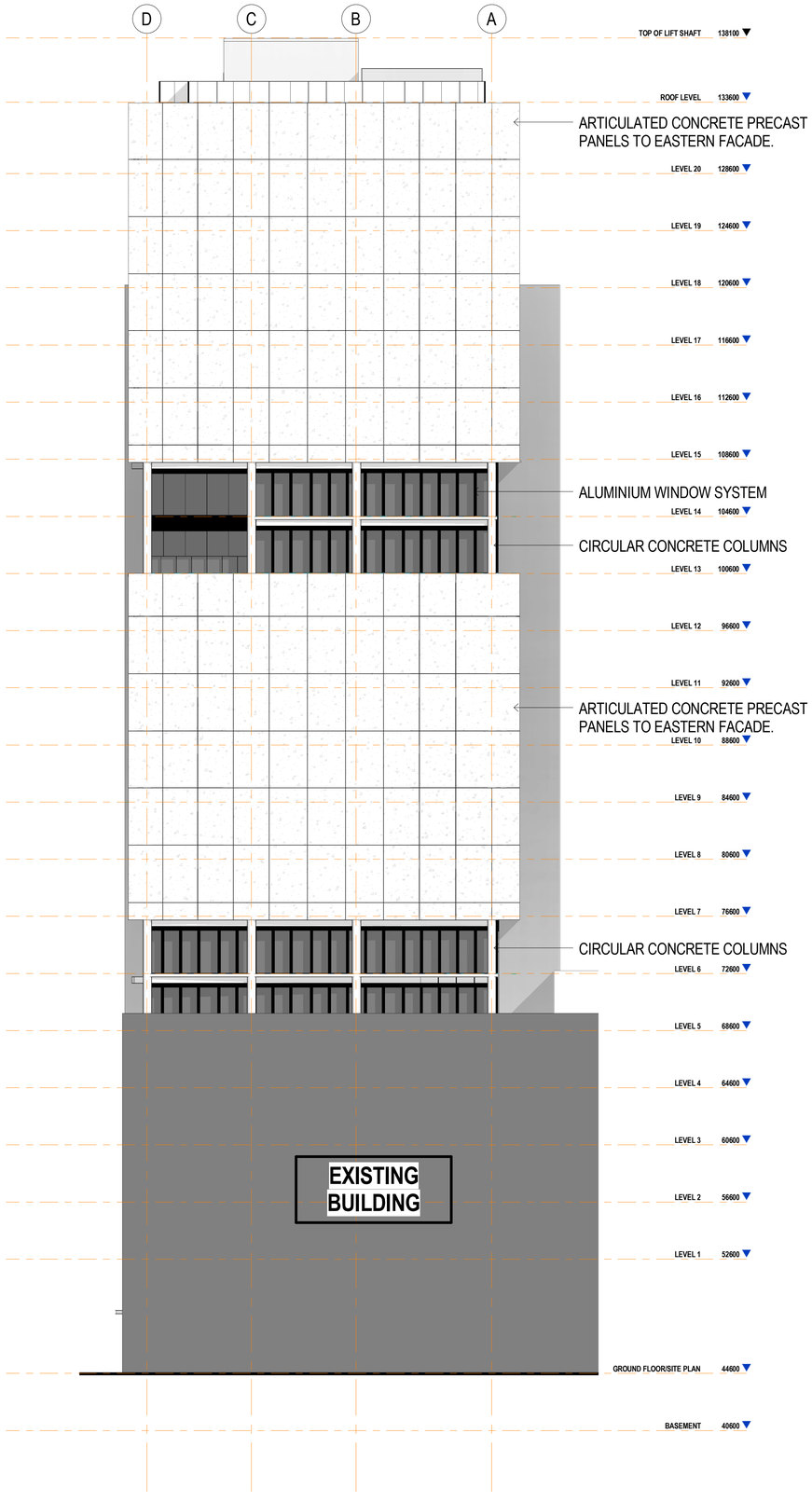
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

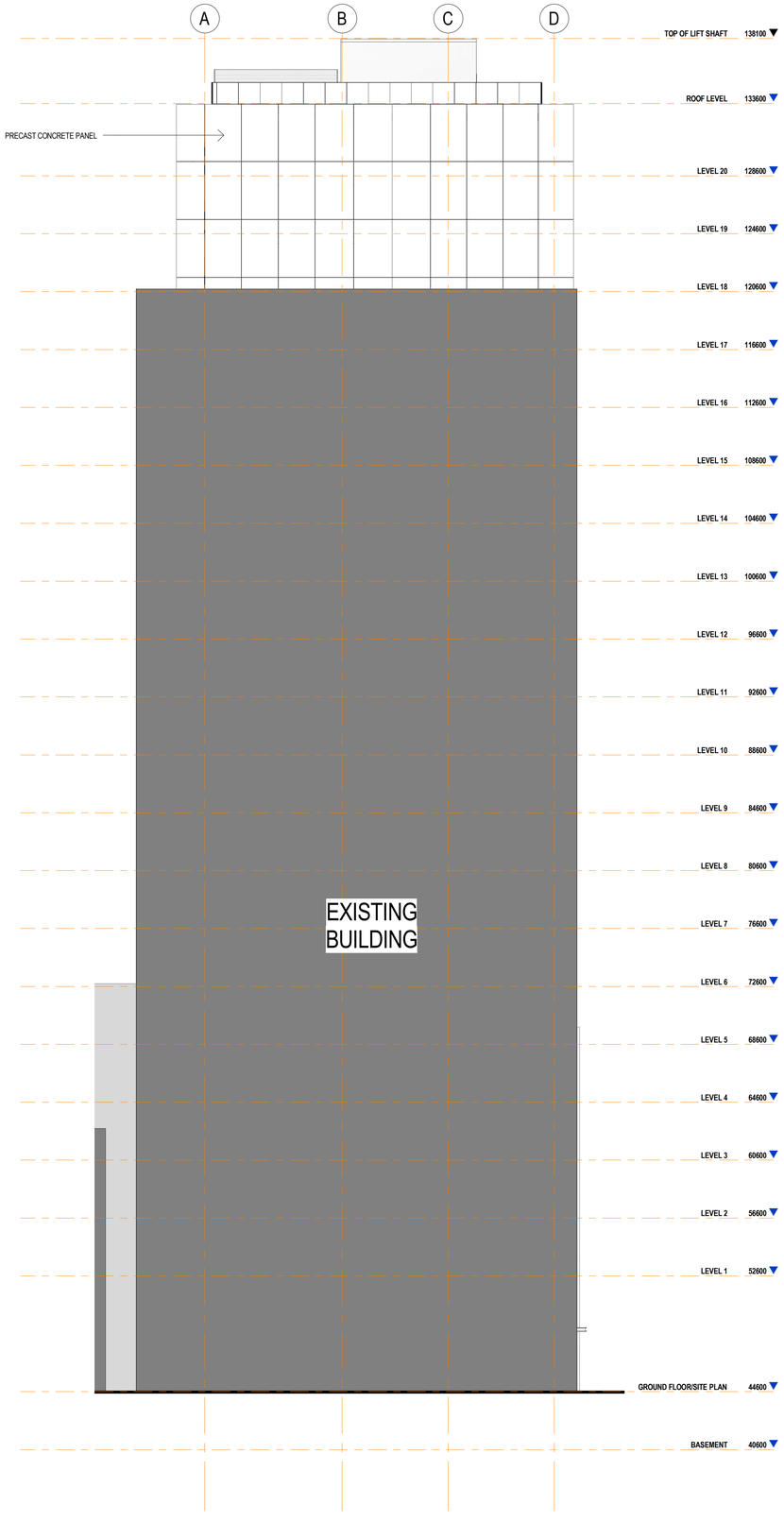
SITE ELEVATIONS

Scale 1 : 500
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 19** Rev: **A2** A1 SHEET



EAST ELEVATION

1 : 200



WEST ELEVATION

1 : 200

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:37:02 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROLA FALCONER
28 Chesser Street, Adelaide, South Australia 5000
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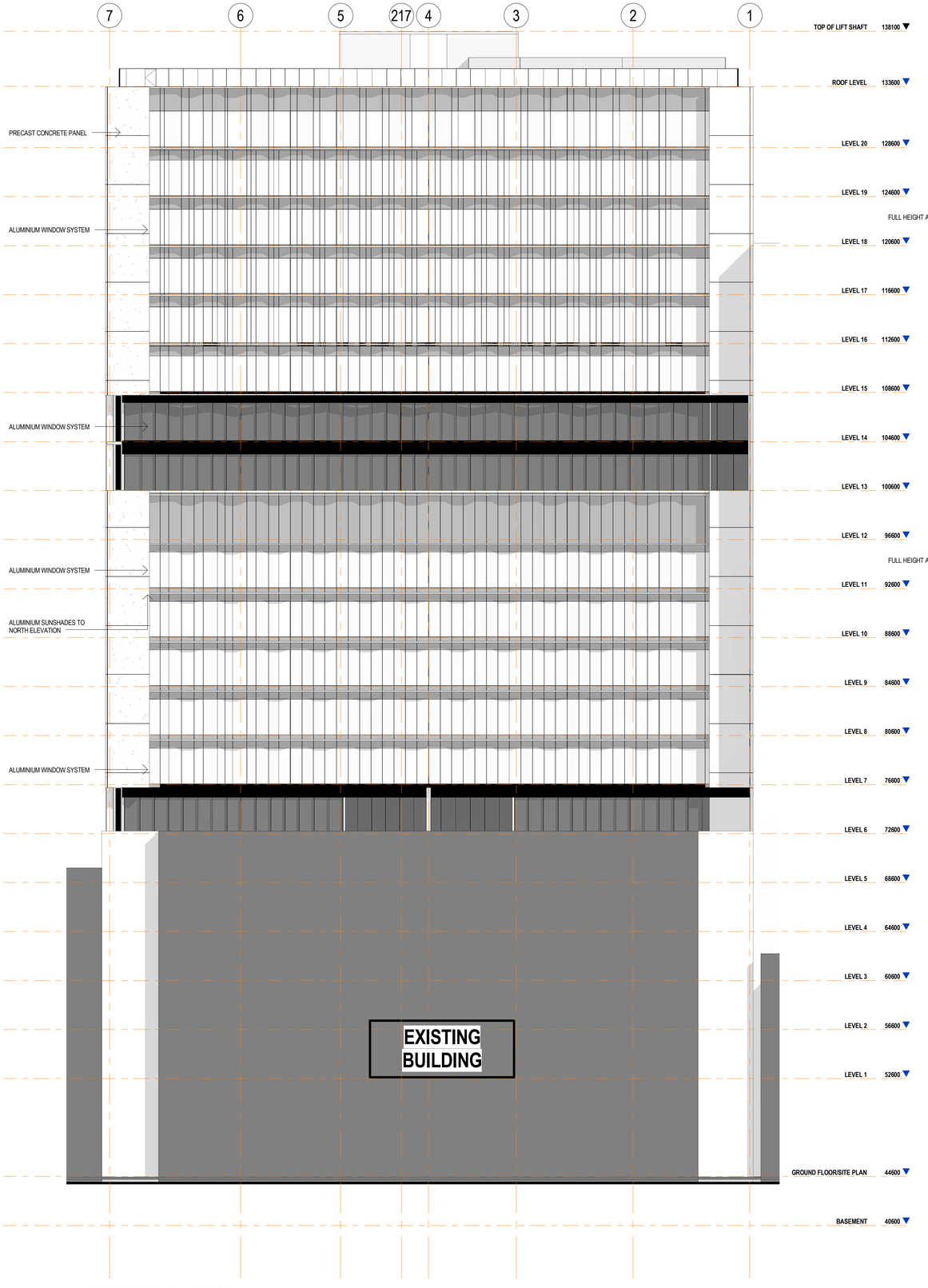
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

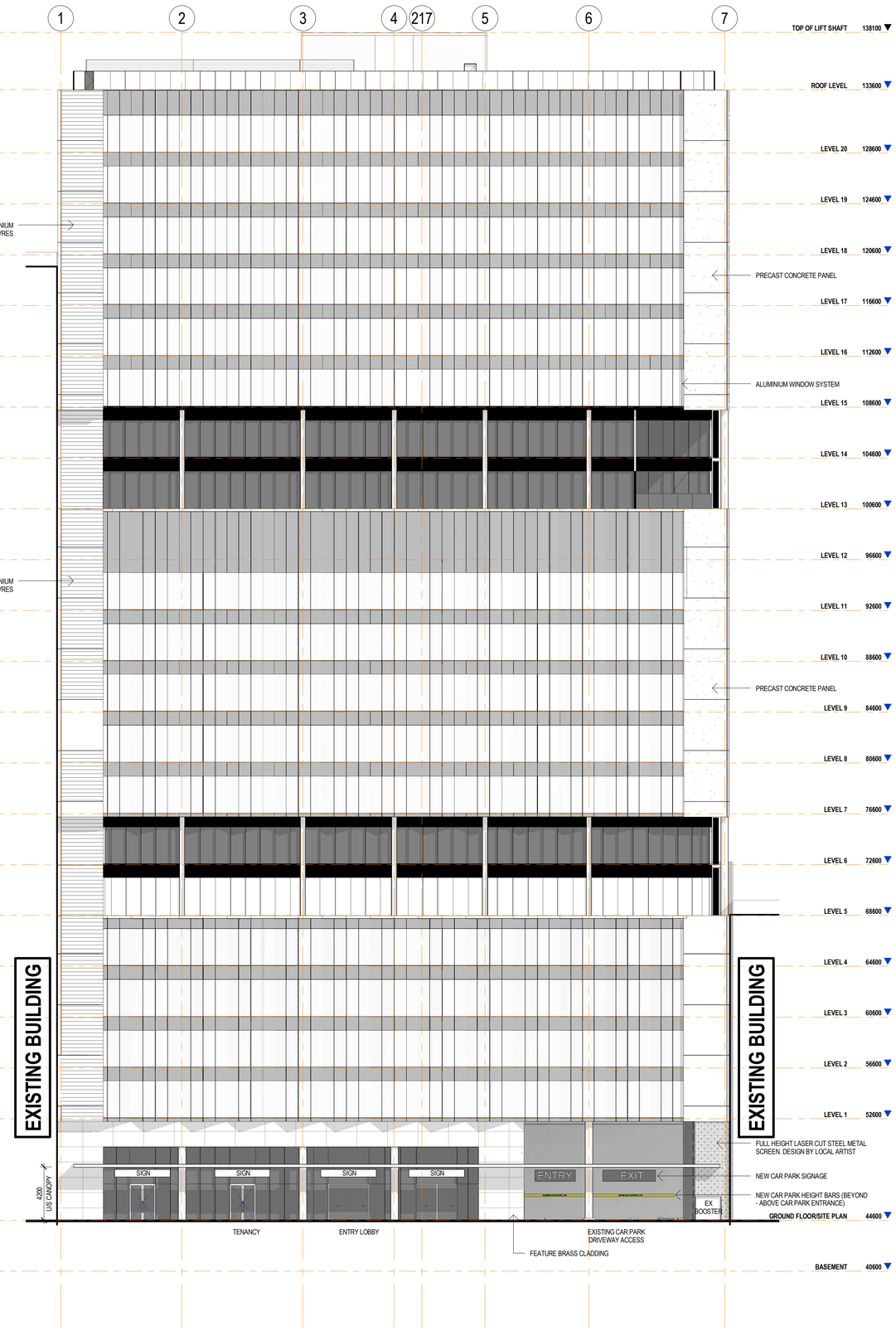
ELEVATIONS

Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 20** Rev: **A2** A1 SHEET



NORTH ELEVATION

1 : 200



SOUTH ELEVATION

1 : 200

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

2/08/2018 6:04:13 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18
A3	AMENDED DA DRAWINGS	02/08/18

BROLA FALCONER
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

ELEVATIONS

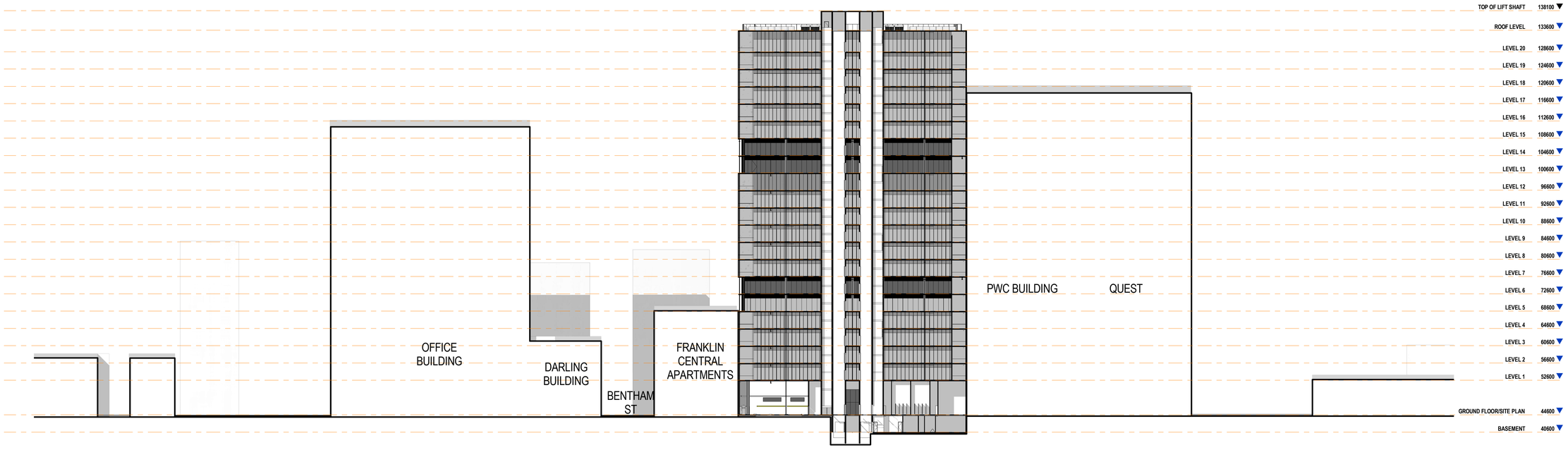
Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. DA 21 Rev: A3 A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

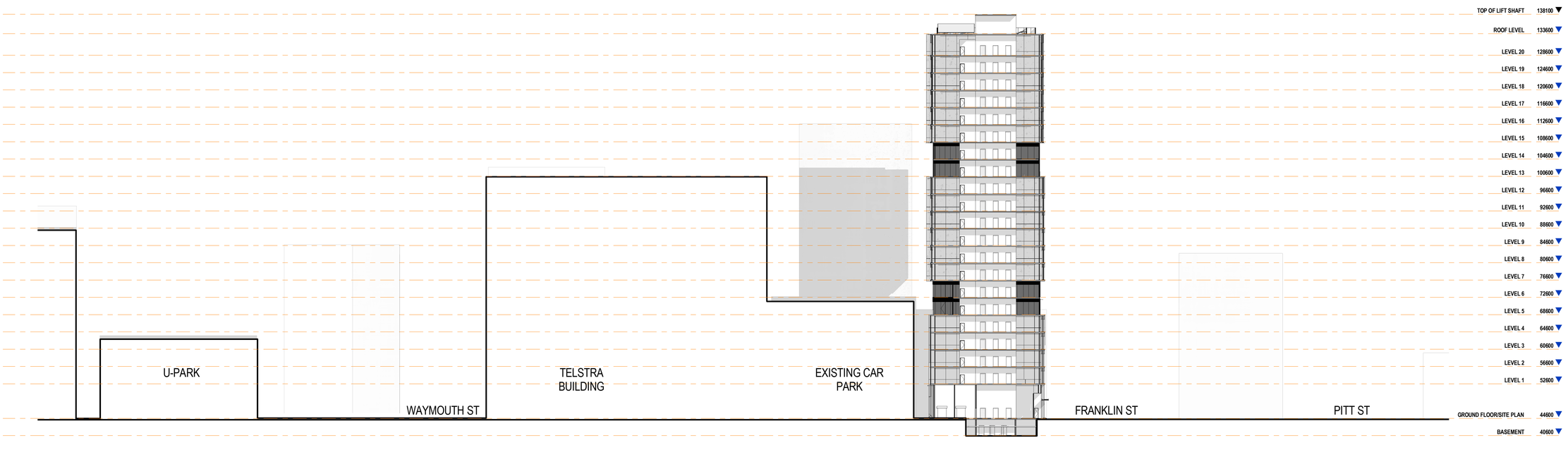
12/07/2018 3:39:08 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18



SITE SECTION 1

1 : 500



SITE SECTION 2

1 : 500

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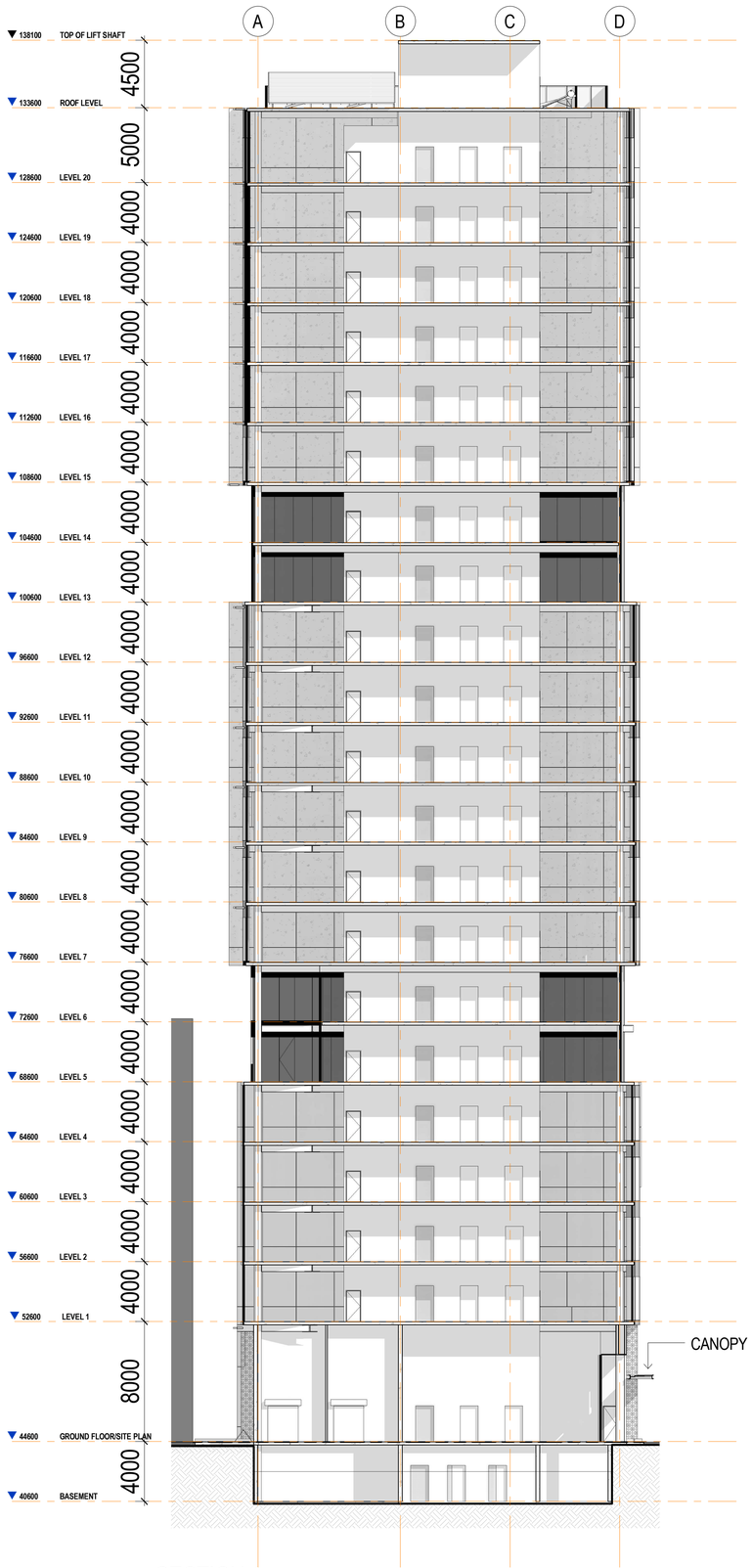
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

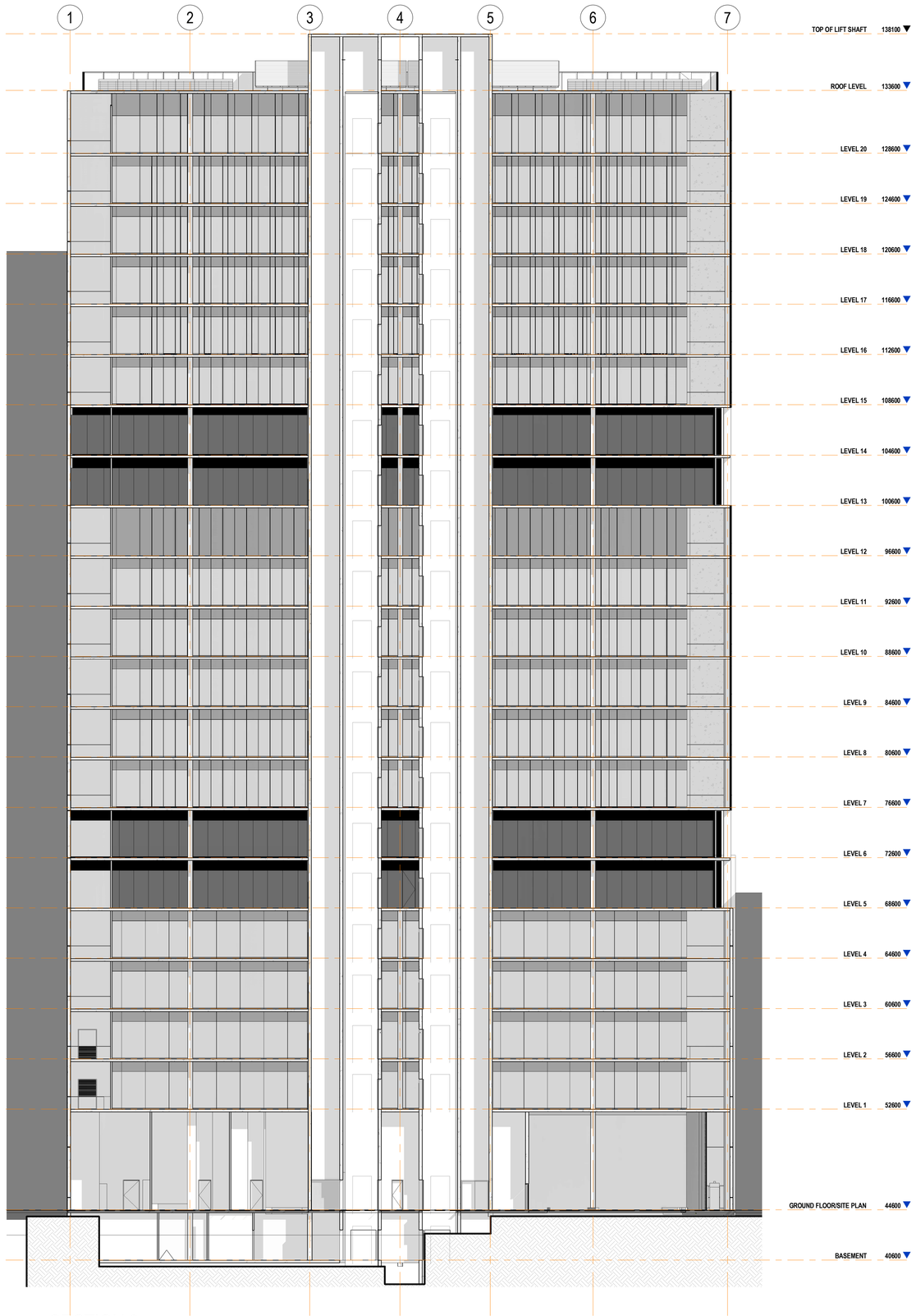
SITE SECTIONS

Scale 1 : 500
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 22** Rev: **A2** A1 SHEET



SECTION 1

1 : 200



SECTION 2

1 : 200

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:39:54 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROLA FALCONER

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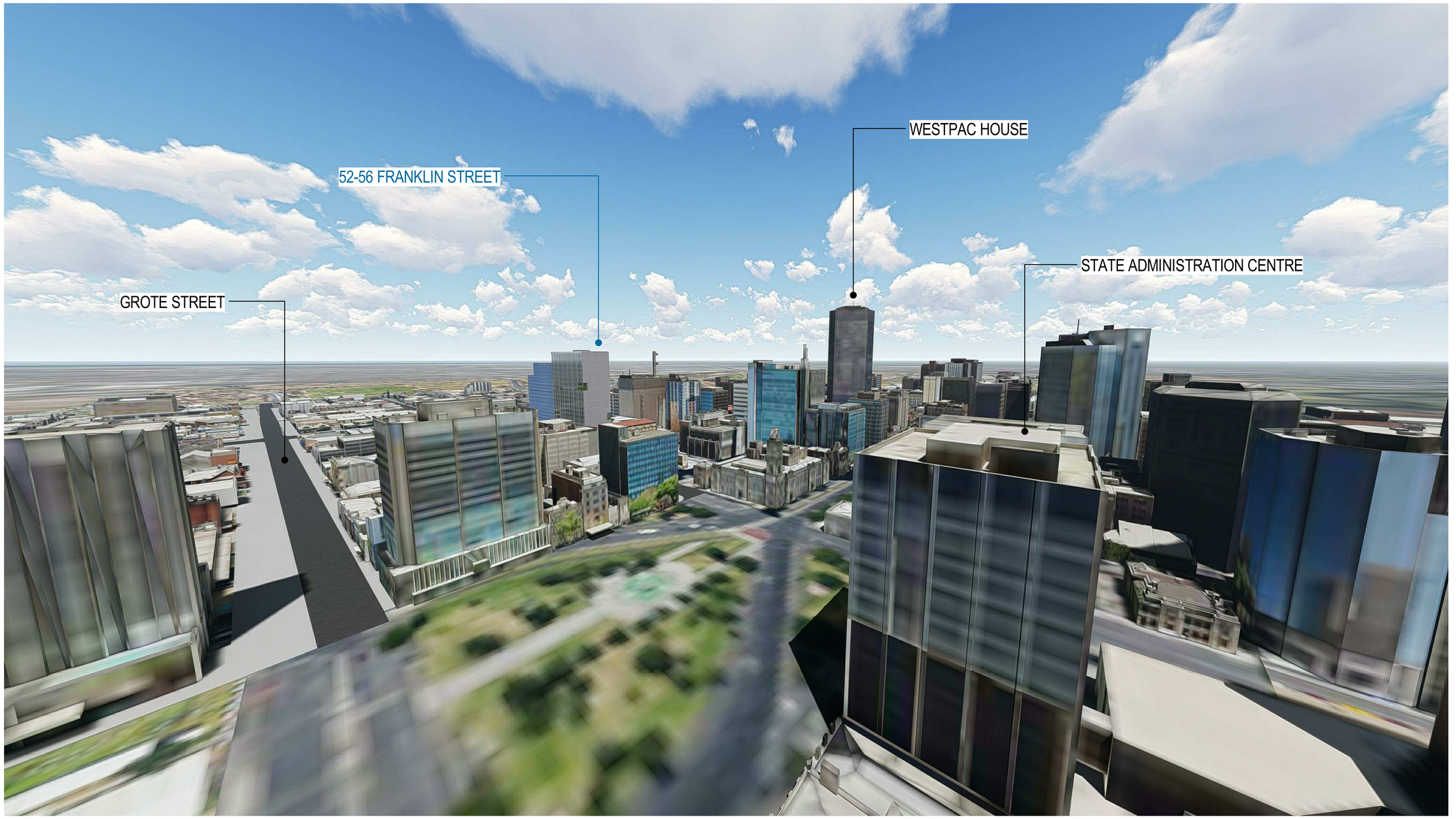
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

SECTIONS

Scale 1 : 200
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 23** Rev: **A2** A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:39:59 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

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ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

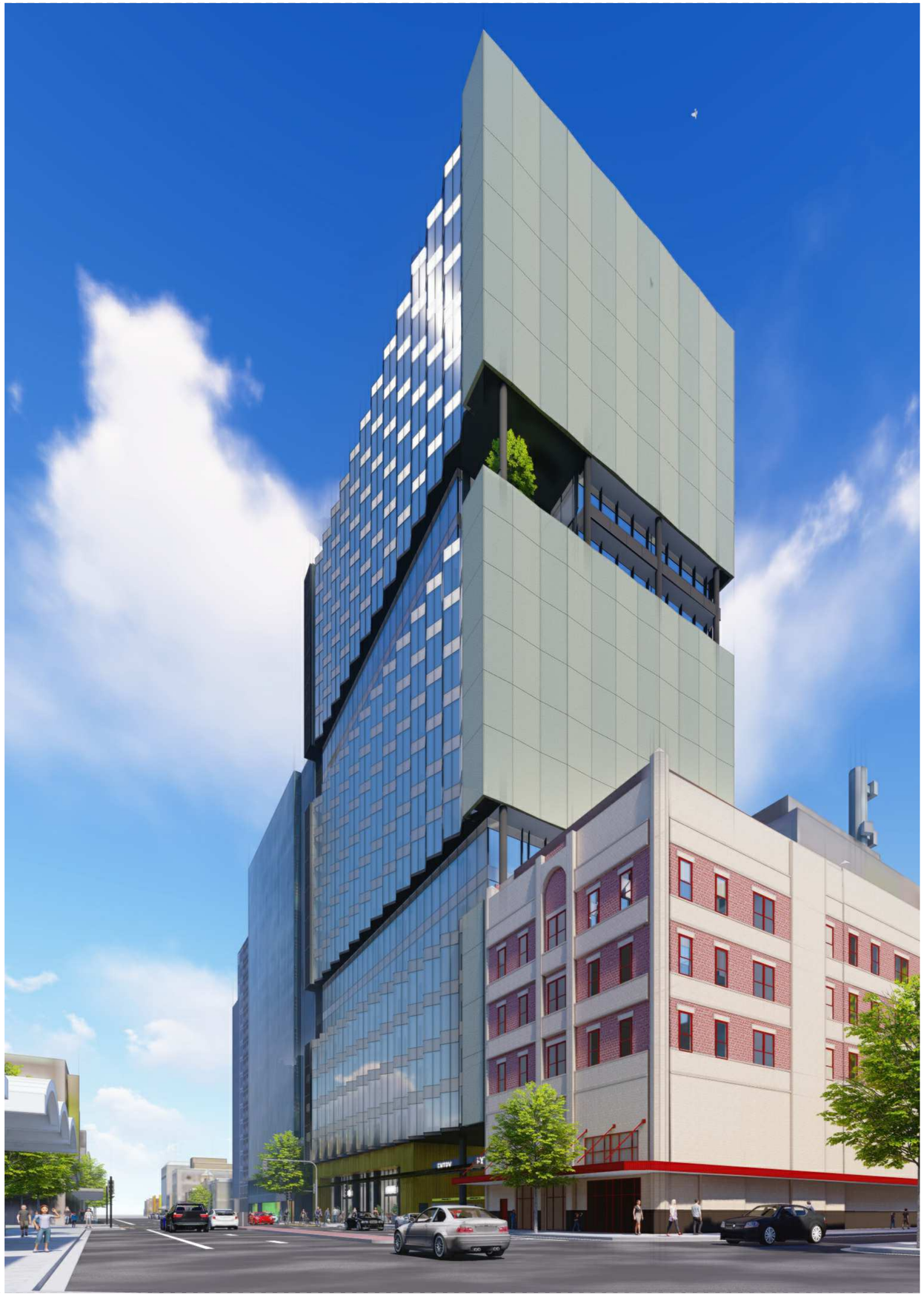
Scale

Drawn BF

Date NOVEMBER 2017

Job No. 2017056

Dwg No. **DA 24** Rev: **A2** A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:02 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 25** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:04 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

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ABN 65 007 846 586 brownfalconer.com.au

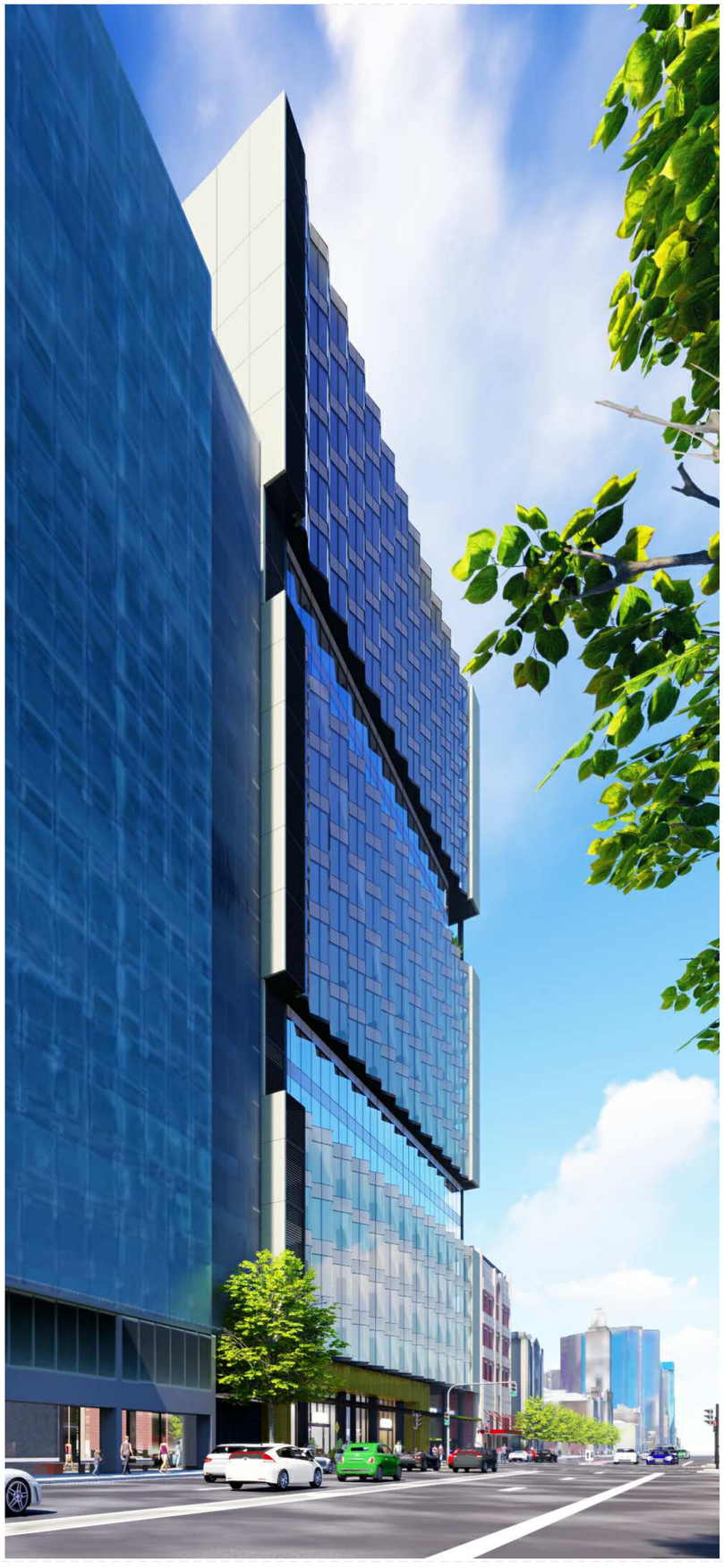
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 26** Rev: **A2** A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:07 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROWN FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 27** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:10 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROWN FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 28** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:13 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROWN FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **29** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:16 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROWN FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **30** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:19 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROOK FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5600 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 31** Rev: **A2** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

12/07/2018 3:40:22 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18
A2	AMENDED DA DRAWINGS	12/07/18

BROWN FALCONER

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BF
Date NOVEMBER 2017
Job No. 2017056

Dwg No. 32 Rev: A2 A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
18/07/2018 5:07:44 PM

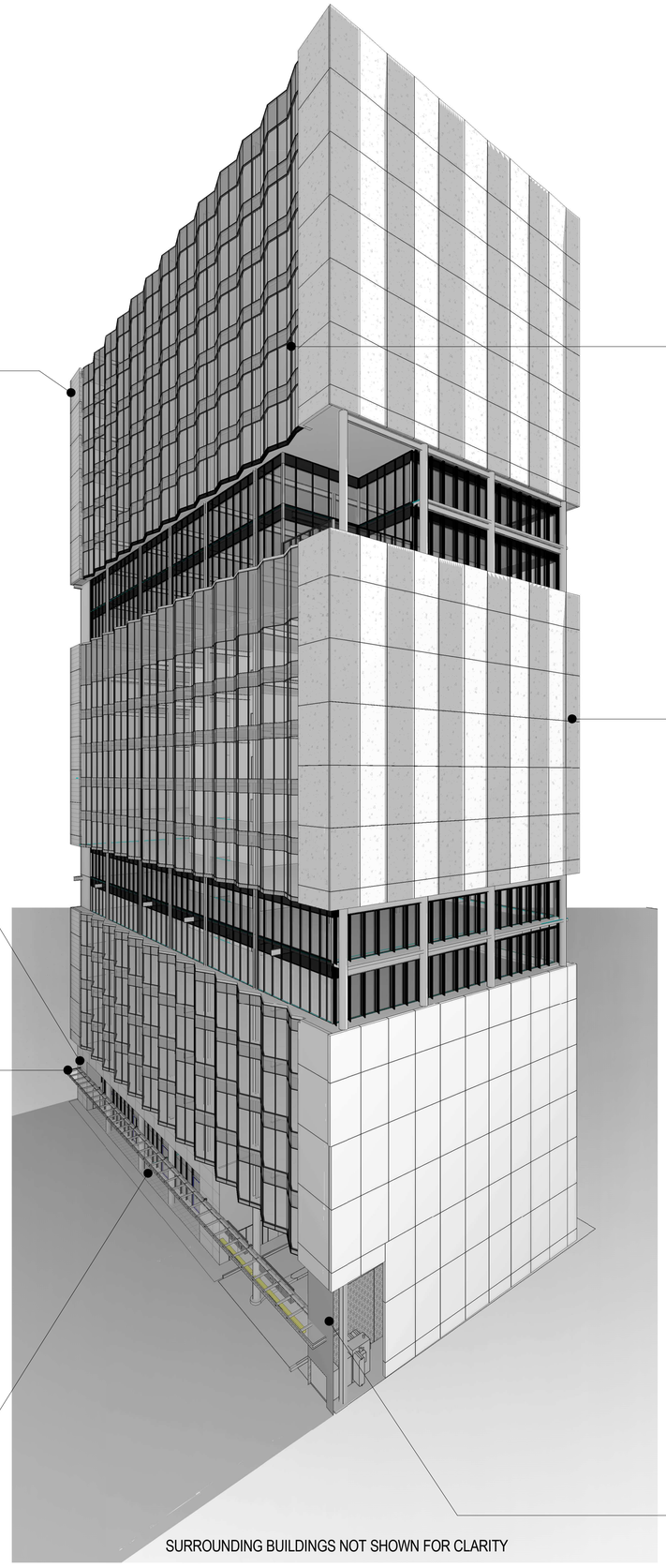
Rev.	Amendment	Date
A1	AMENDED DA DRAWINGS	12/07/18

PLANT LOUVRES
POWDERCOAT BLACK PLANT LOUVRES TO BOTH
ENDS OF PLANT SPACE (NORTH & SOUTH FACADE)

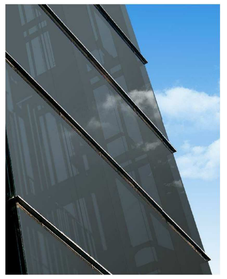
FEATURE CLADDING
CUSTOM BRASS METAL CLADDING
TO SHOP FRONT

ENTRY CANOPY
CUSTOM STEEL GLAZED ENTRY CANOPY

SHOPFRONT GLAZING
SEMI-FRAMELESS SHOP FRONT GLAZING

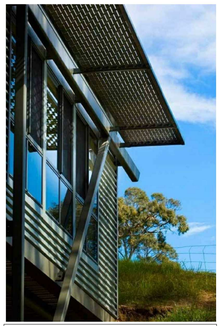


SURROUNDING BUILDINGS NOT SHOWN FOR CLARITY

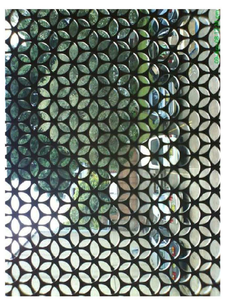


GLAZING
FULL HEIGHT GLAZING (FLOOR TO FLOOR)
DARK GREY GLAZING SET IN MONUMENT ALUMINIUM GLAZING SUITE.
GREY COLOURBACK GLAZING TO U/S OF FLOOR ABOVE

CONCRETE
PRECAST BRIGHTON LITE FACETED CONCRETE PANELS
TO PROVIDE ARTICULATION TO FACADE (EAST).



SUNSHADING (NORTH FACE)
CUSTOM STEEL SUNSHADING DEVICE TO NORTH
FACADE - POWDERCOATED BLACK



SCREEN
FULL HEIGHT LASER CUT STEEL METAL SCREEN.
DESIGN BY LOCAL ARTIST

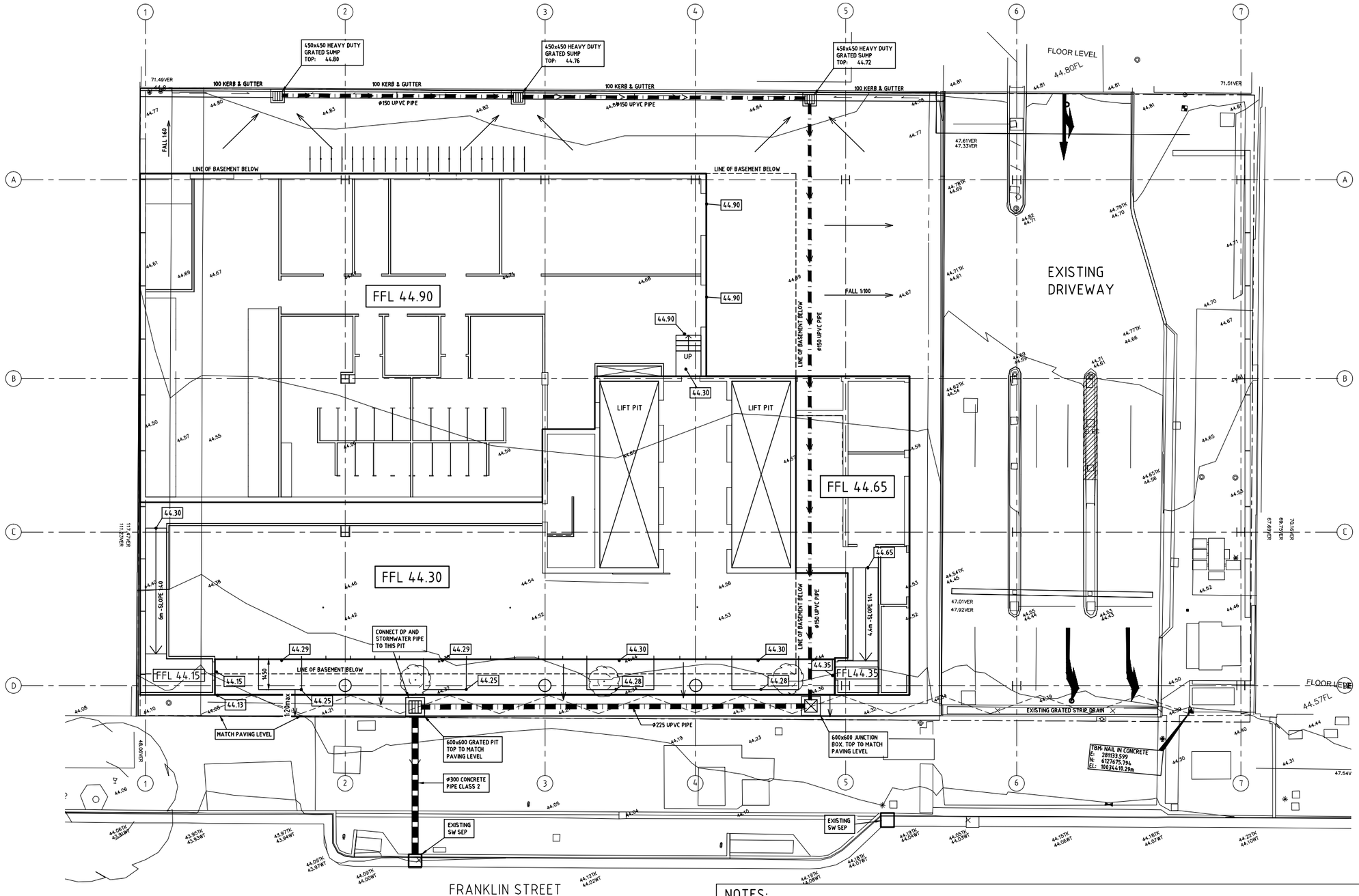
BROWN FALCONER
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

MATERIALS

Scale
Drawn BF
Date JULY 2018
Job No. 2017056
Dwg No. **DA 33** Rev: **A1** A1 SHEET



GROUND FLOOR SITE PLAN

SCALE 1:100

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL ASSOCIATED DRAWINGS/SPECIFICATIONS AND ANY DISCREPANCIES TO BE DIRECTED TO THE DESIGNER FOR CLARIFICATION.
2. ALL WORK EXTERNAL TO SITE BOUNDARY TO BE CARRIED OUT TO COUNCIL REQUIREMENTS.
3. USE FLEXIBLE CONNECTION FOR STORMWATER PIPES.
4. THIS IS NOT A CADASTRAL PLAN AND SHOULD NOT BE USED IN DETERMINING PRECISE DIMENSIONS WITH RESPECT TO BOUNDARIES.
5. ALL U.P.V.C. PIPES LESS THAN 200mm BELOW THE SURFACE ON THE DRIVEWAY TO BE ENCASED IN 100mm CONCRETE.
6. PIPES LESS THAN 300mm IN DEPTH (FROM TOP OF PIPE) MUST HAVE CONCRETE COVER.
7. BUILDERS/ CONTRACTORS TO CHECK FOR ANY UNDERGROUND SERVICES PRIOR TO CONSTRUCTION.
8. STORMWATER TANK TO BE PLUMBED TO LAUNDRY \ WC - REFER TO ARCHITECTURAL DRAWINGS, OWNER, BUILDER, DEVELOPER FOR DETAILS.
9. IT IS THE RESPONSIBILITY OF THE OWNER/BUILDER TO ENSURE THAT FINISHED LEVELS AS PROPOSED BY ENGINEER BE ADEQUATE AS TO GET DESIRED FALL TO SEWERAGE INVERT. OWNER/BUILDER/PLUMBING CONSULTANT/PLUMBER MUST CHECK EXISTING SEWERAGE CONNECTION POINT INVERT TO ENSURE THAT PROPOSED FINISHED LEVELS ARE ADEQUATE PRIOR TO COMMENCEMENT OF ANY WORK.

LEGEND:

PROVIDE PERIMETER CONCRETE KERBING AS REQUIRED.

- FFL 44.65 — FINISHED FLOOR LEVEL
- 100.35 — DESIGN LEVEL
- STORMWATER ALIGNMENT ø100 UPVC PIPE.
- STORMWATER ALIGNMENT ø150 UPVC PIPE.
- STORMWATER ALIGNMENT ø225 UPVC PIPE.
- ø300 CONCRETE PIPE CLASS 2
- 100 KER & GUTTER (TYP.) 1:200 FALL MIN
- 100 — DESIGN CONTOUR
- INSPECTION OPENING
- SUMP
- 99.00 — EXISTING LEVEL
- DP — DOWNPIPE
- JUNCTION BOX
- STORMWATER SEP

NOTES

1. ENGINEER'S DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND GENERAL CONDITIONS OF THE CONTRACT, THE ASSOCIATED ARCHITECTURAL DRAWINGS, THE ENGINEER'S SOIL AND FOOTING CONSTRUCTION REPORT AND ANY OTHER DRAWINGS RELATING TO THIS PROJECT.
2. ALL DIMENSIONS, LEVELS AND SETTING OUT SHALL BE VERIFIED WITH THE ARCHITECTURAL DRAWINGS AND CHECKED ON SITE PRIOR TO COMMENCING FABRICATION AND/ OR CONSTRUCTION.
3. THE ENGINEER'S DRAWINGS MUST NOT BE SCALED.
4. ALL DIMENSIONS IN mm UNLESS OTHERWISE SPECIFIED.
5. ADDITIONS AND SUBSTITUTIONS SHALL ONLY BE MADE WITH THE ENGINEER'S PRIOR KNOWLEDGE AND APPROVAL.
6. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL TO ENSURE THAT THEY ARE USING THE CURRENT VERSION OF THIS DRAWING. STRUCTURAL SYSTEMS PTY LTD ACCEPTS NO LIABILITY FOR ISSUES ARISING FROM THE USE OF SUPERSEDED DRAWINGS.

PLANNING APPROVAL

ISSUE NO.	DESCRIPTIONS	DATE	BY
PA.0	ISSUED FOR PLANNING APPROVAL ARCH DRAWING RECEIVED: 14/02/18	16/02/18	KS

PROJECT
20-STOREY COMMERCIAL BUILDING + BASEMENT

ADDRESS
52-56 FRANKLIN STREET, ADELAIDE

DRAWING TITLE
SITE PLAN (GROUND FLOOR)

CLIENT
FRANKLIN INVEST P/L

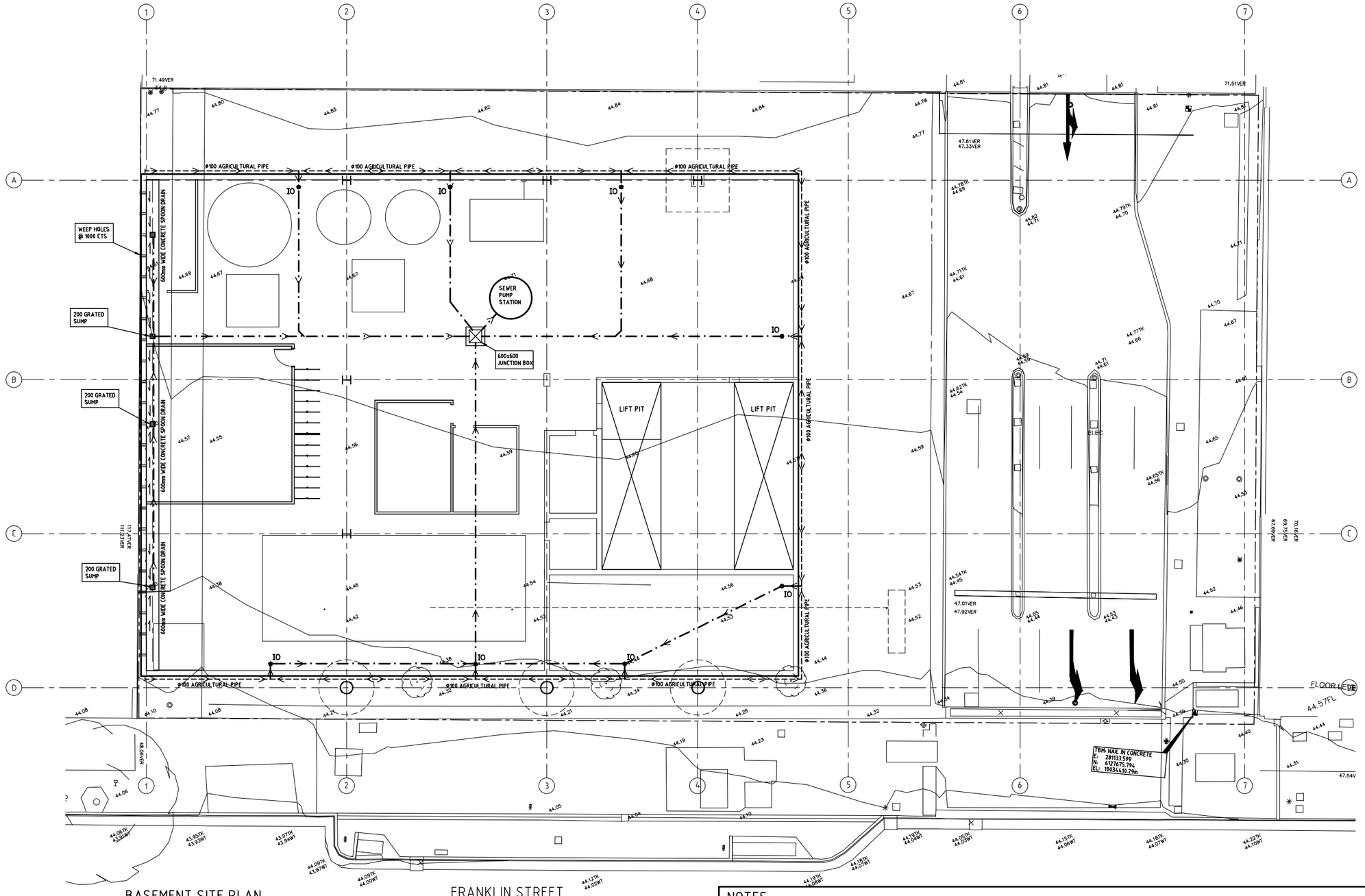
STRUCTURAL SYSTEMS consulting engineers

108 Wright Street, Adelaide SA 5000 Tel: (08) 8231 6000
Fax: (08) 8231 3444 Email: civil@structuralsystemssa.com.au ABN 21 368 115 939

DRAWN	KS	DESIGNED	NN
CHECKED		DATE REVISED	--
SCALE 1:100 UNO	PAPER SIZE A1	DATE ISSUED	16/02/2018
ALL DIMENSIONS IN mm -- DO NOT SCALE		PLOT SCALE	1:100

JOB No.	DRAWING No.	STAGE	ISSUE
DT 171101	ST01	PA	0

STAGE ABBREVIATION: P-PRELIMINARY; DS-ENGINEERING DESIGN STAGE; PA-FOR PLANNING APPROVAL; T-TENDER; BA-BUILDING APPROVAL; C-FOR CONSTRUCTION



BASEMENT SITE PLAN
SCALE 1:100

FRANKLIN STREET

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL ASSOCIATED DRAWINGS/SPECIFICATIONS AND ANY DISCREPANCIES TO BE DIRECTED TO THE DESIGNER FOR CLARIFICATION.
2. ALL WORK EXTERNAL TO SITE BOUNDARY TO BE CARRIED OUT TO COUNCIL REQUIREMENTS.
3. USE FLEXIBLE CONNECTION FOR STORMWATER PIPES.
4. THIS IS NOT A CADASTRAL PLAN AND SHOULD NOT BE USED IN DETERMINING PRECISE DIMENSIONS WITH RESPECT TO BOUNDARIES.
5. ALL U.P.V.C. PIPES LESS THAN 200mm BELOW THE SURFACE ON THE DRIVEWAY TO BE ENCASED IN 100mm CONCRETE.
6. PIPES LESS THAN 300mm IN DEPTH (FROM TOP OF PIPE) MUST HAVE CONCRETE COVER.
7. BUILDERS/ CONTRACTORS TO CHECK FOR ANY UNDERGROUND SERVICES PRIOR TO CONSTRUCTION.
8. STORMWATER TANK TO BE PLUMBED TO LAUNDRY \ WC - REFER TO ARCHITECTURAL DRAWINGS, OWNER, BUILDER, DEVELOPER FOR DETAILS.
9. IT IS THE RESPONSIBILITY OF THE OWNER/BUILDER TO ENSURE THAT FINISHED LEVELS AS PROPOSED BY ENGINEER BE ADEQUATE AS TO GET DESIRED FALL TO SEWERAGE INVERT. OWNER/BUILDER/PLUMBING CONSULTANT/PLUMBER MUST CHECK EXISTING SEWERAGE CONNECTION POINT INVERT TO ENSURE THAT PROPOSED FINISHED LEVELS ARE ADEQUATE PRIOR TO COMMENCEMENT OF ANY WORK.

PROVIDE PERIMETER CONCRETE KERBING AS REQUIRED.

LEGEND:

- STORMWATER ALIGNMENT Φ100 UPVC PIPE. MINIMUM 1:100 FALL.
- Φ100 AGRICULTURAL PIPE, IMINIMUM 1:100 FALL TOWARD OUTLETS
- 600mm CONCRETE SPOON DRAIN, 1:200 FALL MIN.
- 100 DESIGN CONTOUR
- WEEP HOLE
- IO INSPECTION OPENING
- SUMP
- 99.00 EXISTING LEVEL
- DP DOWNPIPE
- JUNCTION BOX

NOTES

1. ENGINEER'S DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND GENERAL CONDITIONS OF THE CONTRACT, THE ASSOCIATED ARCHITECTURAL DRAWINGS, THE ENGINEER'S SOIL AND FOOTING CONSTRUCTION REPORT AND ANY OTHER DRAWINGS RELATING TO THIS PROJECT.
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PLANNING APPROVAL

ISSUE NO.	DESCRIPTIONS	DATE	BY
PA.0	ISSUED FOR PLANNING APPROVAL ARCH DRAWING RECEIVED: 14/02/18	16/02/18	KS

PROJECT
20-STOREY COMMERCIAL BUILDING + BASEMENT

ADDRESS
52-56 FRANKLIN STREET, ADELAIDE

DRAWING TITLE
SITE PLAN (BASEMENT)

CLIENT
FRANKLIN INVEST P/L

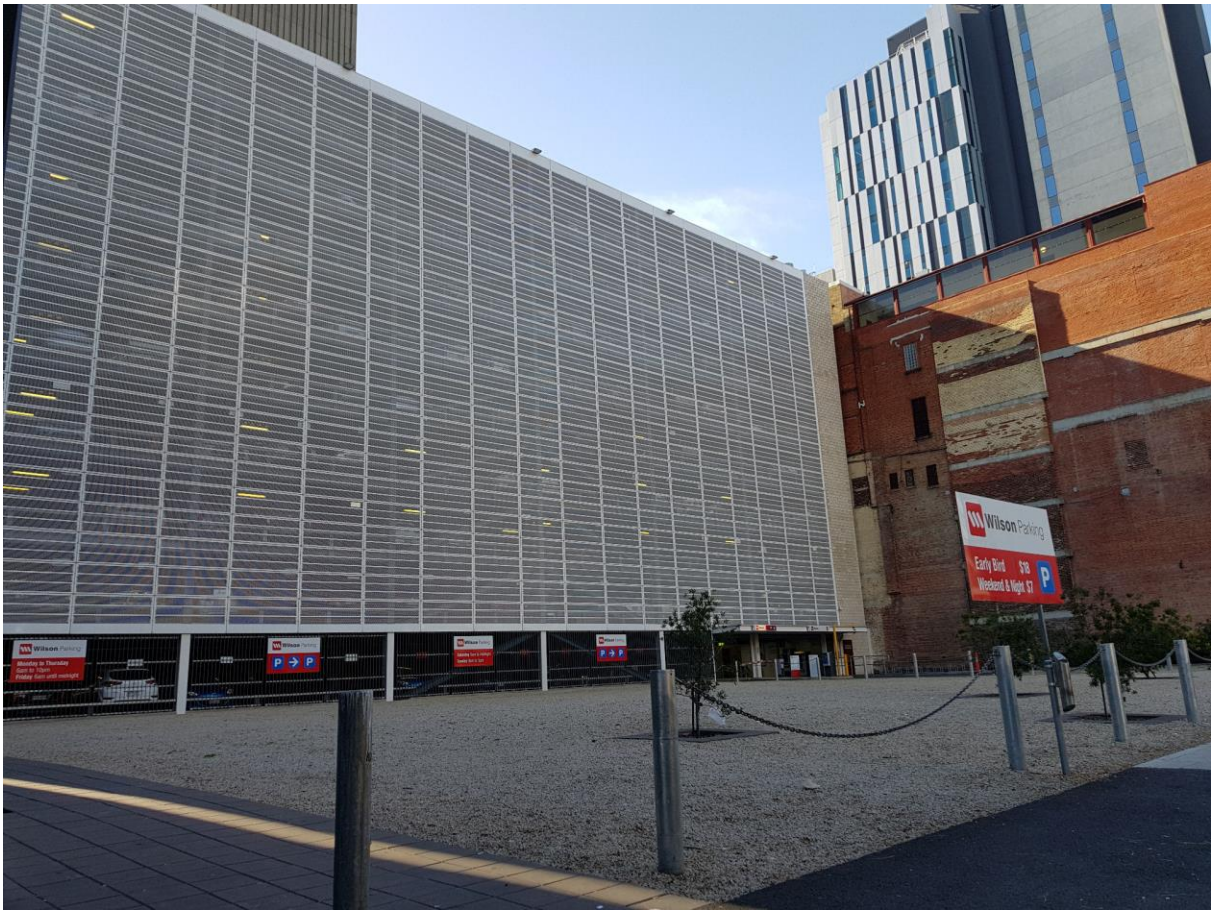
STRUCTURAL SYSTEMS
consulting engineers

108 Wright Street, Adelaide SA 5000 Tel: (08) 8231 6000
Fax: (08) 8231 3444 Email: civil@structuralsystemssa.com.au ABN 21 366 115 939

DRAWN KS		DESIGNED NN	
CHECKED		DATE REVISED --	
SCALE 1:100 UNO	PAPER SIZE A1	DATE ISSUED 16/02/2018	
ALL DIMENSIONS IN mm – DO NOT SCALE		PLOT SCALE 1:100	
JOB No. DT 171101		DRAWING No. ST02	STAGE PA / ISSUE 0

STAGE ABBREVIATION: P=PRELIMINARY; DS=ENGINEERING DESIGN STAGE; PA=FOR PLANNING APPROVAL; T=TENDER; BA=BUILDING APPROVAL; C=FOR CONSTRUCTION

Subject Land – view from south



Subject Land – view from south west

Subject Land – view from south

Subject Land – view from south east

Franklin Street – view to west

Franklin Street – view to east

'U City' development under construction at 43 Franklin Street

Car park facility 53-69 Franklin Street

Franklin Street – view to subject land from south east

Heritage Places and Bentham Street – view to north

View of Franklin Central Apartment building (east façade) on Bentham Street

Franklin Street – view to east

Franklin Street – view to east

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Agenda Item 2.2.1
9 August 2018

View south from subject land along Pitt Street

View to north to subject land from Pitt Street

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: Adelaide City Council

APPLICANT: Brown Falconer

Postal Address: 28 Chesser Street, Adelaide SA 5000

Owner: Kyren Group

Postal Address: PO Box 6124 Halifax Street, Adelaide SA 5000

BUILDER: TBA

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Mario Dreosti

Telephone: 8203 5800 [work] _____ [Ah]

Fax: 8223 2440 [work] _____ [Ah]

EXISTING USE: Vacant Land

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

☐ Complying	Application forwarded to DA
☐ Non Complying	Commission/Council on
☐ Notification Cat 2	/ /
☐ Notification Cat 3	Decision: _____
☐ Referrals/Concurrences	Type: _____
☐ DA Commission	Date: / /

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

DESCRIPTION OF PROPOSED DEVELOPMENT: Multi-storey office building.

LOCATION OF PROPOSED DEVELOPMENT: 52-56 Franklin Street

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

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

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

LAND DIVISION:

Site Area [m^2] _____ Reserve Area [m^2] _____ No of existing allotments _____

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

BUILDING RULES CLASSIFICATION SOUGHT: 5 & 6 Present classification: n/a

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

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

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

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

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

DEVELOPMENT COST [do not include any fit-out costs]: $ 60M

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

SIGNATURE: _____ Dated: 23 / 02 / 2018

Mario Dreosti, Director - Brown Falconer

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

To: Adelaide City Council

From: Brown Falconer

Date of Application: 23 / 02 / 2018

Location of Proposed Development: 52-56 Franklin Street……

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

Section No (full/part): ……Hundred: ……..

Volume: …… Folio: …….

Nature of Proposed Development:

Multi-storey office building

I Mario Dreosti, Director - Brown Falconer **……..being ~~the applicant/~~ a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*. I make this declaration under clause 2A(1) of Schedule 5 of the *Development Regulations 1993*.**

Date: 23 / 02 / 2018

Signed: ……..

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

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

Note 2
The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

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

Note 3
Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4
The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

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

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

Note 5
Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6
In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

C27647

SHEET 2 OF 4

35465_text_01_v08_Version_8

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
			LIMITATIONS				
NEW	1	LONG	RIGHT(S) OF WAY WITH LIMITATIONS	L	FOR VEHICLE ACCESS	2	
NEW	1	SERVICE	EASEMENT(S) WITH LIMITATIONS	M(T/F)	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	223LG RPA
NEW	1	LONG	EASEMENT(S) WITH LIMITATIONS	N	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	

ANNOTATIONS: PORTION OF LOT(S) 1 MARKED X EXIST ABOVE A LEVEL OF 49.30 METRES AHD.
COMMON PROPERTY EXISTS BELOW A LEVEL OF 49.30 METRES AHD.
THE COMMON PROPERTY IS DESIGNATED (C1) FOR LAND INFORMATION PURPOSES ONLY AND DOES NOT PROVIDE A LEGAL IDENTIFIER FOR THE COMMON PROPERTY.

PURPOSE: PRIMARY COMMUNITY

AREA NAME: ADELAIDE

MAP REF: 6628/41/M

COUNCIL: THE CORPORATION OF THE CITY OF ADELAIDE

LAST PLAN: F55159

DEVELOPMENT NO: 020/C025/11/001/35324

RE-APPROVED:
STEVE ANDREWS
06/06/2013

DEPOSITED:
MARK MCNEIL
06/06/2013

C27647

SHEET 1 OF 4

35465_text_01_v08_Version_8

AGENT DETAILS: ALEXANDER & SYMONDS PTY LTD
1ST FLOOR 11 KING WILLIAM ST
KENT TOWN SA 5067
PH: 81301666
FAX: 83620099

AGENT CODE: ALSY

REFERENCE: A115009COMM1(C)

SURVEYORS CERTIFICATION: I BEAU THORLEY , a licensed surveyor under the Survey Act 1992, certify that (a) I am uncertain about the location of that part of the service infrastructure shown between the points marked > and < on the plan; and (b) This community plan has been correctly prepared in accordance with the Community Titles Act 1996
6th day of June 2013 Beau Thorley Licensed Surveyor

SUBJECT TITLE DETAILS:

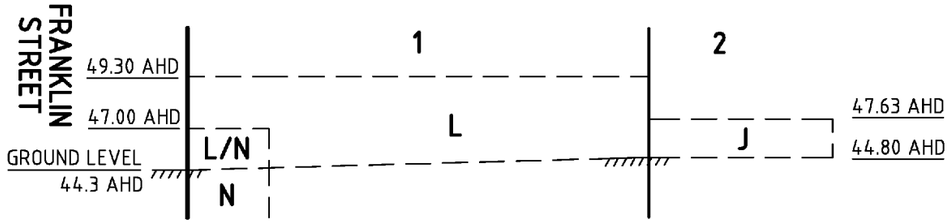
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CT	6093	333		ALLOTMENT(S)	38	D	70879	ADELAIDE		

OTHER TITLES AFFECTED: CT 6093/332

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
EXTINGUISH	38 IN D70879	LONG	EASEMENT(S)	E IN F55654			TG 11727491
EXTINGUISH	38 IN D70879	LONG	EASEMENT(S)	F IN F55654			TG 11727491
EXISTING		LONG	EASEMENT(S)	B IN D47409		1. 2. COMMON PROPERTY	TG 8351251
EXISTING		LONG	EASEMENT(S)	G IN D49625		1. 2. COMMON PROPERTY	RTC 8450618
EXISTING		LONG	EASEMENT(S)	A IN F214450		1. 2. COMMON PROPERTY	VM 8504658
EXISTING		LONG	EASEMENT(S)	B IN F214450		1. 2. COMMON PROPERTY	VM 8506680
EXISTING		LONG	EASEMENT(S)	D IN F214450		1. 2. COMMON PROPERTY	VM 8517170
NEW	2	LONG	RIGHT(S) OF WAY WITH LIMITATIONS	J	FOR VEHICLE ACCESS	1	
NEW	1	LONG	RIGHT(S) OF WAY WITH	K	FOR PEDESTRIAN ACCESS	2	

EASEMENT LIMITATIONS SCHEDULE	
IDENTIFIER	HEIGHT LIMITATION
J	UPPER LIMIT 47.63 METRES AHD LOWER LIMIT 44.80 METRES AHD
K	UPPER LIMIT 49.30 METRES AHD
L	FOR UPPER AND LOWER LIMITS SEE CROSS SECTIONS A1-A2 & B1-B2
M(T/F)	UPPER LIMIT 47.00 METRES AHD
N	UPPER LIMIT 47.00 METRES AHD



CROSS SECTION A1-A2
NOT TO SCALE

0 4 8 12 16 20
SCALE METRES

LOT	TOTAL AREA
1	1591m²

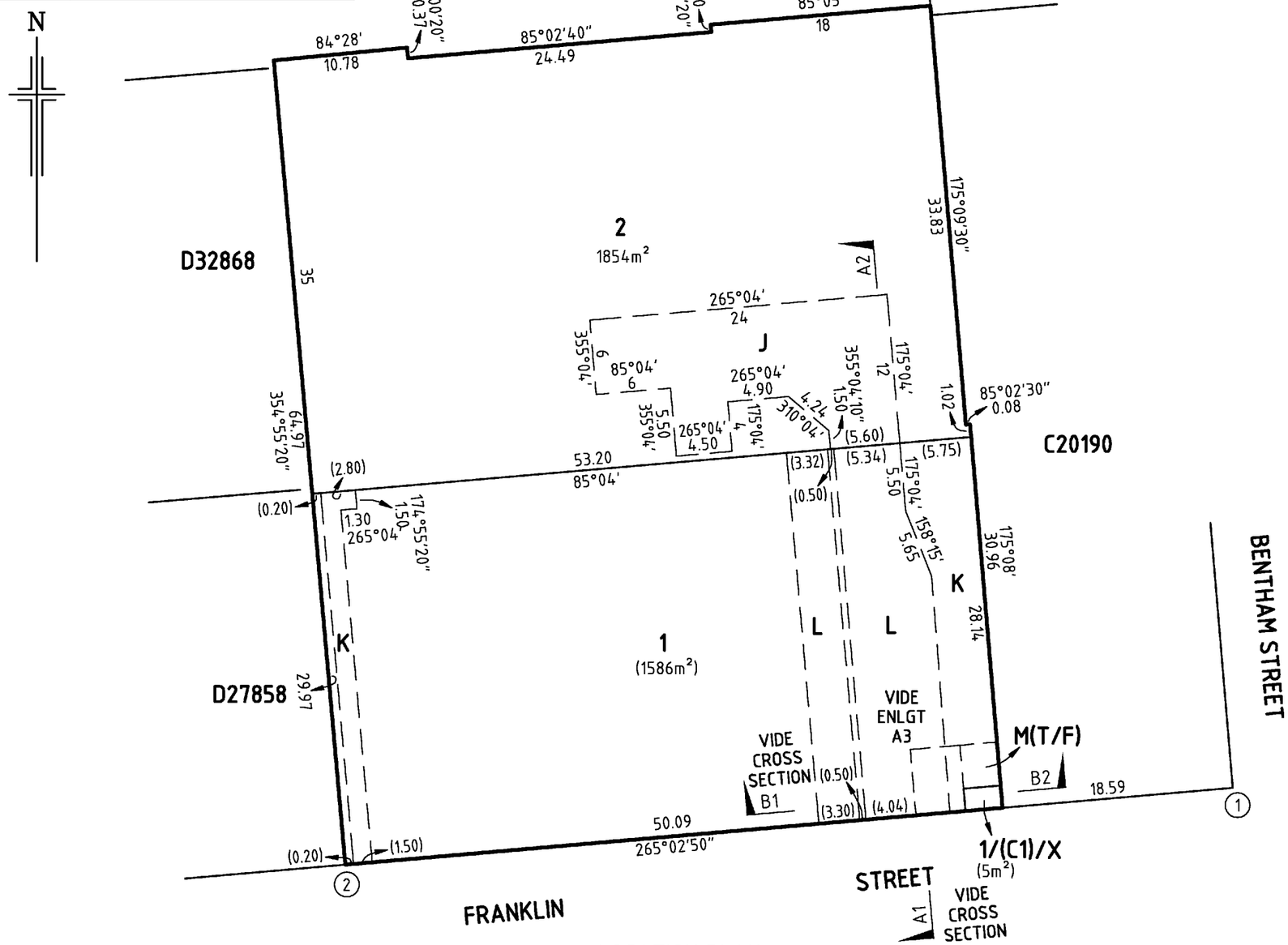
C27647

SHEET 3 OF 4

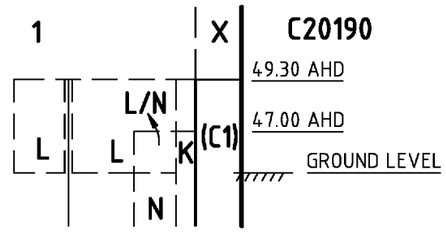
35465_pland_1_V03_Version_8

BEARING DATUM: (1) - (2) 265°02'50"
DERIVATION: F55159 ADOPTED

TOTAL AREA: 3446m²



LOCATION PLAN



CROSS SECTION B1-B2
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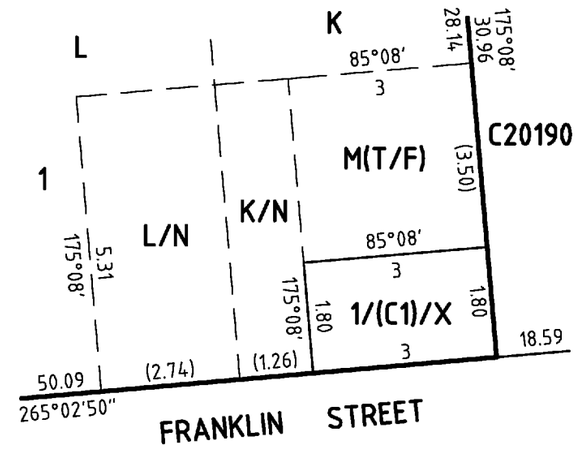


ENLARGEMENT A3
NOT TO SCALE

Alexander & Symonds Pty.Ltd.
11 KING WILLIAM STREET, KENT TOWN
P.O. BOX 1000 KENT TOWN 5071
Tel (08) 8130 1666 Fax (08) 8362 0099 A.B.N. 93 007 753 988

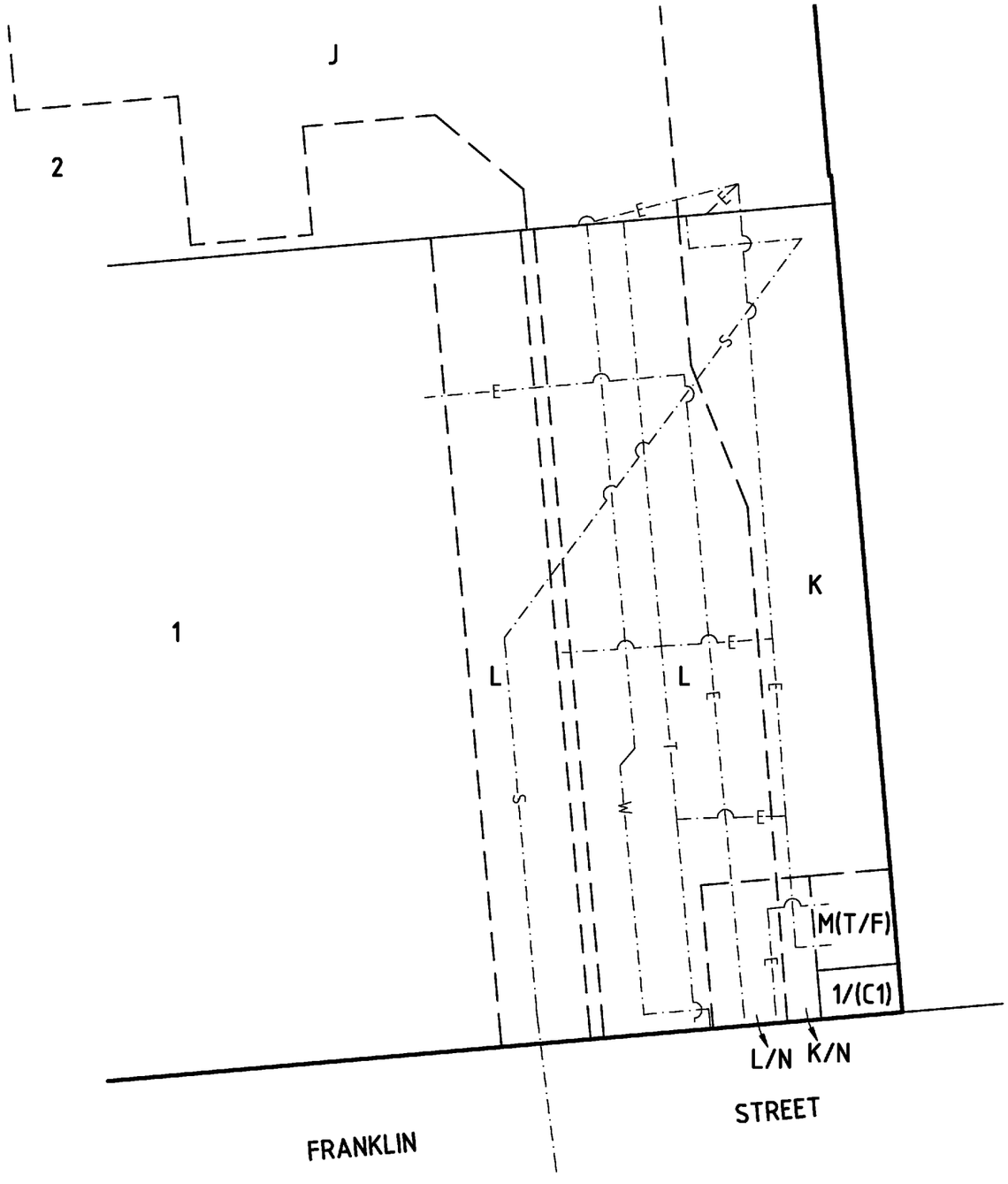
REFERENCE A115009COMM1(B)	
JG 30/08/2012	

C27647

SHEET 4 OF 4

35465_pland_2_V02_Version_8

N



SERVICE INFRASTRUCTURE
SHOWN THUS —·—·—·—

C	=	Computing Services
D	=	Drainage Purposes
E	=	Electricity
G	=	Gas supply/reticulation
H	=	Heating oil
R	=	Radio Service
S	=	Sewer system
T	=	Telephone system
TV	=	Television services
W	=	Water supply/reticulation
/	=	Services in same trench
⌒	=	Services cross over

0 2 4 6 8 10
SCALE METRES

SERVICES INFRASTRUCTURE PLAN

Alexander & Symonds Pty.Ltd.
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P.O. BOX 1000 KENT TOWN 5071
Tel (08) 8130 1666 Fax (08) 8362 0099 A.B.N. 93 007 753 988

REFERENCE A115009COMM1(B)	
JG 30/08/2012	

LOT ENTITLEMENT SHEET

SCHEDULE OF LOT ENTITLEMENTS		
LOT	**LOT ENTITLEMENTS**	**SUBDIVIDED**
1	5,500	
2	4,500	
AGGREGATE	10,000	

COMMUNITY PLAN NUMBER

C27647

SHEET 1 OF 1

ACCEPTED

6/6/2013

PRO REGISTRAR-GENERAL

DEV.No. 020 : C025: 11

APPLICATION 11920204.

CERTIFICATE OF LAND VALUER

I ...Christopher James Carter.....
being a land valuer within the meaning of the Land Valuers Act 1994 certify that this schedule is correct for the purposes of the Community Titles Act 1996.

Dated the 15th day of January 2013.

.....
Signature of Land Valuer

BROWN FALCONER

February 21, 2018

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

Attention: Mr Brett Miller

Brown Falconer Group
ABN 65 007 846 586

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

Dear Brett,

RE: KYREN GROUP DEVELOPMENT
DEVELOPMENT APPLICATION

Please find enclosed the following documents for lodgement for Provisional Development Plan Consent.

- Completed Development Application Form
- Certificate of Title
- Architectural drawings (Revision A1) – Brown Falconer:

  - DA00 Cover Sheet
  - DA01 Contents
  - DA02 Location Plan
  - DA03 Contextual Information
  - DA04 Contextual Views
  - DA05 Franklin St Schedule
  - DA06 Ground Floor Plan
  - DA07 Typical Floor Plan
  - DA08 Floor Plans
  - DA09 Floor Plans
  - DA10 Floor Plans
  - DA11 Floor Plans
  - DA12 Floor Plans
  - DA13 Floor Plans
  - DA14 Floor Plans
  - DA15 Floor Plans
  - DA16 Floor Plans
  - DA17 Floor Plans
  - DA18 Floor Plans
  - DA19 Site Elevations
  - DA20 Elevations
  - DA21 Elevations
  - DA22 Site Sections
  - DA23 Sections
  - DA24 3D Views
  - DA25 3D Views
  - DA26 3D Views
  - DA27 3D Views

  DA28 3D Views
  DA29 3D Views
  DA30 3D Views
  DA31 3D Views
  DA32 3D Views

- Stormwater Management Report (inc drawings) – Structural Systems – dated 16 February, 2018
- Traffic Management Report – GTA – dated 15 February, 2018
- Waste Management Report – Rawtec – dated 13 February 2018
- Environmental Report – Lucid – dated February 2018

Project Overview

Previous DA approvals have been granted over the vacant portion of 52-56 Franklin Street to develop a multilevel commercial office building.

This proposal is broadly consistent with the previous approvals and seeks to develop a 21 storey commercial office building with 21,000sqm of office accommodation above a ground level activated with tenancy opportunity.

The existing multi deck car park access will be retained through the ground plane of the proposed building and service vehicle access provided via this roadway to the service area to the rear of the proposed development.

Design

The external appearance of the building has been articulated into three vertically stacked masses which broadly reference the street scape datum's set by existing buildings in close proximity.

The masses float over a recessed ground level which provides both weather protection but also additional public realm to encourage potential for retail and hospitality uses wo engage with the footpath.

The façade is articulated with a folded rhythm which adds interest and also reduces in scale as the building rises providing an effect of greater detailing and intensity at lower levels as is appropriate to the proximity to human interaction.

The western face of the building abuts an adjacent development and is anchored with a solid massing while the eastern face is built to boundary but articulated for visual amenity and broken up with setback glazed sections to reference the stacked massing.

Traffic

A detailed traffic report by GTA is included in the submission documents.

The key aspects of the development may be summarised:

- The existing carpark located at the back of the site will remain. Further car parking has not been proposed for this development.
- The provision of bike parking has been designed to meet development plan requirements.
- Refuse and delivery vehicles will be able to enter and exit the proposed loading area in a forward direction.
- The proposed development is expected to generate limited additional traffic at the site access, associated only with loading and waste collection activities, and therefore will not compromise the surrounding road network.

Waste Management

Waste in the building will be collected by bins located on each floor level and transported to the fully enclosed bin room on the ground floor. The bin area also provides adequate space for hard rubbish storage. Direct access from the bin room to pick up (via loading dock) is provided immediately off the common driveway.

Refer to the Waste Consultant Rawtec's report for details.

Stormwater

The existing site area is fully covered existing gravel paving surface. Post development impermeable surfaces will increase the horizontal catchment area over the existing condition marginally and not detrimental to the overall stormwater system (for Adelaide). Refer to the Civil Engineer Structural Systems' report for details.

Environmental Performance

Design for maximised passive systems and high efficiency options for active systems as well as high levels of insulation and solar control are embedded in the design outcomes for this project.

Refer to the Lucid Consulting Engineers environmental report for details.

Occupant Amenity

The building has considered a sequence of fundamental design solutions to ensure current an ongoing occupant amenity:

- Natural light, thermal comfort and end of trip facilities are key components of contemporary commercial office space.
- This development is well supplied with end of trip facilities at ground level with both front door and rear access and which are then directly accessible to the central lift core.
- The central lift core and significantly glazed north and south facades ensure deep natural light penetration into the floor plate as well as future flexibility for tenancy subdivision of floor plates.
- The eastern and western facades include only minor glazing to control thermal gain and the northern façade includes external shading structures.
- In addition to an activated and communal ground floor, the development includes many outdoor areas accessible from the commercial offices floors.

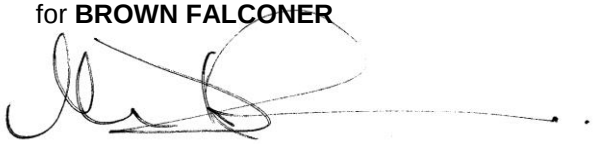
Staging

The project will be constructed in one stage.

Summary
The proposed development builds on an intensification of commercial development in this region of the CBD and will offer extremely well located high quality office space with strong connections to public transport options as well as immediate adjacency to existing car parking. Occupant amenity is well considered with end of trip, outdoor areas and healthy internal environments.

The design resolution offers an articulated and elegant addition to the skyline which is contemporary in its expression and materiality but detailed to add interest and appropriate scale to the streetscape.

Yours Sincerely
for **BROWN FALCONER**



MARIO DREOSTI
Director

GTAconsultants

Office Development
52-56 Franklin Street, Adelaide
Transport Impact Assessment

Client // Franklin Invest Pty Ltd
Office // SA
Reference // S133150
Date // 15/02/18

Office Development

52-56 Franklin Street, Adelaide

Transport Impact Assessment

Issue: A 15/02/18

Client: Franklin Invest Pty Ltd
Reference: S133150
GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	15/02/2018	Final	Michael Ianella Joy Yu	Paul Froggatt	Paul Froggatt	

GTAconsultants

Melbourne | Sydney | Brisbane
Canberra | Adelaide | Perth

Table of Contents

Figures

Tables

1. Introduction

1.1 Background

A development application is currently being undertaken for a proposed multistorey office development on land located at 52-56 Franklin Street, Adelaide. The proposed development incorporates the following:

- office spaces on level 1 - level 20
- lobby spaces, bike storage and two retail tenancies on the ground floor
- building services on basement level.

GTA Consultants was commissioned by Brown Falconer on behalf of Franklin Invest Pty to prepare a transport impact assessment of the proposed development.

1.2 Purpose of this Report

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

i existing traffic and parking conditions surrounding the site
ii bicycle parking demand likely to be generated by the proposed development
iii suitability of the proposed bicycle parking in terms of supply
iv available public transport, walking and cycling facilities in the vicinity of the site
v traffic generation characteristics of the proposed development
vi proposed access arrangements for the site
vii 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:

- Adelaide (City) Development Plan (Consolidated 20 June 2017)
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- plans for the proposed development prepared by Brown Falconer
- various technical data as referenced in this report
- other documents as nominated.

2. Existing Conditions

2.1 Subject Site

The subject site is located at 52-56 Franklin Street, Adelaide. The site of approximately 1,550m^2 has a frontage of 53m to Franklin Street.

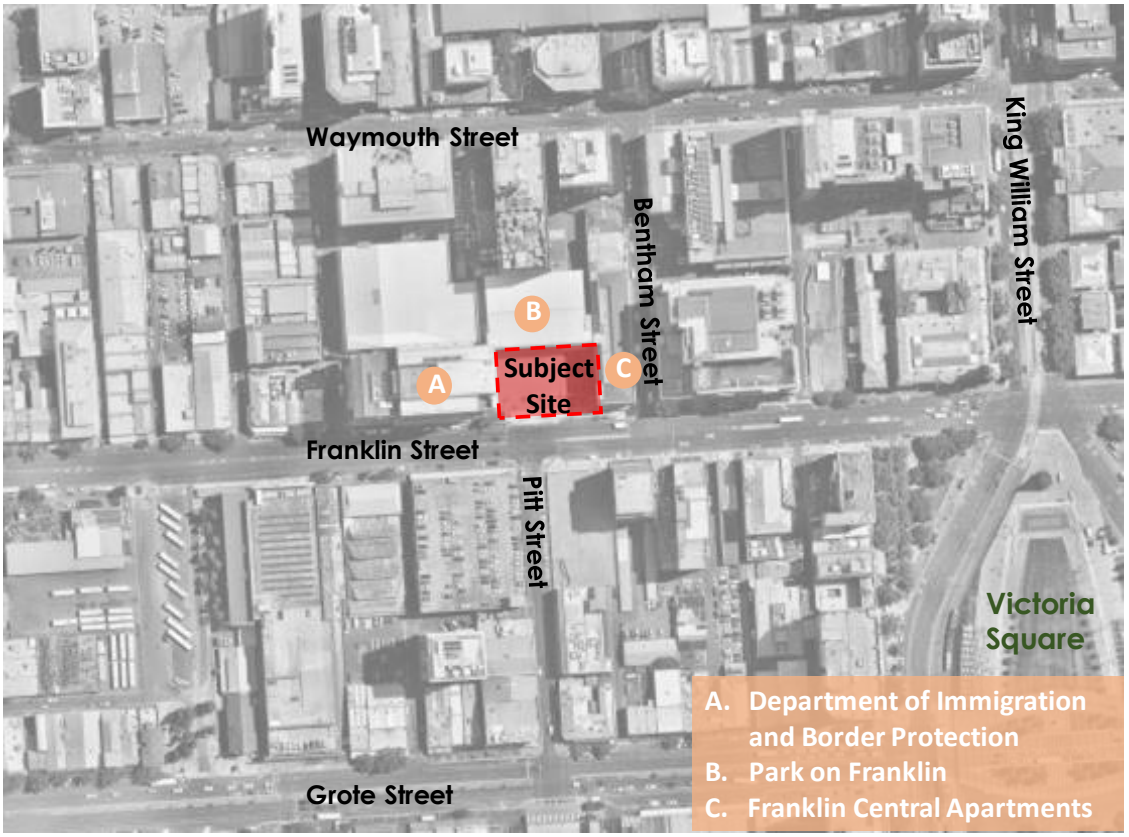
The site is located within the Adelaide Capital City zone in a Central Business Policy Area.

The driveway for the car park behind the proposed site is located immediately to the east of the site, occupying approximately 430m^2.

The surrounding properties include a mix of retail, office, institutional and recreational land uses.

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

Figure 2.1: Subject Site and its Environs



(Reproduced from NearMap)

2.2 Road Network

2.2.1 Adjoining Roads

Franklin Street

Franklin Street functions as a collector road and is under the care and control of Adelaide (City) Council. It is a two-way road aligned in an east/west direction and configured with two lanes in each direction. It is configured with a 19-metre-wide carriageway set within a 30-metre-wide road reserve (approx). Kerbside parking is not permitted along the frontage of the proposed site.

Franklin Street is subject to a default urban speed of 50km/h and carries approximately 14,200 vehicles per day[1].

2.2.2 Surrounding Intersections

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

- Pitt Street / Franklin Street (signalised)
- Bentham Street / Franklin Street (signalised)
- Park on Franklin Access/Franklin Street (unsignalised).

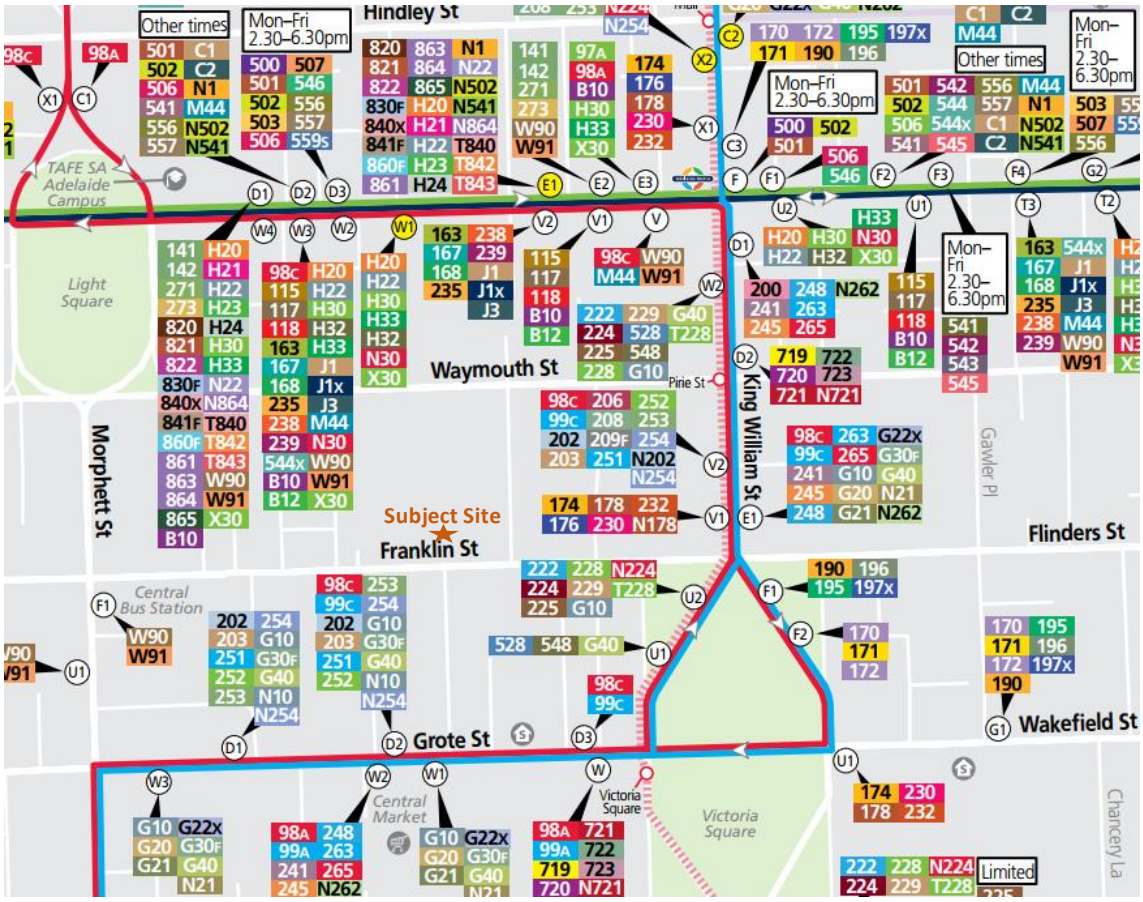
2.3 Sustainable Transport Infrastructure

2.3.1 Public Transport

Figure 2.2 shows the subject site in relation to existing public transport routes within its vicinity. The subject site is located within walking distance to bus stops on King William Street, Grote Street, and Currie Street. In addition, the Pirie Street tram stop is located approximately 400m walking distance to the proposed site.

[1] AADT Estimates 24 hour two-way flows obtained from DPTI – 14 September 2015.

Figure 2.2: Public Transport Map



(Source: Adelaide Metro)

2.3.2 Pedestrian Infrastructure

The subject site is located within the Primary Pedestrian Area defined in MAP Adel/1 in the Adelaide (City) Development Plan, shown in Figure 2.3. The site has good pedestrian connections to other key destinations in the surrounding area. Paved pedestrian paths are located on either side of Franklin Street. Pedestrian crossings are located at the signalised intersections of Franklin Street/Pitt Street and Franklin Street/Bentham Street.

Figure 2.3: Adelaide (City) Primary Pedestrian Area

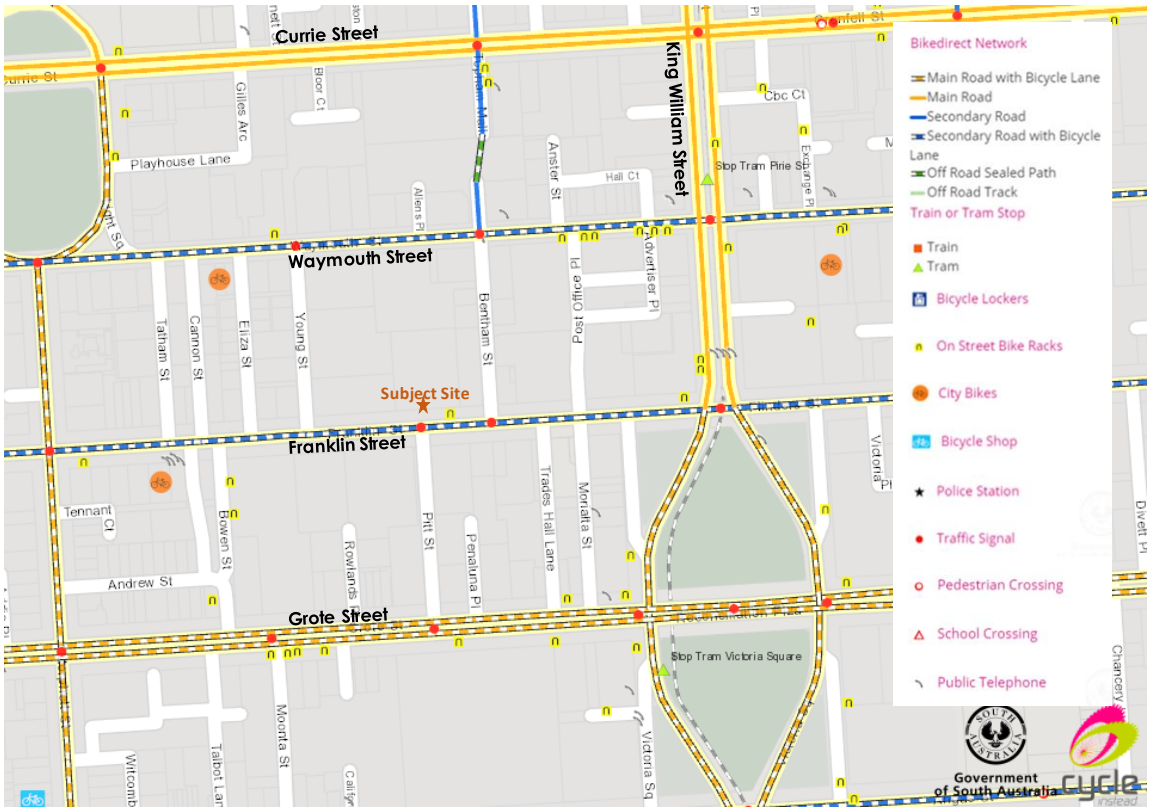
(Source: Adelaide (City) Development Plan MAP Adel/1 (Overlay 2A))

Pitt Street and Bentham Street are identified for upgrades to the pedestrian provision and connectivity as part of the Riverbank to Central Market route upgrade.

2.3.3 Cycle Infrastructure

Figure 2.4 shows bicycle routes in vicinity of the site obtained from Cycle Instead website. Permanent bicycle lanes are located on both sides of Franklin Street, as well as on Waymouth Street to the north.

Figure 2.4: Cycling Infrastructure

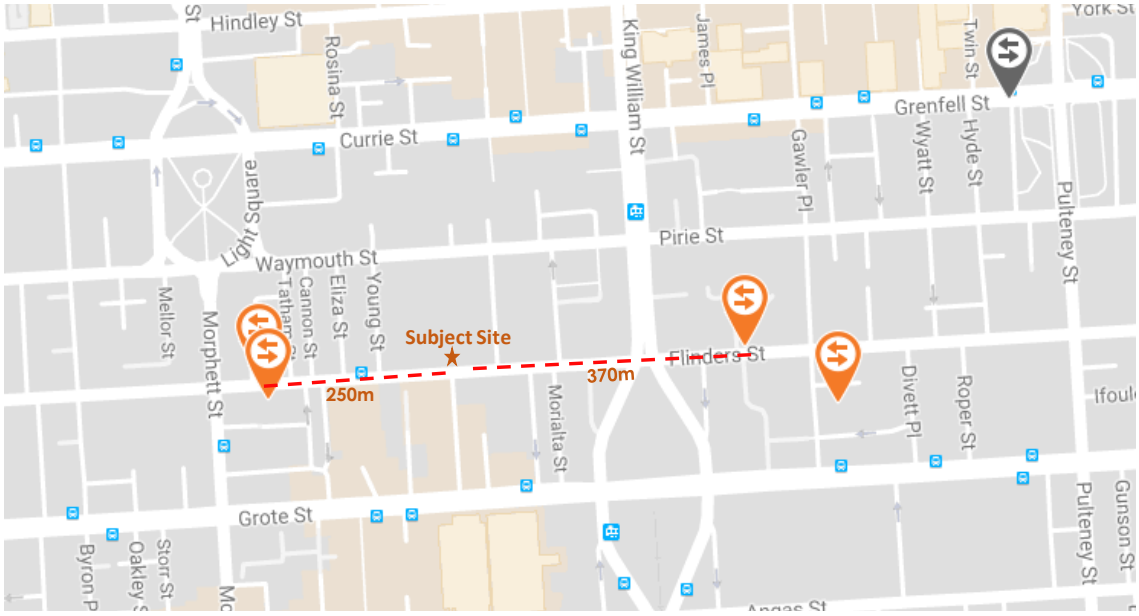


(Reproduced from CycleInstead Website)

2.3.4 Local Car Sharing Services

Three car sharing services provided by 'GoGet' are located within the vicinity of the proposed site, as shown in Figure 2.5. A total of 5 cars are available at the three service locations.

Figure 2.5: GoGet CarShare Locations



(Reproduced from GoGot Website)

3. Development Proposal

3.1 Land Uses

The proposal includes the construction of a 20-storey office building, with two retail tenancies on ground floor, as summarised in Table 3.1.

Table 3.1: Development Schedule

Use	Size
Office – Level 1 to Level 20	21,796 sq. m
Office – Ground Floor	38 sq. m
Retail – Ground Floor	175 sq. m

3.2 Car Parking

The proposed development does not include any car parking spaces.

3.3 Bicycle Facilities

A total of 134 bicycle parking spaces are proposed for this development:

- A bicycle storage room with capacity of 80 bicycles on the ground floor
- 21 external bike racks at the back of the building, capable of storing up to 42 bicycles
- 12 bicycle parking spaces in the basement

3.4 Pedestrian Facilities

The site will provide the primary pedestrian access directly from Franklin Street to the established pedestrian connectivity as cited in Section 2.3.2.

3.5 Loading Areas

A loading dock of approximately 100 m^2 is located on the east side of the building. Loading is proposed to be accessed via the existing car park driveway access.

4. Car Parking

4.1 Development Plan Car Parking Requirements

In accordance with Table Adel/7 in the Adelaide (City) Development Plan for car parking requirements, the proposed non-residential development located in the Capital City Zone and Primary Pedestrian Area does not generate a car parking requirement.

4.2 Adequacy of Car Parking Provision

As the site is located within the Primary Pedestrian Area, with good connections to all Adelaide CBD bus, tram and train services and local cycling facilities, there is not considered to be a need to provide on site car parking. Not providing on site car parking should encourage increased use of alternative transport modes and employees who choose to drive to the site have adequate off-street car parking available within the immediate vicinity of the site.

5. Sustainable Transport Infrastructure

5.1 Bicycle End of Trip Facilities

Bicycle parking requirements are set out in Table Adel/6 in the Development Plan and rates applicable to the development are as follows:

Type of Development	Employees and/or residents	Customers, visitors and/or shoppers
Offices/Ancillary Retail Services	1 per 200 square metres of gross leasable floor area.	2, plus 1 per 1000 square metres of gross leasable floor area.
Retail	1 per 300 square metres of gross leasable floor area.	1 per 600 square metres of gross leasable floor area.

Table 5.1 sets out the bicycle parking requirements in the Development Plan.

Table 5.1: Standard Requirement for Bicycle Facilities

Use	Size	Development Plan Requirement	
		Employee/ Resident	Customers/Visitor/Shopper
Offices/Ancillary Retail Services	21,834 sqm	109	24
Retail	175 sqm	1	0
Total	22,009 sqm	110	24

Based on the bicycle parking rates in the Development Plan, a total of 134 bicycle parking spaces will be required for the proposed development, including 110 spaces for employees and 24 spaces for customers/visitors/shoppers.

The provision of 134 bicycle parking spaces on site meets the Development Plan Requirement, hence the provision is considered appropriate for the proposed development.

There are also existing on street bicycle parking spaces located on Franklin Street close to the site.

6. Loading Facilities

6.1 Development Plan Requirements

Principle of Development Control (PDC) 241 in the 'Traffic and Vehicle Access' Section of the Adelaide City Council Development Plan sets out the statutory loading requirements applicable to the proposed development. PDC 241 is as follows:

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

6.2 Proposed Loading and Refuse Arrangements

A loading dock is proposed at ground level with access from the existing car park crossover from Franklin Street. The loading area is designed to accommodate a Medium Rigid Vehicle (MRV). The vehicle will enter the site in a forward direction, reverse into the loading bay and then exit the site in a forward direction towards Franklin Street. A swept path analysis of the proposed loading arrangements is shown in Figure 6.1 and Figure 6.2.

Figure 6.1: MRV Ingress into Site

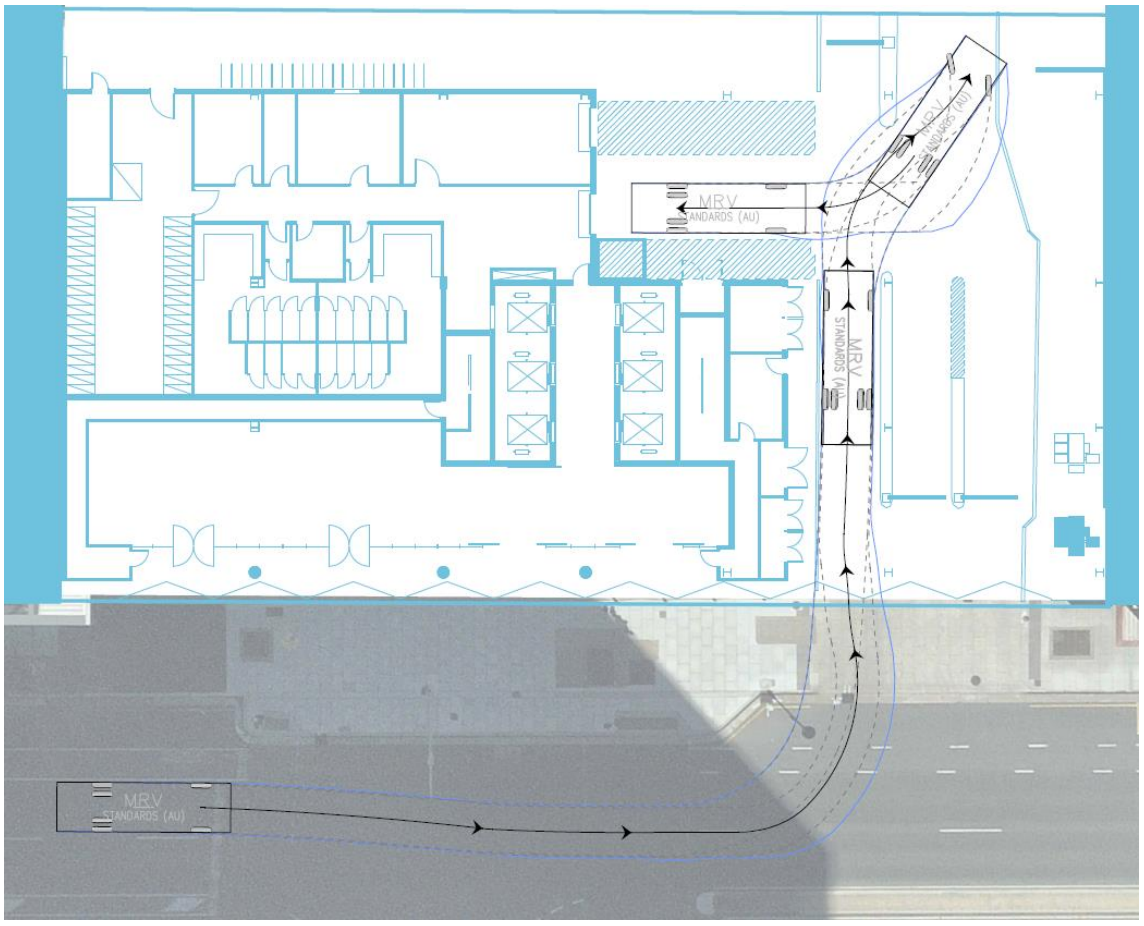
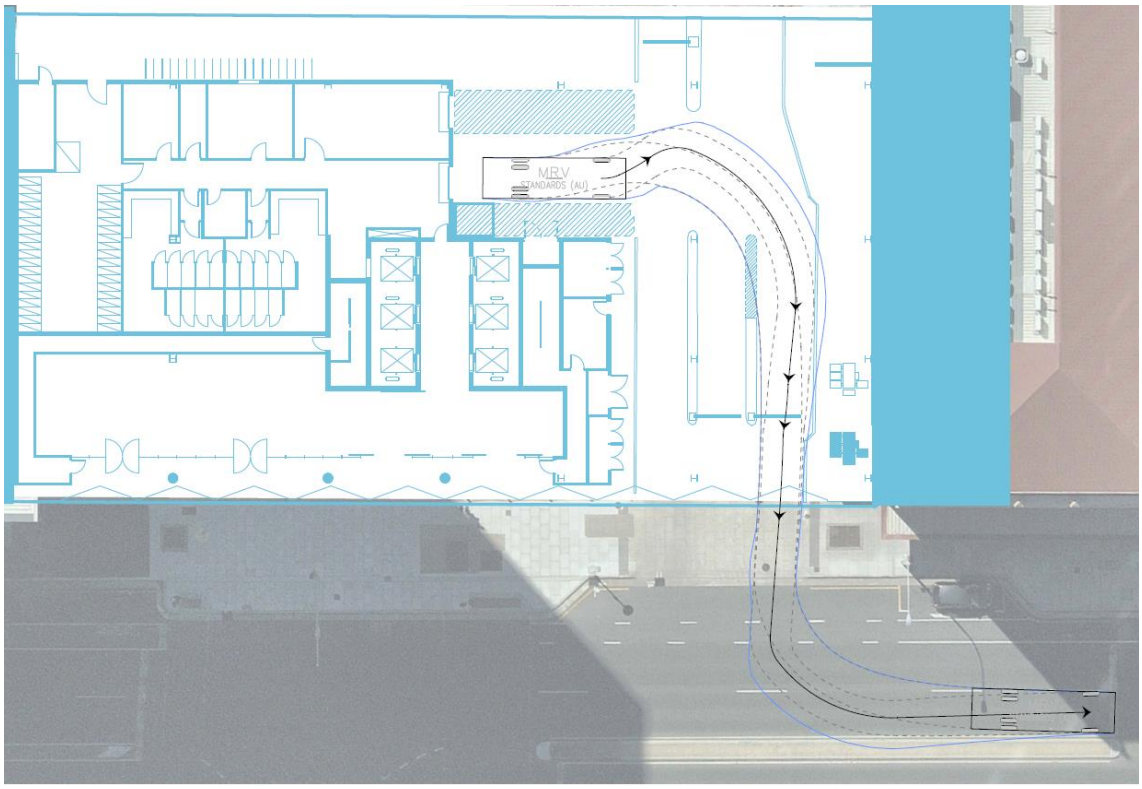


Figure 6.2: MRV Egress from Site



7. Conclusion

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

i The proposed development comprises of a 20-storey tower building with 21,834 m^2 office space and 175 m^2 ground floor retail tenancies.

ii The proposed development is located within the Adelaide Primary Pedestrian Area, which generates no parking requirement.

iii The development does not propose any car parking spaces.

iv The provision of 134 bicycle parking spaces on site meets the Development Plan Requirement.

v Refuse and delivery vehicles will be able to enter and exit the proposed loading area in a forward direction.

vi The proposed development is expected to generate limited additional traffic at the site access, associated only with loading and waste collection activities, and therefore will not compromise the surrounding road network.

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Kyren Group and Brown Falconer

Franklin Street Commercial

Waste Management Plan

February 18

Prepared by Rawtec Pty Ltd

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PO Box 1159
Glenelg South SA 5045
+61 8 8294 5571
www.rawtec.com.au

- IMPORTANT NOTES-

Document verification

Date	Version	Title	Prepared by	Approved by
08/02/18	V1	Franklin Street Commercial Waste Management Plan - DRAFT	Kristian Le Gallou & Matt Allan	Matt Allan
13/02/18	V2	Franklin Street Commercial Waste Management Plan	Kristian Le Gallou	Matt Allan

1. Introduction

1.1 About This WMP and the Proposed Development

This document provides a waste management plan (WMP), for the proposed development identified in Table 1.1 below. This WMP will be included with building plans for the development lodged with the Development Assessment Commission (DAC) to obtain Development Approval. The WMP outlines the proposed waste management system (WMS) for the development at a high-level, which demonstrate that successful management of waste can be achieved at the site.

Table 1.1: Proposed development's details

Site Location	52-56 Franklin Street, Adelaide
Development Project	Franklin Street Commercial
Client	Kyren Group
Project Architect	Brown Falconer
Traffic Consultant	GTA Consultants

1.2 Purpose and Scope Of WMP

This WMP has been developed for the planning stage of this development. It provides a preliminary design for the WMS for this site and is intended to demonstrate that successful management of waste can be achieved.

The WMP has been prepared with the policy and requirements for waste management (identified in Appendix 1) in conjunction with the Client, Project Architects, and Traffic Consultant, who have indicated the intended site uses of the development, occupancy data, and requirements for how waste should be managed. If future land uses and waste management arrangements for the development are altered, the WMP may need to be updated.

The suggested arrangements in this WMP are preliminary and reflect one possible configuration for the waste management system at this site. These arrangements could evolve and be refined (during detailed building design) before the construction takes place. This may affect the WMP for the site, which should be updated accordingly.

2. What This WMP Contains

Section 2 – Description of Development	Provides details of the development relevant to the WMP preparation and indicates the waste and recycling collection services proposed for the development.
Section 3 – Outcomes from the Analysis on Waste and Recycling Requirements at the Development	Provides estimates of the waste and recycling volumes likely to be generated at the site which will require storage, collection and disposal. This includes the recommended size and layout of the development waste and recycling storage locations.
Section 4 – Proposed Waste Management System	Provides an overview of the proposed WMS for the development, including the main elements and important design requirements, and how these systems should operate. The WMS outlines how waste would be stored, transferred and collected at the site.
Section 5 – Collection Vehicle Requirements	Includes relevant information on collection requirements, including number of collections per week and provision for access and manoeuvrability for waste collection vehicles.
Appendix 1 – Policy, Design and Operational Waste Management Requirements	This Appendix identifies the policy, design, and/or operational requirements for waste management that have been used in relation to the development of the WMP.
Appendix 2 – Additional Waste Management Design Considerations	This Appendix provides better practice design advice and other waste management design considerations for the development, based on the South Australia Better Practice Waste Management Guide for Residential and Mixed Use Developments and other applicable documents.

3. Description of the Development

3.1 Land Uses and Occupancy Data

The Client and Project Architects have provided Rawtec with a description of the development and plans showing the proposed layout of the site, buildings and land uses. A breakdown of the land use and tenancy assumptions used for estimating waste and recycling volumes for the development, can be found in Table 3.1 below.

For the purposes of this WMP it has been assumed that the Tenancy space on the ground floor is split to include a retail tenant and a café/restaurant tenant. As such the analysis considers the waste generation rates for these to land uses. If the tenancies were to change this could have impacts on the waste generation of the building.

Table 3.1: Land use and occupancy overview

Floor	*Tenancy according to plans*	*Waste & Recycling Generating Rate Land Use*[1]	m^2
Ground	Tenancy	*Retail (<100m^2)*	56m^2
Ground	Tenancy	*Café/Restaurant*	56m^2
Ground – Level 20	Office Space	*Offices or Consulting Rooms*	20,967m^2

3.2 Site Waste Management Requirements

The following waste management and operational arrangements were identified as preferred for the site by the Client and Project Architect (Table 3.2). These arrangements have been considered when developing the design of the proposed waste management system and the information contained in the waste management plan.

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

Table 3.2: Site requirement summary

Waste Management Requirement	Description
Waste Storage	• A ground floor bin room would be used to store all bulk bins. It is preferred that all bins will be able to be stored in this room to capture all waste generated in the building, with no bins stored outside of the building.
Waste Management at the Site and Collection Services	• Collection would be conducted by a commercial waste collector. This Waste Management Plan assumes all tenancies are using the same service.
Tenants and Building Services Responsibilities	Ground Floor Commercial Tenants • Commercial tenants would transport waste directly to the ground floor Bin Room Office/Consulting Tenants • It is assumed that Building Services or Cleaners would collect the waste produced from each floor and transport it to the ground floor Bin Room. Building Services • Building Services would ensure that the Bin Room is maintained to a safe and serviceable level, allowing ease of access to the room and bulk Bins. • Building Services would rotate bulk bins when full.
Collection Point	• Bulk bins would be collected from the loading dock.

3.3 Recommended Waste and Recycling Services

To achieve effective waste and recycling management at the site, Table 3.3 below outlines the recommended waste and recycling services that should be collected from the development as outlined in the *SA Better Practice Guide – Waste Management in Residential or Mixed Use Developments* (Green Industries SA, 2014).

Table 3.3: Proposed waste recycling services for the development per identified land uses[2]

Required/Desired Waste and Recycling Collection Services				
Service type	**Development Land Uses**	**Commercial**	**Commercial**	**Commercial**
	Waste/Recycling Streams	**Office Space**	**Café / Restaurant**	**Retail (<100m2)**
Routine collection (e.g. rear-lift collection)	**General Waste**	**X**	**X**	**X**
	Co-mingled Recycling	**X**	**X**	**X**
	Organics (Food) Recycling	**X**	**X**	**X**
	Cardboard Recycling	NS	**X**	**X**
	Paper Recycling	**X**	NS	NS
	Confidential Paper Recycling	**X**	NS	NS
***On-call collection** (pick-up by contractor)/ **External drop-off** (by building services)	**Hard Waste**	**X**	**X**	**X**
	E-waste	**X**	**X**	**X**
	CFL/Lighting	**X**	**X**	**X**
	Printer Cartridges	**X**	**X**	**X**
	Batteries	**X**	**X**	**X**

X	= Required/Desired
NS	= Not serviced as not required/desired

The following tenancy managed waste and recycling streams are not included in this WMP:

- E-waste (batteries and printer cartridges, lighting etc.) – These waste streams would be temporarily stored within land uses (e.g. offices) before being dropped off at an appropriate external location (e.g. local recycling depot or office supply store) or collected by an appropriate collection company. Some items may be managed through an external collection contractor (e.g. for carpark lighting replacement).
- Hard waste (e.g. during tenancy fit out) – hard waste would be temporarily stored within tenancies, and be 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.

[2] 'X' indicates required/desired as per The SA Better Practice Guide – Waste Management in Residential or Mixed Use Developments (Green Industries SA, 2014).

4. Outcomes from the Analysis

4.1 Estimated Waste & Recycling Generation Rates (WRGR) and Volumes

Table 4.1 below includes the estimated volumes of waste generated at the development each week overall, and by stream.

Table 4.1: Estimated waste and recycling volumes by land development[3]

Estimated Waste Generation Volumes (Litres Per Week) by Land Use & Waste Stream					
Land Use Type		**Commercial**	**Commercial**	**Commercial**	**Totals (Litres Per Week)**
Development Land Use		***Office Space***	***Café***	***Retail***	
WRGR Classification		*Offices or Consulting Rooms*	*Café/Restaurant*	*Retail (Less than 100m2)*	
Waste Stream	**General Waste**	31,500	1,200	200	**32,900**
	Co-mingled Recycling	13,500	200	20	**13,700**
	Organics (Food) Recycling	5,200	1,600	10	**6,800**
	Cardboard Recycling	NE	600	70	**700**
	Paper Recycling	16,000	NE	NE	**16,000**
	Confidential Paper Recycling	1,900	NE	NE	**1,900**
Total Site Volume (Litres per Week)		**68,100**	**3,600**	**300**	**72,000**

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

NE = Not Estimated as Not Required

[3] Estimated volumes based on: The proposed land use data; Waste generation metrics found in the South Australian Better Guide Practice Guide – Waste Management in Residential or Mixed-Use Developments (Green Industries SA (previously Zero Waste SA), 2014); Waste and recycling metrics developed by Rawtec, which are based on industry knowledge and experience.

4.2 Waste and Recycling Stream Volumes, Bin Sizes and Collection Details

Table 4.2 below identifies the:

- estimated waste and recycling volumes generated at the development;
- nominated bin sizes for each waste stream;
- proposed collection frequency;
- number of bins required;
- proposed waste collection service provider; and
- the location where bins are presented for collection.

The data in the table below also assumes that the waste collection service provider would be the same for all land uses generating waste within the building (Retail/Cafe and Offices). Note that the below calculations assume that no compaction would occur for the general waste bins.

Table 4.2: Estimates of waste and recycling volumes (litres/week) with proposed services and collection frequency

Proposed Services						
Waste stream	**Est. Volume (L Week)***	***Bin Size (L)***	**Collections per Week**	**Est. no. of bins required**	**Proposed waste collection service provider**	**Proposed location where bins/ waste is presented for collection**
General Waste	32,900	1100	5	7	Commercial Waste Collector	Stored in Bin Room and Collected via Loading Dock
Comingled Recycling	13,700	1100	5	3		
Organics (Food) Recycling	6,800	660	4	3		
Cardboard Recycling	700	1100	1	1		
Paper Recycling	16,000	240	1	67 (3-4 per floor)		One bin per floor and collected via pull-in pull-out service from Loading Dock
Confidential Paper Recycling	1,900	240	1 per fortnight	20 (1 per floor)		
Totals	**72,000**	**-**	**17****	**101**		

** Totals have been rounded to better reflect estimation of the volumes and may not equate*

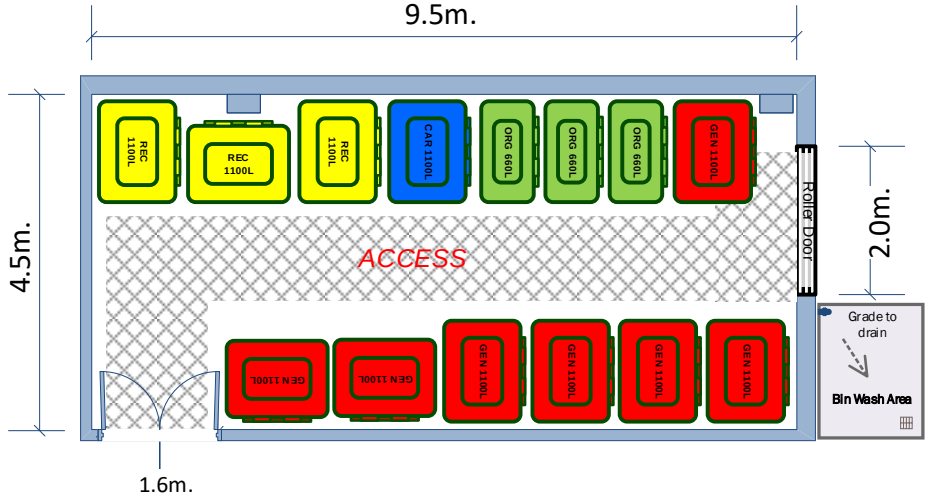
*** This figure does not include at call collections*

4.3 Waste Storage Area and Considerations for the Development

An indicative drawing of the development's waste collection room on the ground floor containing the required number of bins (un-compacted) can be found in Figure 1 below.

The current estimated volumes of waste generated with the allocated storage area confirms that the development can accommodate the estimated number of bins required (based on the collection frequency proposed in Table 4.2 in Section 4.2).

Figure 1: Preliminary drawing showing the estimated required size and layout of the ground floor waste room storage and no. bins[4]



LEGEND
GEN = General Waste
REC = Commingled Recycling
ORG = Organics
CAR = Cardboard

Note: These bin sizes are for **illustration purpose only** and are based on the standard MASTEC Australia bin sizes (http://www.mastec.com.au). Bin sizes and shapes may differ depending on manufacturer, collection contractor or local waste authority. Please allow extra room (e.g. >10%) for differences in bin sizes, bin access, opening and closing and manoeuvring etc.

[4] Note: It is recommended the internal doorway be at least 1.25 metres wide to accommodate the access of bulk bins if required.

4.4 Further Considerations

There are a number of further considerations in relation to the architectural plans:

- A bin washing station has been included in Figure 1. It is recommended that this be included in the development, unless commercial arrangements have been made to contract this service. The exact location can be determined based on proximity to the Bin Room and appropriate drainage on site. Additional design advice can be found in Appendix 2.

5. Proposed Waste Management System

5.1 Overview of the WMS

To effectively manage the waste generated at the site, an appropriate Waste Management System (WMS) is required. The WMS consists of:

- User storage of waste
- Waste transfer to common disposal area
- Aggregation and storage of this waste
- Waste/bin collection.

The tables below provide an outline of the waste management system for each land use within the building. This is based on the waste management steps recommended in the *SA Better Practice Guide – Waste Management in Residential or Mixed Use Developments*, summarised in Appendix 2.

5.2 Office/Consulting Tenancies Waste Management System

Table 5.1 below provides details on the WMS for waste generated within the building on the floors hosting office/consulting spaces.

Table 5.1: WMS for the Office/Consulting tenancies in the building

WMS step		WMS Notes
Storage, transfer pathways and collection details for: • General Waste • Comingled Recycling • Organics (Food) Recycling • Paper and confidential paper	**Step 1 – User storage**	Where required, all building levels would have small-medium bins (with bags, if necessary) to sort, dispose and store waste. The bins provided should correspond to the services provided in the Bin room, for example: • A 20-40 litre general waste bin (with bin liner), • A 20-40 litre commingled recycling bin, • A 7-10 litre bench top organics caddy or 30 litre pedal bin for organics recycling (with compostable liners in office kitchens) • It is also recommended that each level has 240 litre paper recycling and 240 litre confidential paper bins.
	Step 2 – Transfer pathways	• Cleaners/Building Services would collect the waste from each level and transport it to the Bin room via the service lift, except for paper and confidential paper bins (which would remain on each floor).
	Step 3 – Aggregation and Storage	• Cleaners/Building Services would aggregate the waste and recycling into the bulk bins provided in the ground floor Bin room.
	Step 4 – Bin collection	• Collection would take place by a Commercial Waste Contractor on a regular basis via loading dock at the rear of the development. • The collection process would be as follows: ○ The collection vehicle would enter the development via the 'Existing car park driveway access' in a forward direction. ○ It would then reverse into the designated loading dock. ○ The contractor would pull out the bulk bins from the Bin room to the rear of the truck, empty the bins, and return to the waste room. ○ For confidential paper and paper bins, the waste services provider would pull the bins from each floor and replace these with empty bins. ○ The collection vehicle would exit the development in a forward direction. ○ It is recommended a Traffic Consultant independently confirm swept paths and access for collection vehicles. See Section 6 for further details. ○ It is also recommended that the transfer pathway between bin storage and the collection vehicle have no steps or obstructions and be at least 1.25 metres wide with a slop of no more than 1:10 (See Appendix 2)

5.3 Retail/Cafe Tenancy Waste Management System

Table 5.2 below outlines the waste management system for the ancillary tenancies on the ground floor.

Table 5.2 WMS for the Retail/Cafe tenancies within the building

WMS step		WMS Notes
Storage, transfer pathways and collection details for: • General Waste • Comingled Recycling • Organics (Food) Recycling • Cardboard Recycling	**Step 1 – User storage**	• Tenants would store waste in bins (e.g. 60 – 120L) within the tenancy space. • Bulkier items such as large cardboard boxes can be taken directly to the bulk bins in the ground floor waste room. • The bins provided should correspond to the services provided in the bin room and include general waste, commingled recycling and organics recycling (with compostable liners) and cardboard.
	Step 2 – Transfer pathways	• Tenants, Cleaners or Building Services would transfer waste and recycling from the individual tenancy to the Bin room via the lobby through access door, North of the lifts.
	Step 3 – Aggregation and Storage	• Tenants, Cleaners or Building Services would aggregate the waste and recycling into the bulk bins provided in the ground floor Bin room.

	Step 4 – Bin collection	• Collection would take place by a Commercial Waste Contractor on a regular basis via loading dock at the rear of the development.
		• The collection process would be as follows:
		  ○ The collection vehicle would enter the development via the 'Existing car park driveway access' in a forward direction.
		  ○ It would then reverse into the designated loading dock.
		  ○ The contractor would pull out the bulk bins from the Bin room to the rear of the truck, empty the bins, and return to the waste room.
		  ○ The collection vehicle would exit the development in a forward direction.
		  ○ It is recommended a Traffic Consultant independently confirm swept paths and access for collection vehicles. See Section 6 for further details.
		  ○ It is also recommended that the transfer pathway between bin storage and the collection vehicle have no steps or obstructions and be at least 1.25 metres wide with a slop of no more than 1:10 (See Appendix 2)

6. Collection Vehicle Requirements

The collection vehicles expected for waste collection at this development would generally be:

- Rear-lift trucks – for collection of routine waste, comingled recycling, organics and cardboard;
- Pan-tech or flat-bed trucks – for collection of at-call waste streams and paper/ confidential paper.

Examples of the likely truck dimensions are provided in Table 6.1 below to assist the Traffic Engineer/Consultant in ensuring that the loading zone can accommodate the waste and recycling collection vehicles, and that vehicles can enter and exit the area safely. In addition to the truck length, the parking area will need to accommodate at least 2m behind collection vehicles for waste bin loading for the rear-lift trucks.

Collection vehicle dimensions and operating requirements vary between waste collection contractors. The Client would be required to ensure that the collection vehicle used by the waste collection contractor servicing the development is able to accommodate for the Loading Zone and other requirements before collection can begin.

Table 6.1: Likely dimensions and turning circles of waste collection vehicles that would be required to access the site[5]

Likely minimum dimensions and turning circles of waste collection trucks		
Vehicle Type	*Rear-lift waste trucks (to collect bins up to 1100L)*	*Pan-tech/flat bed* (to collect hard waste/e-waste)*
Dimensions	*3.5m (h) x 2.5m (w) x 8.8m (l)*	*Up to 4.5m (h) x 2.5m (w) x 8.8m (l)*
Space at the rear to load bins	*2m*	*-*
Vehicle height in operation	*Up to 4m*	*Up to 4.5m*
Vehicle turning circle	*18-25m*	*10m*

6.1 Estimated Number of Waste Vehicle Movements Per Week

We have estimated that there would be 17 collection vehicle movements per week at the site. This is based on the estimated waste and recycling volumes and service frequency described above and assumes all tenancies would utilise the same waste collection companies. These estimated vehicle movements do not include on-call or infrequent services such as hard waste and E-waste collection.

[5]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 – Policy, Design and Operational Waste Management Requirements

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

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

appropriate to the size and nature of the development should be provided and screened from public view.

- PDC 103: Development greater than 2 000 square metres of total floor area should manage waste by:
  a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
  b) on-site storage and management of waste;
  c) disposal of non-recyclable waste; and

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

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

Appendix 2 – Additional Waste Management Design Advice

The below table provides design advice and other considerations based on the *South Australia Better Practice Waste Management Guide for Residential and Mixed Use Developments*. For further recommendations and information from this guide, please visit the Green Industries SA website.

Table 0.1: Additional waste management design advice and other considerations

Area	Recommendation/ Consideration
Bulk bin transfer routes	• The Better Practice Guide recommends transfer routes be free of obstructions and steps, at least 1.25m wide and a slope of no more than 1:10. • These should also not pass through living areas or dwellings.

Bin washing	• It is recommended that a bin wash area be installed and that it:
	  ◦ Is sloped to a drain leading to the sewer;
	  ◦ Has an installed tap with mains supply and a hose nearby;
	  ◦ Is at least 2m x 2m; and
	  ◦ Is slip resistant to prevent slippage during washing.
	• Note that line marking and bunding is not required around the bin wash area, and bins can be stored on top of the bin wash area in the waste room. During washing, other bins can be placed outside the waste collection room while bins are washed in the waste room. Alternatively, the bin wash area can be installed outside the waste room. It may also be possible for the waste contractor to be contracted to provide this service (either on-site or off-site).

STRUCTURAL SYSTEMS
consulting engineers

Date Issued	Friday, 16 February 2018
Job No	DT 171101
Site	52-56 FRANKLIN STREET, ADELAIDE
Client	KYREN GROUP
Proposed	20-STOREY COMMERCIAL BUILDING + BASEMENT

Stormwater Management Report

1 . INTRODUCTION

Structural Systems Pty Ltd has been engaged by Kyren Group to prepare a stormwater management report for the proposed development at 52-56 Franklin Street, Adelaide.

The purpose of this report is to assess the stormwater control of the site. It covers the assessment of the stormwater runoff before and after the development, and the possible impacts to the existing council drainage system.

2 . SITE LOCATION AND PROPOSED DEVELOPMENT

The subject land is located within the City of Adelaide and is located at 52-56 Franklin Street, Adelaide. The southern frontage of the proposed development is facing Franklin Street, while the northern side is bound by an existing multi-storey Wilson carpark. The eastern side is bound by an existing five storey building and the western side is bound by a fifteen storey commercial office building.

The total site area is approximately 1592 m^2.

Currently, the site is an empty site with gravel topping and some small trees growing on the front of Franklin Street. The fall of the site is approximately 1 in 60 to 1 in 80 towards Franklin Street.

The proposed development will consist of a 20 storey commercial building with a basement. The proposed building will be butted against the existing buildings at the western and eastern sides.

There is approximately 3.6m spacing from the existing carpark to the new building. The existing access road to the multi-level carpark will remain.

3 . STORMWATER

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3.1 Hydrology

The underground stormwater system in the Adelaide city area is generally designed to be able to cope with a 1 in 20 years ARI storm event. For a small catchment area such as this development, the rational method is appropriate to determine the stormwater runoff and peak discharge rate for a 1 in 20 year ARI pre-development storm event and a 1 in 20 year ARI post-development event.

The Rational Method calculates the peak flow at an outlet point which can be defined as Q = C*I*A. Where C is the runoff coefficient, I is the average rainfall intensity appropriate for the time of concentration, and A is the catchment area. The time of concentration, tc, is defined as the travel time for flow from the most remote part of the catchment to reach the outlet, or the time taken from the start of the rainfall event until all of the catchment is simultaneously contributing to the outlet.

The critical storm duration is considered to be equivalent to the time of concentration. The stormwater analysis will consider the worst case scenario and thus the analysis will adopt a maximum coverage for the development.

3.2 Catchment Run-Off Coefficient

The pre-development conditions of the site consists of gravel on ground, an existing access road to the multi-level carpark and a small garden area on the eastern side.

For the proposed development, the site is fully covered by roof and first grade paving (pavers or concrete slab).
The run-off coefficient for post-development will be increased compared with the pre-development.

The run-off coefficient for post-development:

$$C20 = 0.9 * Fy = 1.05 * (0.9 * 1592) / 1592 = 0.945$$

and the run-off coefficient for pre-development:

$$C20 = Fy * [(0.9 * 500 + 0.75 * 1053 + 0.1 * 39)] / 1592 = 0.78 * 1.05 = 0.82$$

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The runoff coefficient for post-development will be slightly increased compared with pre-development due to the existing gravel paving surface being replaced by impervious surfaces. It is therefore expected that the post-development stormwater run-off discharge rate will be slightly increased compared with pre-development for a 1 in 20 years ARI storm event.

3.3 Catchment Area

There are two existing council side entry pits at the front of the site. It is highly likely that the stormwater runoff from the existing multi-level carpark and access road are currently being discharged to the underground stormwater system via these side entry pits. The surface flow flows across the footpath and is directed to the kerb and gutter along Franklin Street, then eventually captured by the side entry pit.

No stormwater from the proposed building is to be directed to the existing carpark roof. The existing carpark will remain as is, and therefore the roof area and the runoff rate from the carpark roof is unchanged.

For the purpose of stormwater analysis, the site is subdivided into sub catchment areas. The catchment area for each sub catchment is tabulated below.

Table 1: catchment area

Sub Catchment	Pre-development catchment (m^2)	Post-development catchment (m^2)	Proposed post-development
Existing carpark - upstream catchment	Approximately 1780m^2 (53.2m x 34.1m)	Approximately 1780m^2	Unchanged
Proposed building area			
Roof/road/concrete slab	500m^2	1592m^2	Fully developed
Paving/driveway	1053m^2	0m^2	Fully developed
Landscape/garden	39m^2	0m^2	Fully developed

3.4 Vertical Surface Contribution

Australian Standard AS3500.3 – 2003 states that a required runoff from vertical surfaces shall be included in the stormwater system design. This is especially important when the building height is significantly increased compared with the pre-development conditions. For each outlet, additional runoffs from vertical surfaces are added to the total runoff flowrate to estimate the peak flow rate.

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In a broader catchment design considering the street drainage system, the additional runoff from vertical surfaces has a minor impact on the system as a whole. As the runoff coefficient for the existing and proposed development is almost the same, the total rainfall volume and intensity to the catchment will be similar for the same storm event, and does not depend on the development size. High buildings shielding other areas from the wind-driven rain will result in a short term increase in outflow at one outlet, while at the same time reducing the outflow rate from other outlets by a similar amount.

3.5 Time of Concentration, tc

The time of concentration to the council side entry pit is estimated as 8 minutes for post-development conditions.

$I_{20\ 8mins}$ = 98.92 mm/hr

Stormwater runoff must travel along the pipe from the top floor roof and balconies to the council stormwater pit.

For pre-development, the time of concentration is estimated as 6 minutes

$I_{20\ 6mins}$ = 112.12 mm/hr

3.6 Groundwater

Another source of water that may contribute to the underground stormwater system is the groundwater seepage from the basement carparks.

Based on the surroundings, monitored well, the estimated groundwater level is well below the basement design level. However, fluctuation of the groundwater level after rain events may occur. Most of the surrounding sites are paved, roofed and sealed surfaces with some minor garden landscape areas.

The groundwater collected from the basement floor must be discharged to a sewer as per Adelaide City Council and EPA requirements. Therefore, groundwater seepage will not contribute into the stormwater system, and thus groundwater is not included in the stormwater design.

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4 . STORMWATER MANAGEMENT

4.1 Peak Flow Rate

The council currently has no detention requirements for development within the CBD.

Estimated Peak Discharge Rate:

Pre-development discharge rate of the whole site:
Q_{20} = C_{20} * I_{20} 6mins * A / 0.36
= 112.10 * 0.82 * 0.1592ha / 0.36
= 40.7 L/s

Table 2: Post-development discharge rate to outlet - tc = 8 minutes

Storm events	Critical storm intensity (mm/hr)	Runoff coefficient including frequency conversion factors C * Fy	Peak discharge rate (L/s)
5 year ARI	66.5	0.86	25.16
10 year ARI	80.2	0.90	31.95
20 year ARI	98.9	0.95	41.36
100 year ARI	151.6	1	67.09

Based on calculated discharge rates, the peak post-development and pre-development discharge rates are similar. Therefore the effect of the development on the downstream stormwater system is insignificant.

4.2 Measures to Minimise the Concentration of Stormwater

The stormwater outlet can be spread into two or more outlets to Franklin Street, or concentrated to a single outlet directly to the underground system via the existing side entry pit. The outflow rate at each outlet will therefore be minimised.

Each proposed discharge point to the street watertable must have a discharge rate less than 15.01L/s for a 1 in 20 years ARI storm event.

All stormwater installations must strictly follow the council requirements outlined in "Specifications - Stormwater".

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When the flow rate exceeds the underground stormwater system capacity, the gap flow (ie. $Q_{100} - Q_{20}$) will need to surcharge from the property boundary sumps or existing side entry pit and flow into the Franklin Street road carriageways. There are no foreseeable obstructions to the flow path of water that surcharges out of the sump.

4.3 Water Quality

The roof, balcony and vertical wall surface stormwater runoff can be discharged directly to the street watertable or the council underground system.

The site area is mostly covered with a roof. There is a small area of the existing access driveway and ground surface exposed to rain. Compared to pre-development, the area of access driveway exposed to rain is reduced significantly: 25m² post-development compared with 306m² pre-development. This reduction leads to a decrease in the amount of contaminant runoff to the underground water systems.

Therefore, it is unlikely that any additional stormwater treatment system will be required. Wastewater other than stormwater runoff must be directed to the sewer system.

The groundwater seepage from the basement is to be collected via a spoon drain and directed to a sump and underground tank, then pumped to the sewer system as per SA Water approval. As the groundwater will not contribute to stormwater runoff, water quality will not be impacted.

4.4 Safeguard Against Major Flow

The design finished floor level and high point for ramp access shall be at least 50mm above the top of kerb at the adjacent road.

Any grated inlet sumps inside the property must have a top level greater than the Hydraulic Grade Line (typically the top of kerb for Adelaide City Council) in order to avoid back flow of stormwater from the council system.

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5 . CONCLUSIONS

In summary, the total discharge volume and discharge rate from the site are similar for both pre and post-development. It is unlikely that the proposed development will have any negative impact on the existing council stormwater system.

Building heights will have some impact on the peak discharge rate at each outlet. This must be accounted for in a detailed design of the stormwater system in order to ensure the proposed system can cope with the extra flow.

Should you require any further information or clarification on any of the above, please do not hesitate to contact the undersigned.

Yours Faithfully,

CHONG TZU BE., MIE Aust.
Civil Engineer
STRUCTURAL SYSTEMS PTY LTD

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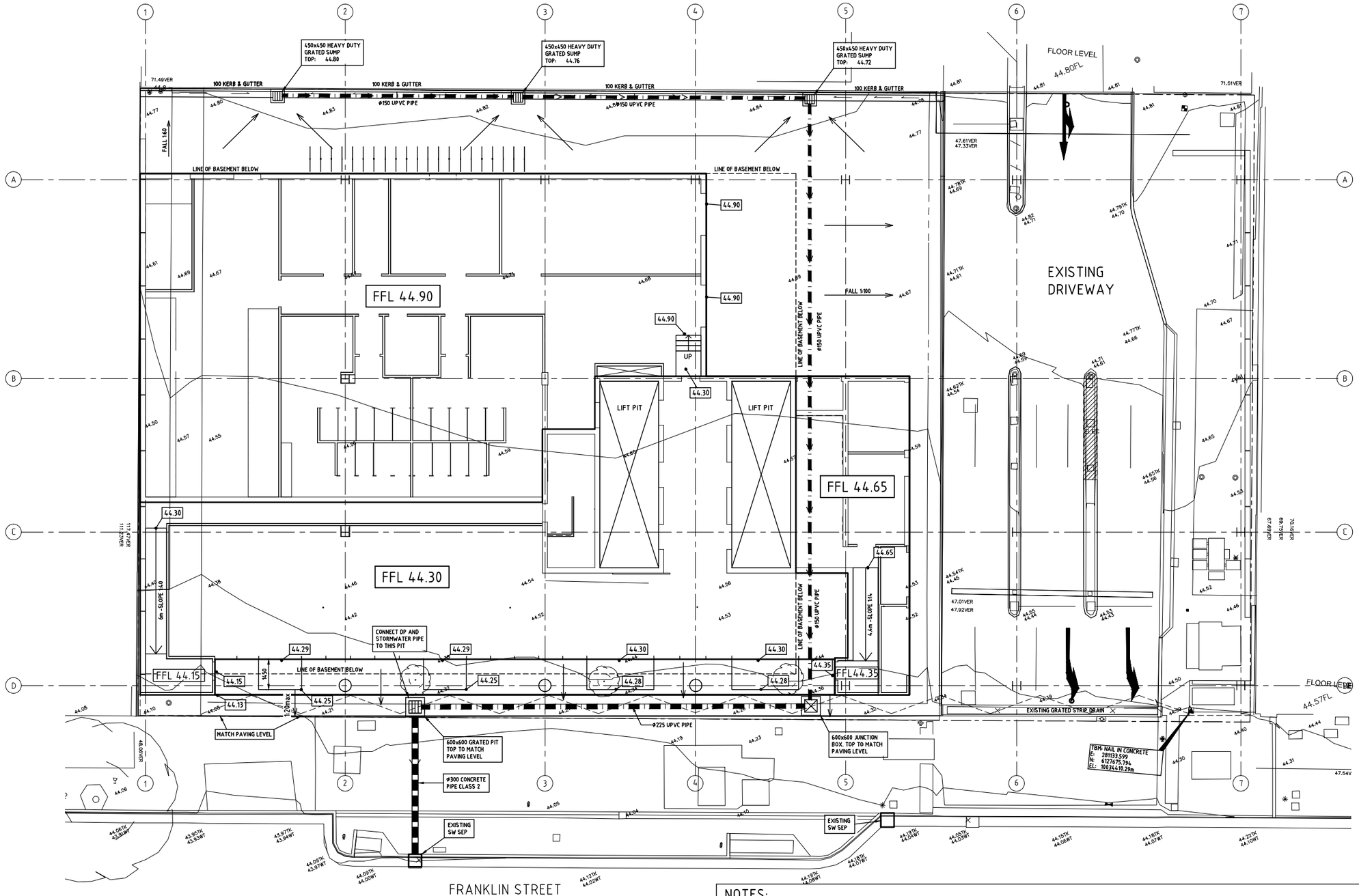


GROUND FLOOR SITE PLAN

SCALE 1:100

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL ASSOCIATED DRAWINGS/SPECIFICATIONS AND ANY DISCREPANCIES TO BE DIRECTED TO THE DESIGNER FOR CLARIFICATION.
2. ALL WORK EXTERNAL TO SITE BOUNDARY TO BE CARRIED OUT TO COUNCIL REQUIREMENTS.
3. USE FLEXIBLE CONNECTION FOR STORMWATER PIPES.
4. THIS IS NOT A CADASTRAL PLAN AND SHOULD NOT BE USED IN DETERMINING PRECISE DIMENSIONS WITH RESPECT TO BOUNDARIES.
5. ALL U.P.V.C. PIPES LESS THAN 200mm BELOW THE SURFACE ON THE DRIVEWAY TO BE ENCASED IN 100mm CONCRETE.
6. PIPES LESS THAN 300mm IN DEPTH (FROM TOP OF PIPE) MUST HAVE CONCRETE COVER.
7. BUILDERS/ CONTRACTORS TO CHECK FOR ANY UNDERGROUND SERVICES PRIOR TO CONSTRUCTION.
8. STORMWATER TANK TO BE PLUMBED TO LAUNDRY \ WC - REFER TO ARCHITECTURAL DRAWINGS, OWNER, BUILDER, DEVELOPER FOR DETAILS.
9. IT IS THE RESPONSIBILITY OF THE OWNER/BUILDER TO ENSURE THAT FINISHED LEVELS AS PROPOSED BY ENGINEER BE ADEQUATE AS TO GET DESIRED FALL TO SEWERAGE INVERT. OWNER/BUILDER/PLUMBING CONSULTANT/PLUMBER MUST CHECK EXISTING SEWERAGE CONNECTION POINT INVERT TO ENSURE THAT PROPOSED FINISHED LEVELS ARE ADEQUATE PRIOR TO COMMENCEMENT OF ANY WORK.

LEGEND:

PROVIDE PERIMETER CONCRETE KERBING AS REQUIRED.

- FFL 44.65 — FINISHED FLOOR LEVEL
- 100.35 — DESIGN LEVEL
- STORMWATER ALIGNMENT ø100 UPVC PIPE.
- STORMWATER ALIGNMENT ø150 UPVC PIPE.
- STORMWATER ALIGNMENT ø225 UPVC PIPE.
- ø300 CONCRETE PIPE CLASS 2
- 100 KER & GUTTER (TYP.) 1:200 FALL MIN
- 100 — DESIGN CONTOUR
- INSPECTION OPENING
- SUMP
- 99.00 — EXISTING LEVEL
- DP — DOWNPIPE
- JUNCTION BOX
- STORMWATER SEP

NOTES

1. ENGINEER'S DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND GENERAL CONDITIONS OF THE CONTRACT, THE ASSOCIATED ARCHITECTURAL DRAWINGS, THE ENGINEER'S SOIL AND FOOTING CONSTRUCTION REPORT AND ANY OTHER DRAWINGS RELATING TO THIS PROJECT.
2. ALL DIMENSIONS, LEVELS AND SETTING OUT SHALL BE VERIFIED WITH THE ARCHITECTURAL DRAWINGS AND CHECKED ON SITE PRIOR TO COMMENCING FABRICATION AND/ OR CONSTRUCTION.
3. THE ENGINEER'S DRAWINGS MUST NOT BE SCALED.
4. ALL DIMENSIONS IN mm UNLESS OTHERWISE SPECIFIED.
5. ADDITIONS AND SUBSTITUTIONS SHALL ONLY BE MADE WITH THE ENGINEER'S PRIOR KNOWLEDGE AND APPROVAL.
6. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL TO ENSURE THAT THEY ARE USING THE CURRENT VERSION OF THIS DRAWING. STRUCTURAL SYSTEMS PTY LTD ACCEPTS NO LIABILITY FOR ISSUES ARISING FROM THE USE OF SUPERSEDED DRAWINGS.

PLANNING APPROVAL

ISSUE NO.	DESCRIPTIONS	DATE	BY
PA.0	ISSUED FOR PLANNING APPROVAL ARCH DRAWING RECEIVED: 14/02/18	16/02/18	KS

PROJECT
20-STOREY COMMERCIAL BUILDING + BASEMENT

ADDRESS
52-56 FRANKLIN STREET, ADELAIDE

DRAWING TITLE
SITE PLAN (GROUND FLOOR)

CLIENT
FRANKLIN INVEST P/L

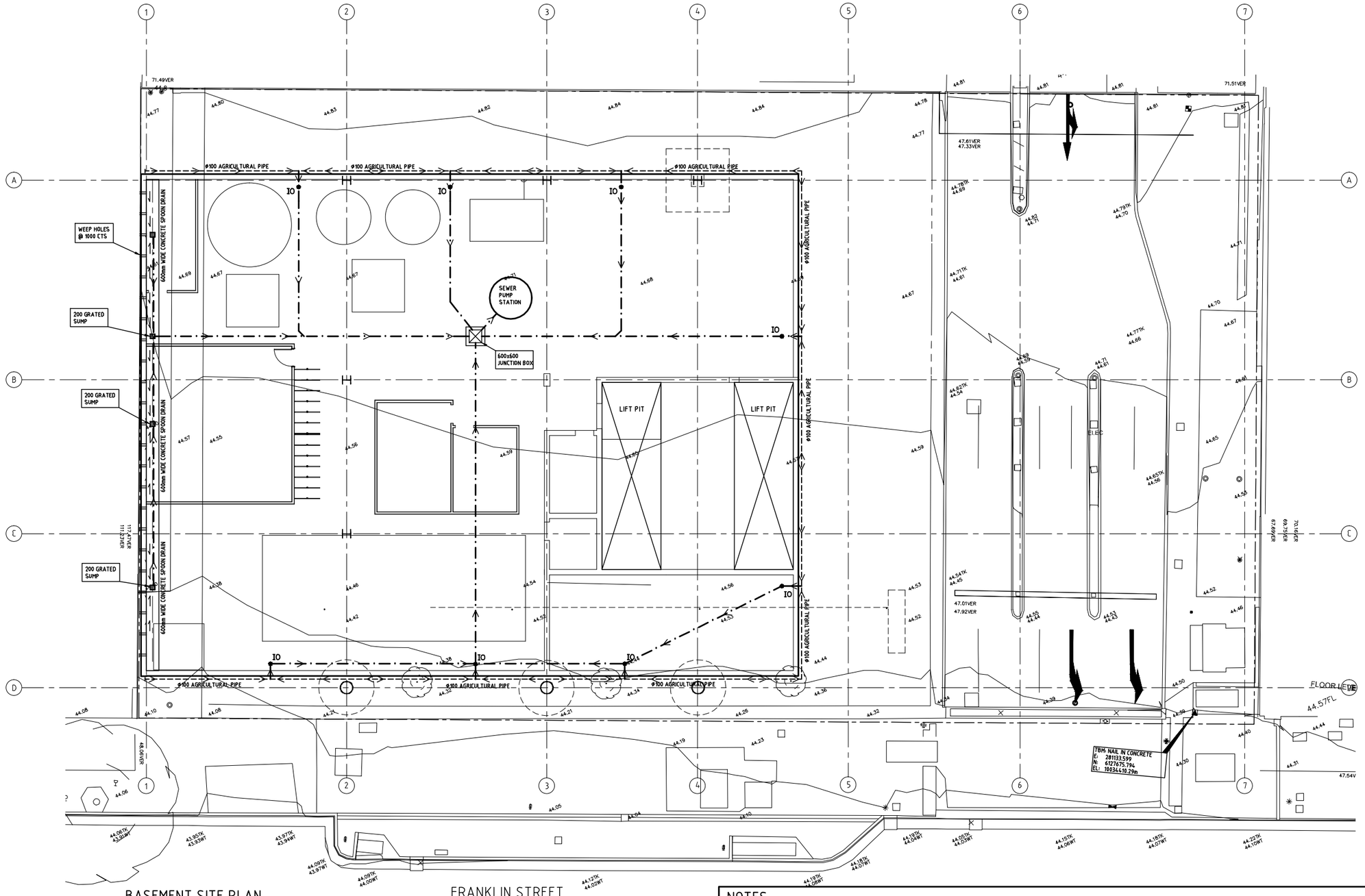
STRUCTURAL SYSTEMS consulting engineers

108 Wright Street, Adelaide SA 5000 Tel: (08) 8231 6000
Fax: (08) 8231 3444 Email: civil@structuralsystemssa.com.au ABN 21 368 115 939

DRAWN	KS	DESIGNED	NN
CHECKED		DATE REVISED	--
SCALE 1:100 UNO	PAPER SIZE A1	DATE ISSUED	16/02/2018
ALL DIMENSIONS IN mm -- DO NOT SCALE		PLOT SCALE	1:100

JOB No.	DRAWING No.	STAGE	ISSUE
DT 171101	ST01	PA	0

STAGE ABBREVIATION: P-PRELIMINARY; DS-ENGINEERING DESIGN STAGE; PA-FOR PLANNING APPROVAL; T-TENDER; BA-BUILDING APPROVAL; C-FOR CONSTRUCTION



BASEMENT SITE PLAN
SCALE 1:100

FRANKLIN STREET

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL ASSOCIATED DRAWINGS/SPECIFICATIONS AND ANY DISCREPANCIES TO BE DIRECTED TO THE DESIGNER FOR CLARIFICATION.
2. ALL WORK EXTERNAL TO SITE BOUNDARY TO BE CARRIED OUT TO COUNCIL REQUIREMENTS.
3. USE FLEXIBLE CONNECTION FOR STORMWATER PIPES.
4. THIS IS NOT A CADASTRAL PLAN AND SHOULD NOT BE USED IN DETERMINING PRECISE DIMENSIONS WITH RESPECT TO BOUNDARIES.
5. ALL U.P.V.C. PIPES LESS THAN 200mm BELOW THE SURFACE ON THE DRIVEWAY TO BE ENCASED IN 100mm CONCRETE.
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PROVIDE PERIMETER CONCRETE KERBING AS REQUIRED.

LEGEND:

- STORMWATER ALIGNMENT Φ100 UPVC PIPE. MINIMUM 1:100 FALL.
- Φ100 AGRICULTURAL PIPE, IMINIMUM 1:100 FALL TOWARD OUTLETS
- 600mm CONCRETE SPOON DRAIN, 1:200 FALL MIN.
- 100 DESIGN CONTOUR
- WEEP HOLE
- IO INSPECTION OPENING
- SUMP
- 99.00 EXISTING LEVEL
- DP DOWNPIPE
- JUNCTION BOX

NOTES

1. ENGINEER'S DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND GENERAL CONDITIONS OF THE CONTRACT, THE ASSOCIATED ARCHITECTURAL DRAWINGS, THE ENGINEER'S SOIL AND FOOTING CONSTRUCTION REPORT AND ANY OTHER DRAWINGS RELATING TO THIS PROJECT.
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PLANNING APPROVAL

ISSUE NO.	DESCRIPTIONS	DATE	BY
PA.0	ISSUED FOR PLANNING APPROVAL ARCH DRAWING RECEIVED: 14/02/18	16/02/18	KS

PROJECT
20-STOREY COMMERCIAL BUILDING + BASEMENT

ADDRESS
52-56 FRANKLIN STREET, ADELAIDE

DRAWING TITLE
SITE PLAN (BASEMENT)

CLIENT
FRANKLIN INVEST P/L

STRUCTURAL SYSTEMS
consulting engineers

108 Wright Street, Adelaide SA 5000 Tel: (08) 8231 6000
Fax: (08) 8231 3444 Email: civil@structuralsystemssa.com.au ABN 21 366 115 939

DRAWN KS		DESIGNED NN	
CHECKED		DATE REVISED --	
SCALE 1:100 UNO	PAPER SIZE A1	DATE ISSUED 16/02/2018	
ALL DIMENSIONS IN mm – DO NOT SCALE		PLOT SCALE 1:100	
JOB No. DT 171101		DRAWING No. ST02	STAGE PA / ISSUE 0

STAGE ABBREVIATION: P=PRELIMINARY; DS=ENGINEERING DESIGN STAGE; PA=FOR PLANNING APPROVAL; T=TENDER; BA=BUILDING APPROVAL; C=FOR CONSTRUCTION

LUCID
CONSULTING AUSTRALIA

FRANKLIN COMMERCIAL – 52-56 FRANKLIN STREET, ADELAIDE

Sustainability Report rev A

Date: 21 February 2018

Document Number: LCE13540-007

DOCUMENT ISSUE REGISTER

PROJECT NAME: FRANKLIN COMMERCIAL - 52-56 FRANKLIN STREET, ADELAIDE,

PROJECT REF: LCE13540-007 Sustainability Report rev A

REVISION	DESCRIPTION	DATE ISSUED	AUTHOR	REVIEWED
A	Planning Approval	19.02.2018	YP	TC

CONTENTS

1. INTRODUCTION

This report provides a list of Ecologically Sustainable Design (ESD) initiatives that are proposed for the development.

The intent of each initiative is to add value to the project by improving the ecological performance of the development whilst reducing operational expenses for building owner and tenants. Collectively, these initiatives will: -

- Reduce energy and water consumption;
- Reduce the ecological footprint of the building and its occupants;
- Improve thermal comfort and air quality within the building; and
- Improve occupant well-being with high quality naturally illuminated internal spaces.

1.1 Project Overview

The proposed development is to be located at 52 – 56 Franklin Street, Adelaide, South Australia.

The proposed development can be summarised by the following:

- 20 floors dedicated to office space.
- Ground floor consists of street-front tenancy, main entrance lobby serving upper floors, end-of-trip facilities, and back-of-house facilities.
- Basement level proposed for services equipment.
- Amenities are proposed at each floor adjacent the central lift and stair core.
- Private outdoor areas are proposed for Level 6 and Level 13.

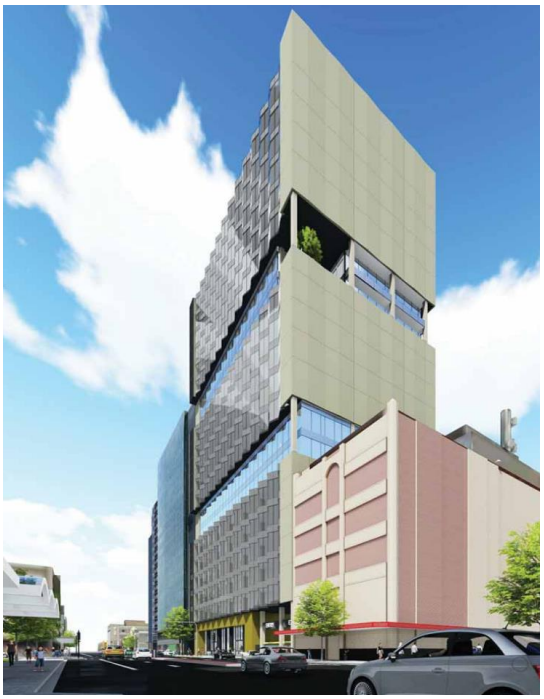

Figure 1: Architectural render of Franklin Street front, Adelaide CBD.

2. ECOLOGICALLY SUSTAINABLE DESIGN

The following ESD initiatives are proposed. These are proposed based on the preliminary architectural documentation dated 31 January 2018.

2.1 Industry Recognised Benchmark Rating Schemes

The following industry recognised rating schemes are currently proposed for this project.

- Property Council of Australia (PCA) – Grade A Office Quality
- NABERS
- Green Star

2.2 High Performance Thermal Envelope

The building's thermal envelope contributes a significant portion to the air-conditioning energy required to maintain a comfortable environment for occupants. Therefore, this building is targeting a higher performing thermal envelope above the 2016 National Construction Code Section J minimum requirements. The following elements of the thermal envelope will be specifically targeted:

- High performance building envelope; wall, floor and roof insulation R-values to meet best practice guidelines.
- High performance glazing selected with consideration of building-specific features and climatic conditions.
- Additional shading to reduce the summer cooling load. Therefore reducing energy consumption require to maintain thermal comfort within the occupied apartment.

2.3 Sustainable Building Materials

Sustainable building materials to be maximised throughout this project. The following criteria will be used:

- Low Volatile Organic Compounds (VOC).
- Low formaldehyde emissions.

2.4 Energy Efficient Air Conditioning

Energy efficient air conditioning units exceeding Minimum Energy Performance Standards (MEPS).

2.5 Daylight Harvesting

Daylight harvesting will be considered to maximise utilisation of daylight penetration from glazed facades. Daylight penetration is particularly available along the northern, southern, and eastern glazed facades. This improves lighting quality and the indoor environment quality.

2.6 Energy Efficient Lighting

Energy efficient lighting will be maximised throughout the building.

2.7 CO_2 Monitoring For Outside Air Modulation

Carbon Dioxide (CO_2) monitoring system to modulate supply of outside air to the space based on occupancy density. Modulating outside air supply will only supply the volume required and therefore reduce air-conditioning energy which is required to condition the outside air.

2.8 Water Efficient Fixtures

All water fixtures and fittings shall be proposed as low-flow where possible. The following WELS ratings are proposed:

- Taps with a WELS rating of not less than 5 Stars (6.0 L/min)
- Shower heads with a WELS rating of not less than 3 Stars (9.0 L/min)
- Water closets with a WELS rating of not less than 4 Stars (3.5 L/flush, dual flush)

2.9 Rain Water Harvesting

Rainwater harvesting is proposed to serve toilet flushing, offsetting potable water usage. Rainwater harvesting pump and tank system is proposed to be located in the basement.

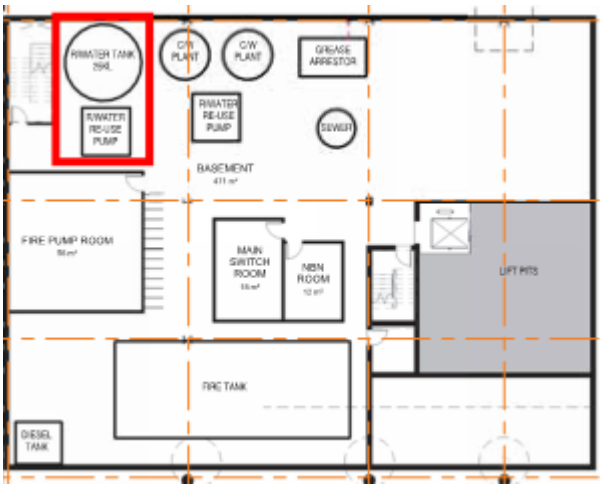

Figure 2: Rainwater harvesting tank and pump.

2.10 Waste Management

The bin storage room located at ground floor is proposed with direct access to the rear dock area which allows trucks to remove the waste from site. The bin room can also be accessed via the main lift lobby to utilise the lifts for transporting waste bins between levels.

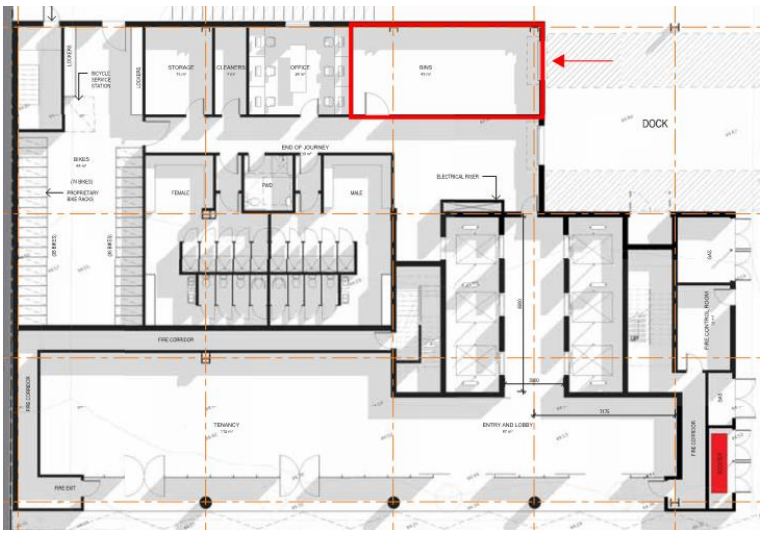

Figure 3: Bin storage area.

2.11 Sustainable Transport

Bicycle facilities are provided to encourage building occupants to use a sustainable form of transport. Specific bicycle facilities include:

- Secure bicycle storage racks.
- Bicycle self-service station.
- Accessible directly via northern external door.

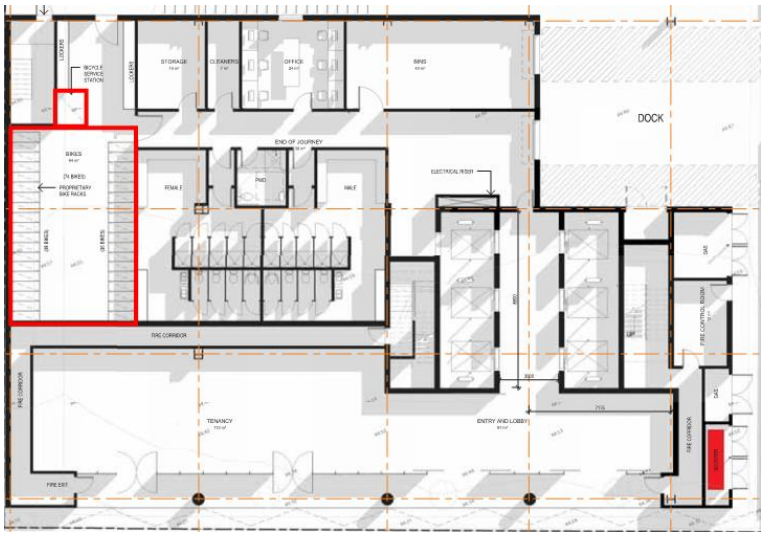

Figure 4: Bicycle facilities.

2.12 End-Of-Trip Facilities

End-of-trip facilities are proposed to enable those that cycle as a form transport to change toand from their active wear. End-of-trip facilities include:

- Gender specific change rooms including showers and bathroom facilities.
- Lockers for storage of personal items.
- Direct access from bicycle storage area.

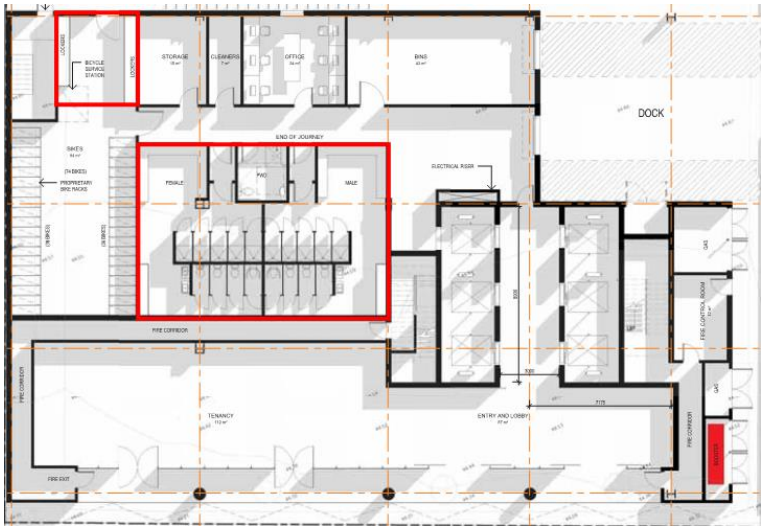

Figure 5: End-of-trip facilities outlined.

2.13 On-Site Renewable Energy Generation

Roof mounted solar photovoltaic (PV) system will be considered as part of the NABERS rating strategy. This initiative is proposed to generate renewable energy on-site, offsetting electrical energy imported from the grid which has a higher Greenhouse Gas emissions factor.

The roof area is limited by the mechanical plant area and stairwell shaft overrun.

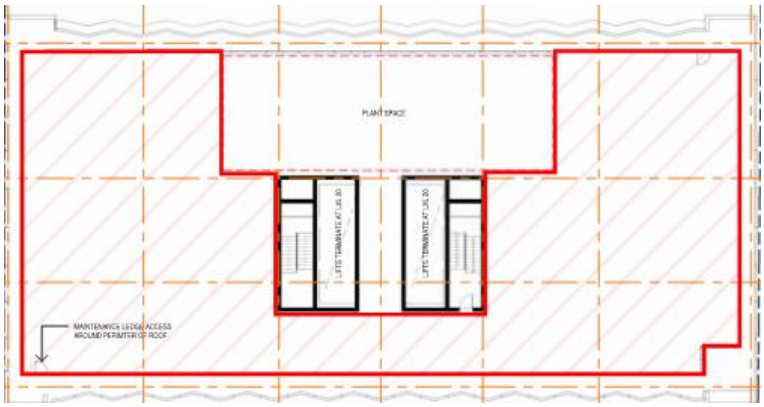

Figure 6: Usable area when considering roof mounted solar PV array.

FRANKLIN ST COMMERCIAL

52-56 FRANKLIN STREET, ADELAIDE, 5000

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

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Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROWN FALCONER

28 Chesser Street, Adelaide, South Australia 5000
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ABN 65 007 846 586 brownfalconer.com.au

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

COVER SHEET

Scale

Drawn BB

Date NOVEMBER 2017

Job No. 2017056

Dwg No. **DA 00** Rev: **A1** A1 SHEET

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A1	DA APPROVAL	21/02/18

CONTENTS

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

CONTENTS

Scale
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 01** Rev: **A1** A1 SHEET

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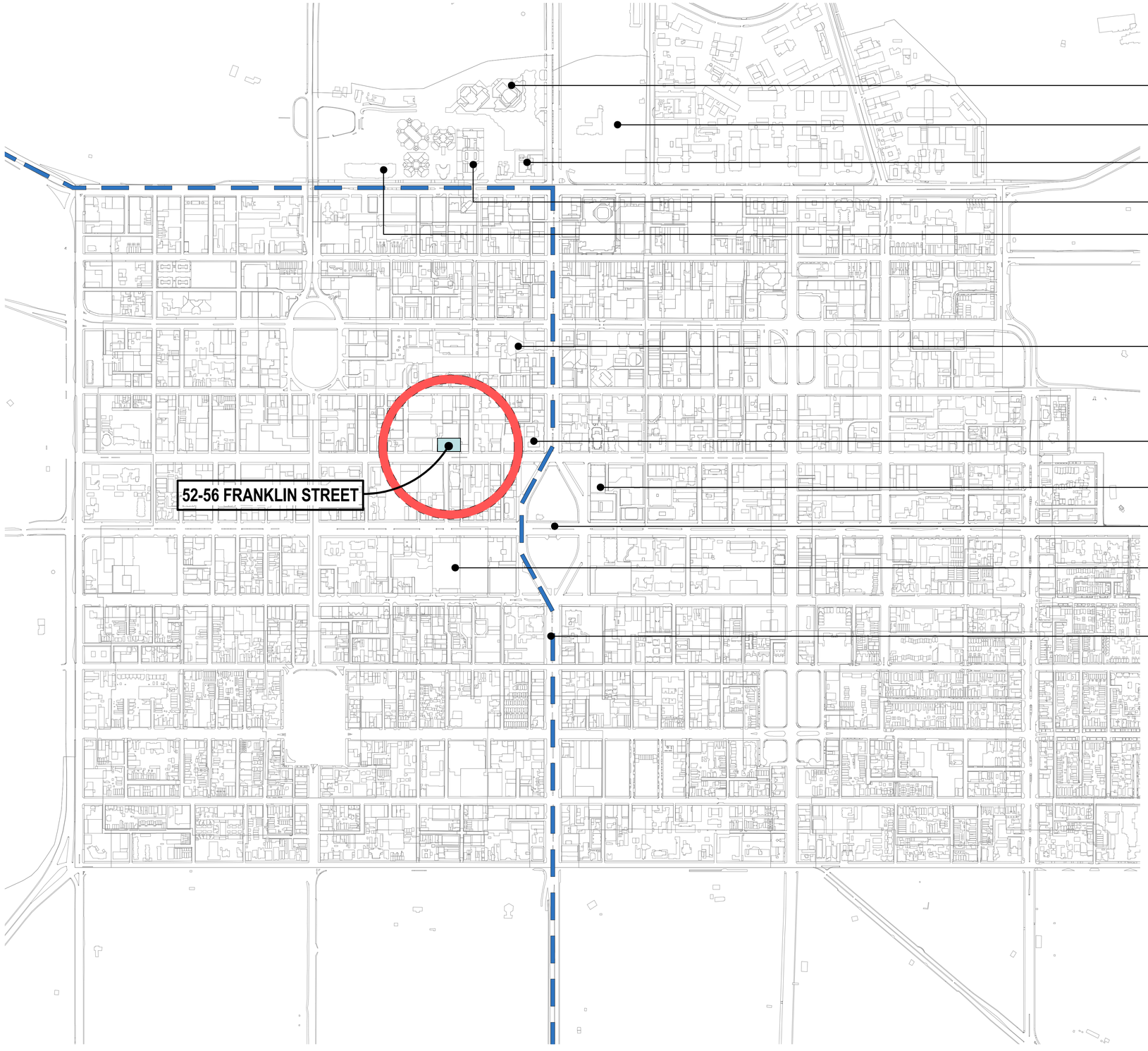

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52-56 FRANKLIN ST. TOWER

LOCATION PLAN

Scale 1 : 5000
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 02** Rev: **A1** A1 SHEET

DA ISSUE
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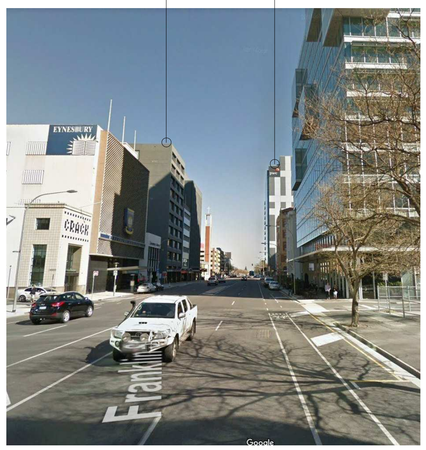
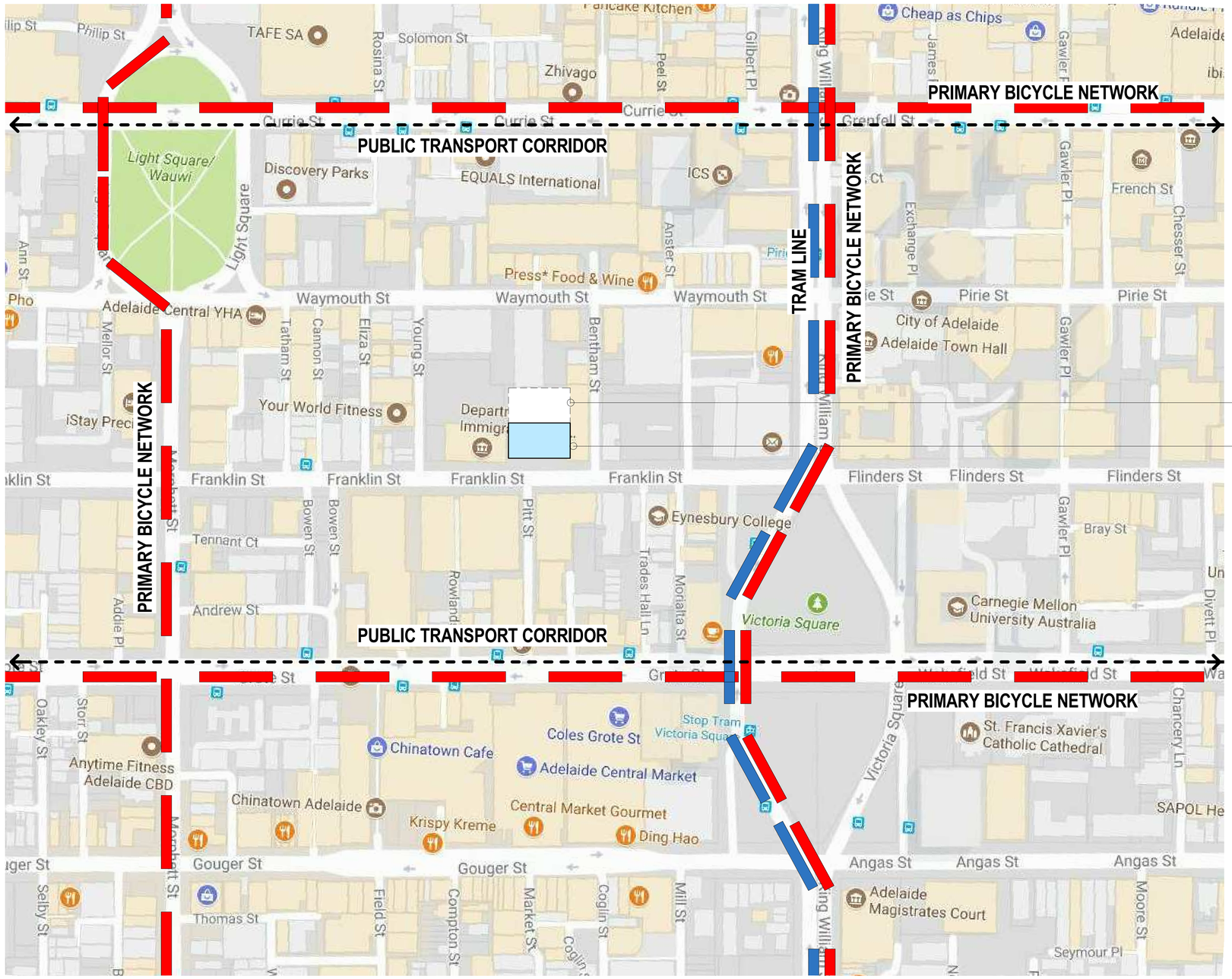
Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

EXISTING 6 TO 9 STOREY OFFICE BUILDINGS

NEIGHBOURING 17 STOREY OFFICE BUILDING



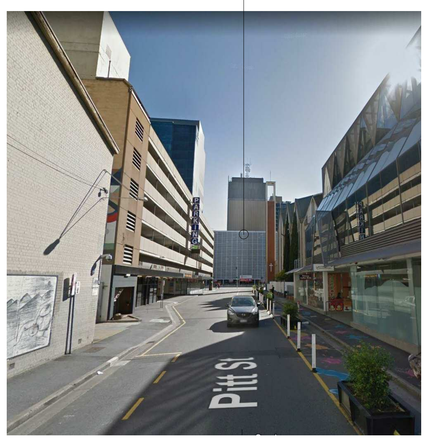
VIEW DOWN FRANKLIN ST



EXISTING CAR PARK

PROPOSED BUILDING

EXISTING CAR PARK



VIEW DOWN PITT ST

PROPOSED GREATER CITY SITE PLAN
1 : 2000

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52-56 FRANKLIN ST. TOWER

CONTEXTUAL INFORMATION

Scale	1 : 2000
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	03
Rev:	A1
	A1 SHEET

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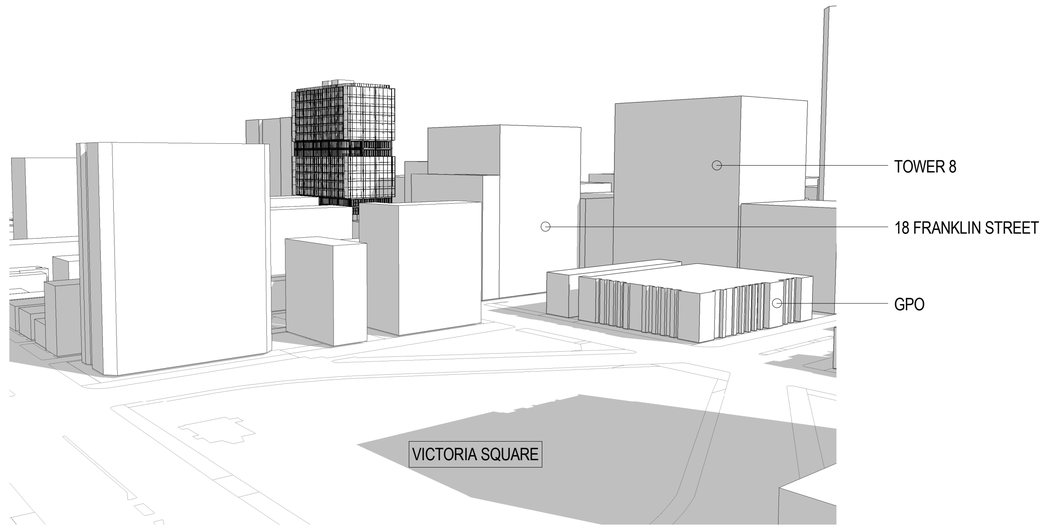
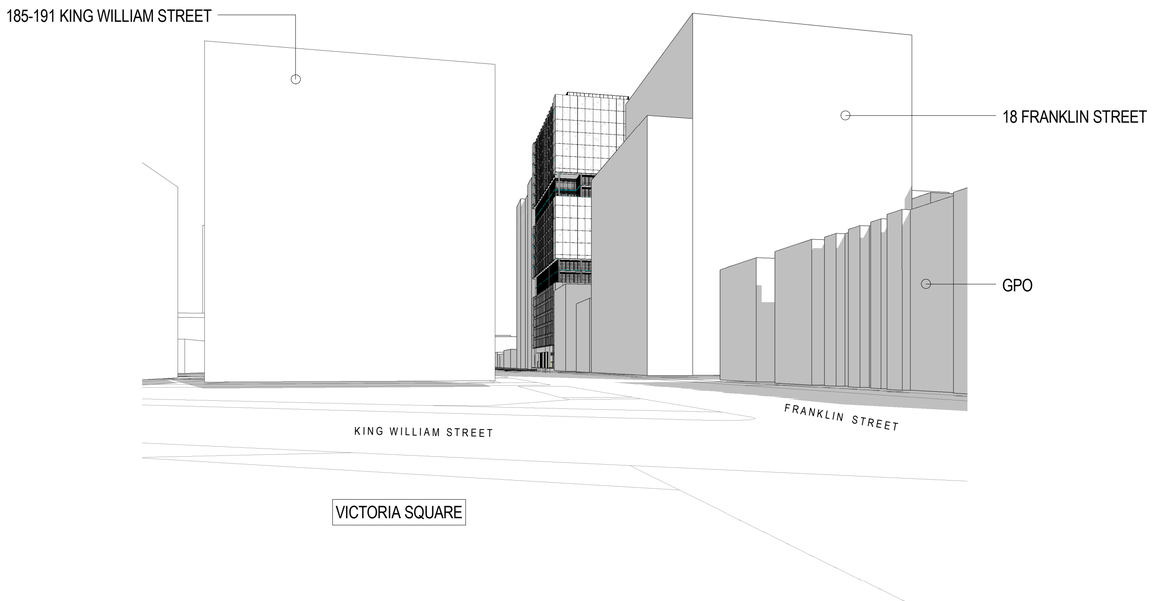
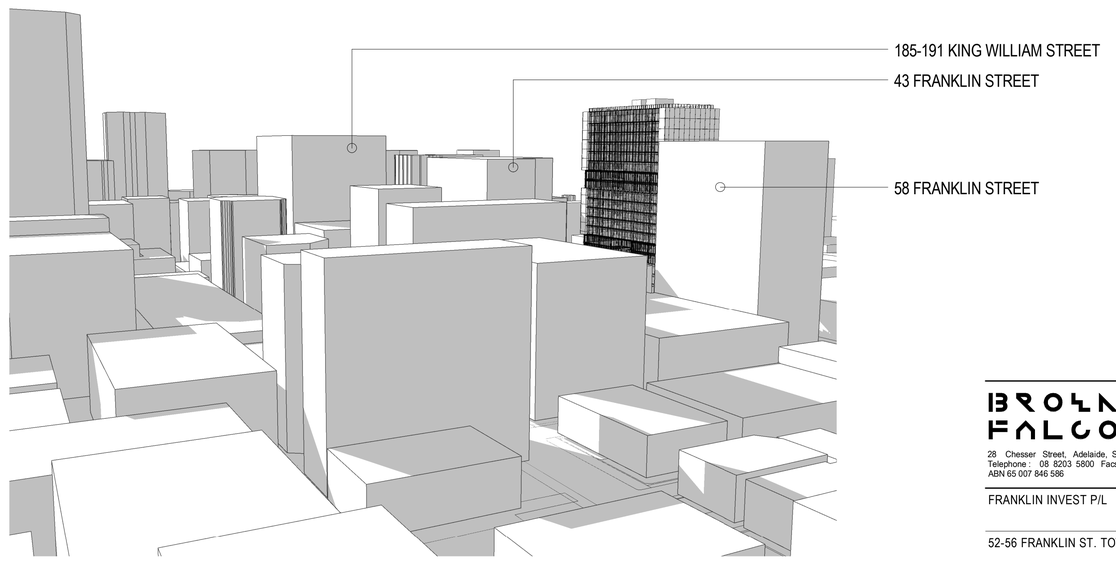


VIEW 1 - FROM ABOVE ST FRANCIS XAVIER'S CATHEDRAL



VIEW 2 - FROM INTERSECTION OF KING WILLIAM & FRANKLIN ST



VIEW 3 - FROM ABOVE LIGHT SQUARE

BROLA FALCONER
28 Chesser Street, Adelaide, South Australia 5000
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

CONTEXTUAL VIEWS

Scale 1 : 2000
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Date NOVEMBER 2017
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A1	DA APPROVAL	21/02/18

FLOOR BY FLOOR SCHEDULE - FRANKLIN STREET

BASEMENT	PLANT/SERVICES/STORAGE
GROUND	LOBBY SPACES 2 x TENANCIES CAR PARK ENTRY (VIA DRIVEWAY)
LEVEL 1	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 2	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 3	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 4	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 5	OFFICE SPACE, LOBBY, AMENITIES, OUTDOOR
LEVEL 6	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 7	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 8	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 9	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 10	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 11	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 12	OFFICE SPACE, LOBBY, AMENITIES, OUTDOOR
LEVEL 13	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 14	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 15	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 16	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 17	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 18	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 19	OFFICE SPACE, LOBBY, AMENITIES
LEVEL 20	OFFICE SPACE, LOBBY, AMENITIES
ROOF TOP	PLANT/SERVICES

CORE (LIFT + STAIRS) - PER FLOOR	108m²
BASEMENT	587m²
GROUND	
- TENANCY	112m²
- ENTRY LOBBY	87m²
- BIKES	84m²
- END OF JOURNEY	130m²
- BINS	43m²
- OFFICE & STORAGE	46m²
LEVEL 1 to LEVEL 5	
- LOBBY	39m²
- OFFICE SPACE	1087m²
- AMENITIES	43m²
LEVEL 6	
- LOBBY	39m²
- OFFICE SPACE	924m²
- AMENITIES	43m²
- OUTDOOR	63m²
LEVEL 7	
- LOBBY	39m²
- OFFICE SPACE	923m²
- AMENITIES	43m²
LEVEL 8 to LEVEL 12	
- LOBBY	39m²
- OFFICE SPACE	1087m²
- AMENITIES	43m²
LEVEL 13	
- LOBBY	39m²
- OFFICE SPACE	957m²
- AMENITIES	43m²
- OUTDOOR	43m²
LEVEL 14	
- LOBBY	39m²
- OFFICE SPACE	938m²
- AMENITIES	43m²
LEVEL 15 to LEVEL 20	
- LOBBY	39m²
- OFFICE SPACE	1070m²
- AMENITIES	43m²
TOTAL OFFICE AREA	**22,198m²**

BASEMENT	745m²
GROUND	768m²
LEVEL 1 to LEVEL 5	(1385m² PER FLOOR) 6925m²
LEVEL 6	1211m²
LEVEL 7	1211m²
LEVEL 8 to LEVEL 12	(1385m² PER FLOOR) 6925m²
LEVEL 13	1228m²
LEVEL 14	1228m²
LEVEL 15 to LEVEL 20	(1371m² PER FLOOR) 8226m²
TOTAL FLOOR AREA	**28,467m²**

TOTAL FLOOR AREA : THE SUM OF SUPERFICIES OF HORIZONTAL SECTIONS THEREOF MADE AT THE LEVEL OF EACH FLOOR, INCLUSIVE OF ALL ROOFED AREAS AND OF THE EXTERNAL WALLS AND OF SUCH PORTIONS OF ANY PARTY WALLS AS BELONG TO THE BUILDING.

IN ACCORDANCE WITH SCHEDULE 1 OF THE DEVELOPMENT REGULATIONS 2008

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52-56 FRANKLIN ST. TOWER

FRANKLIN STREET - SCHEDULE

Scale
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Date NOVEMBER 2017
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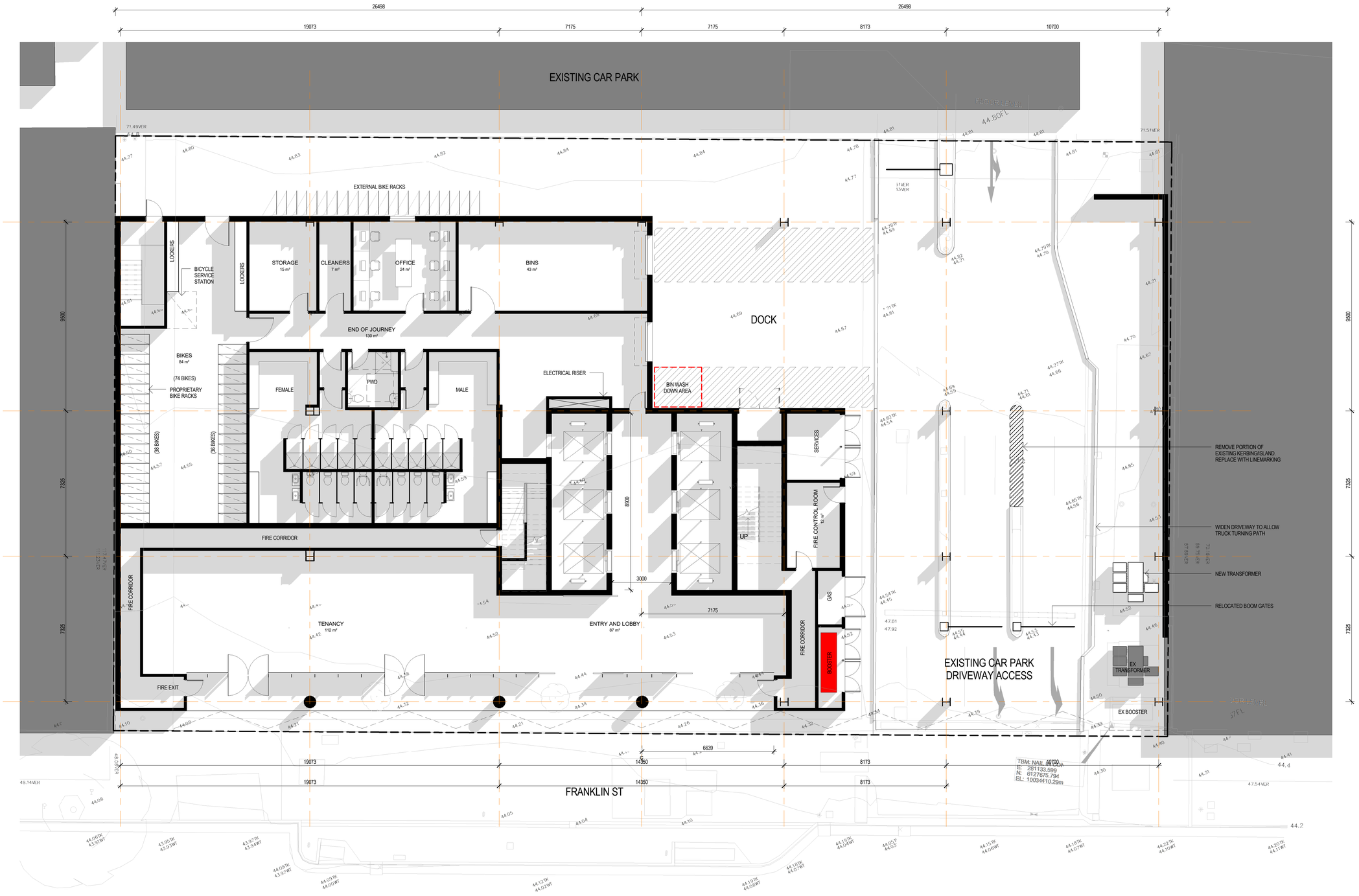
Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



GROUND FLOOR PLAN
1 : 100

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

FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

GROUND FLOOR PLAN

Scale	1 : 100
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 06
Rev:	A1

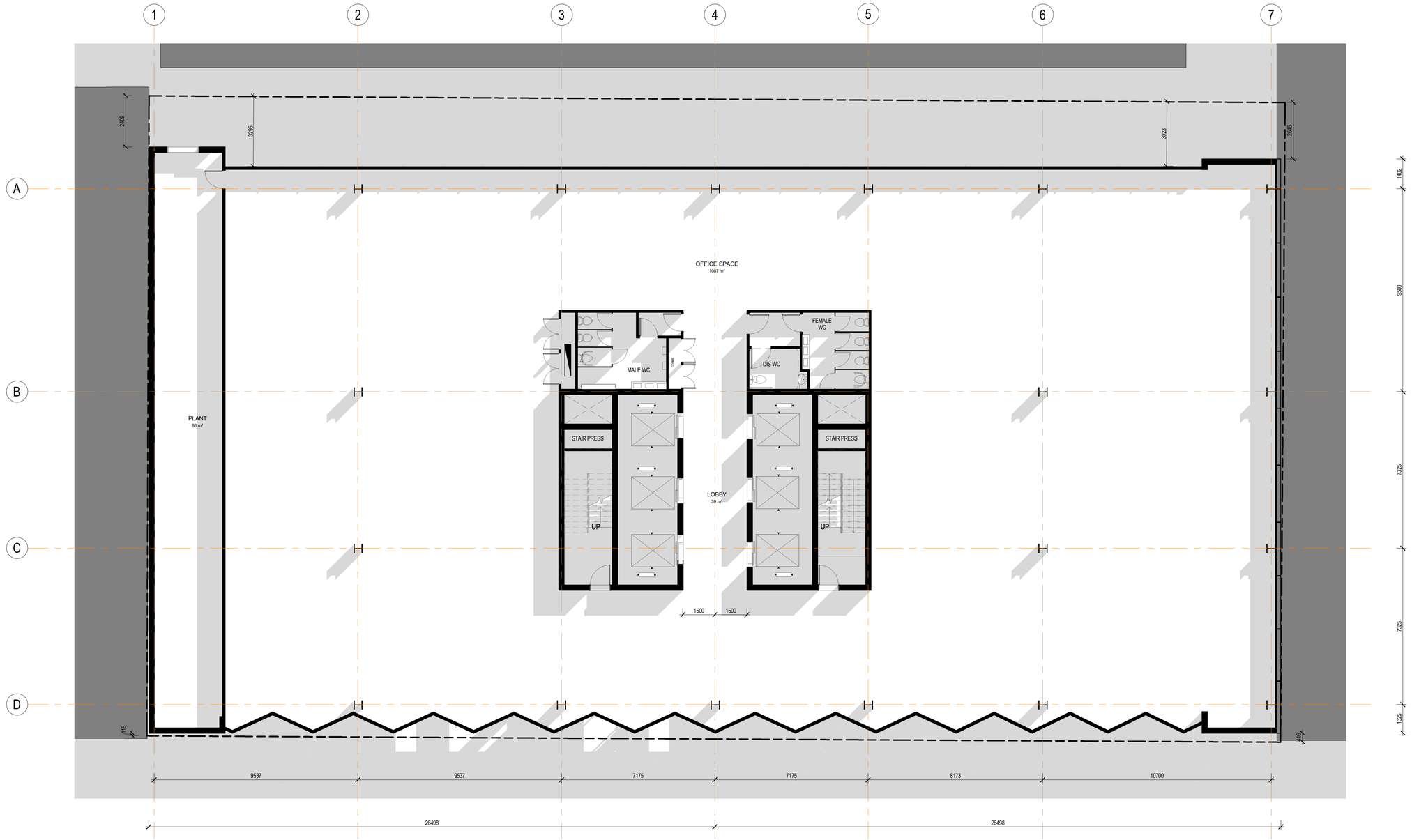
A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:37:30 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



TYPICAL FLOOR

1 : 100

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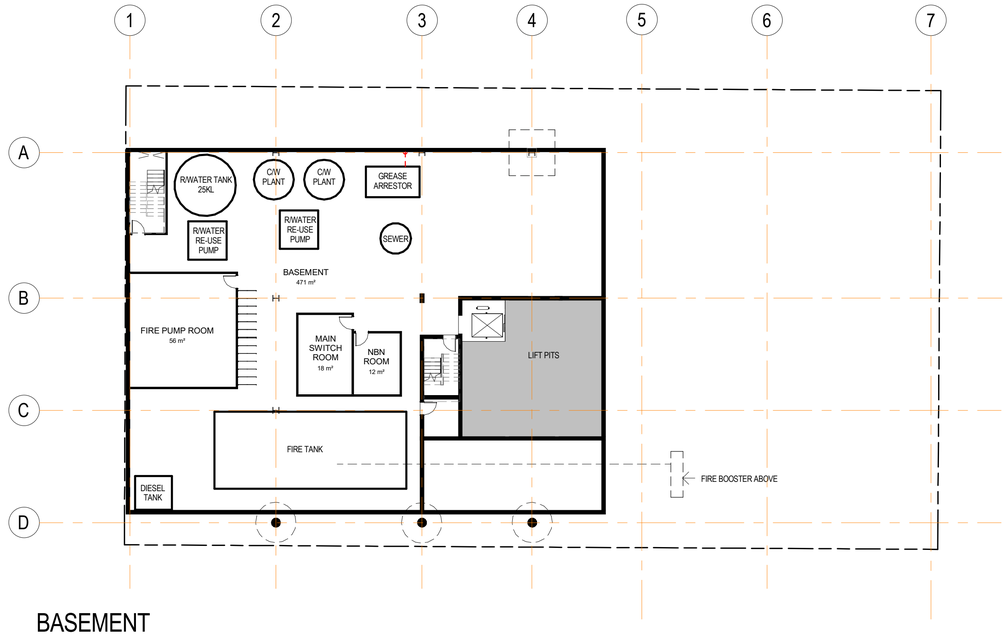
52-56 FRANKLIN ST. TOWER

TYPICAL FLOOR

Scale	1 : 100
Drawn	Author
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	07 Rev: A1 A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:37:34 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



BASEMENT
1 : 200

LEVEL 2
1 : 200

BROLA FALCONER
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

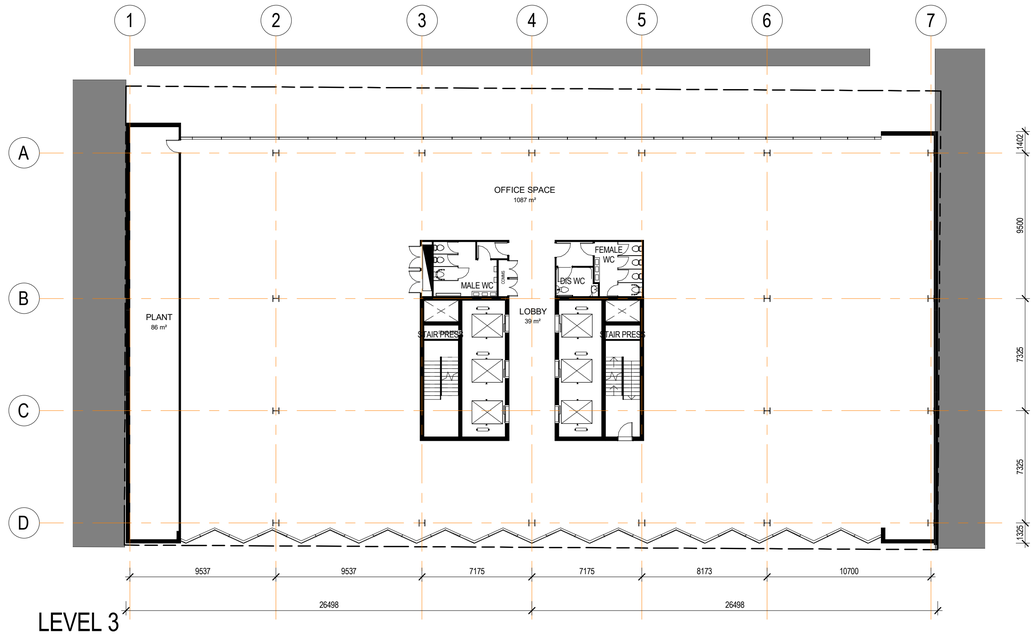
FLOOR PLANS

Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 08
Rev:	A1

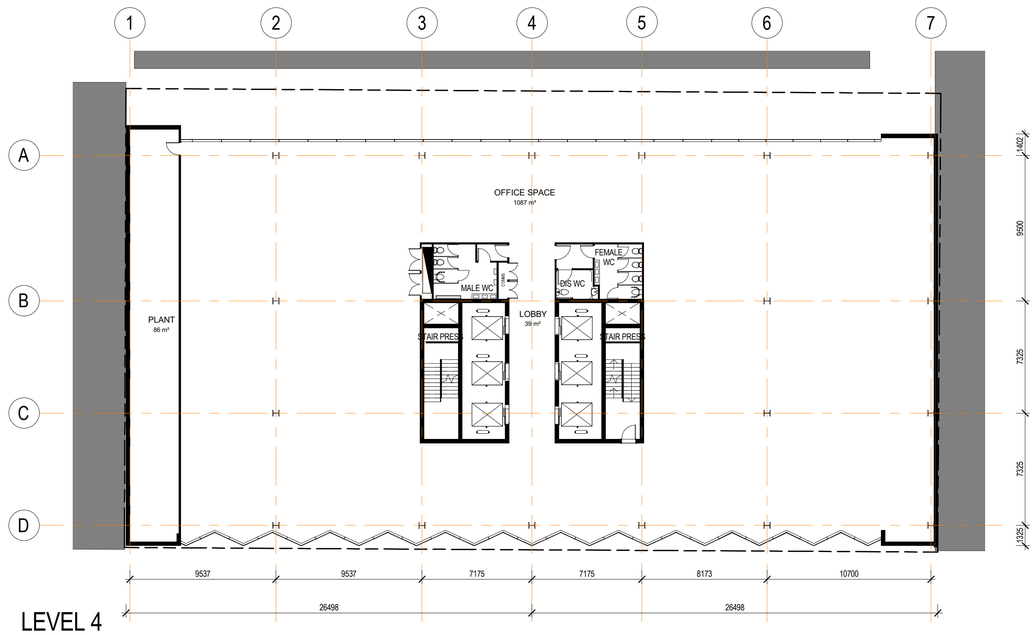
A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:37:37 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 3
1 : 200



LEVEL 4
1 : 200

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52-56 FRANKLIN ST. TOWER

FLOOR PLANS

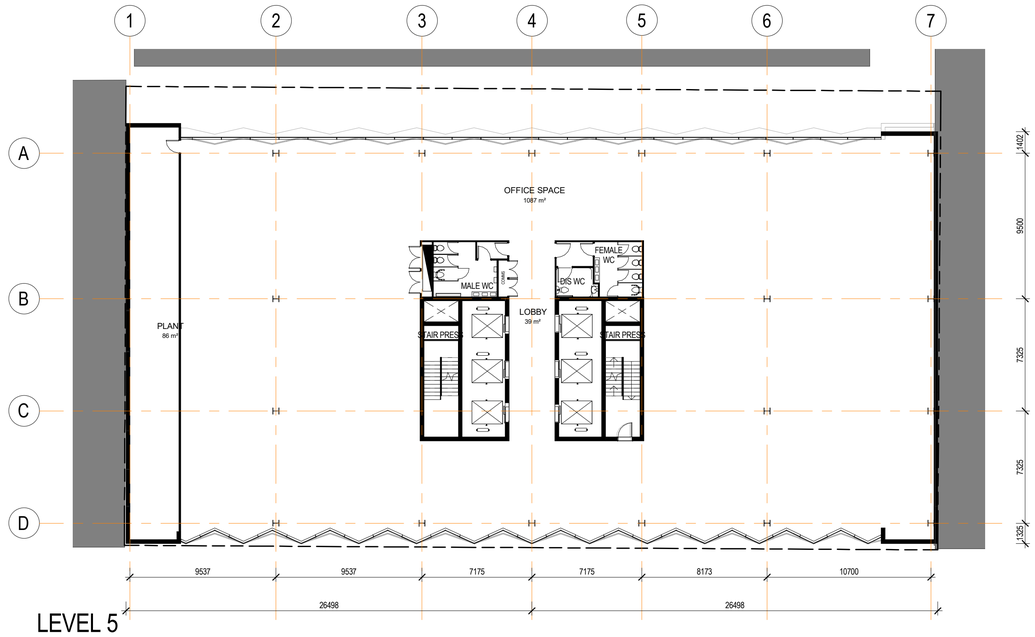
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 09** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

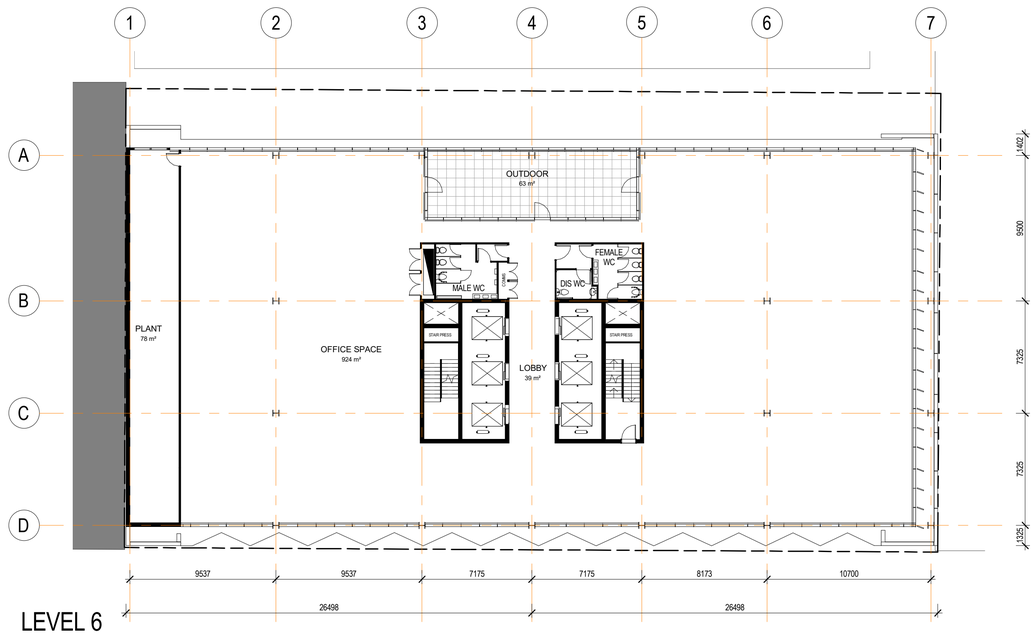
21/02/2018 2:37:41 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 5

1 : 200



LEVEL 6

1 : 200

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FRANKLIN INVEST P/L

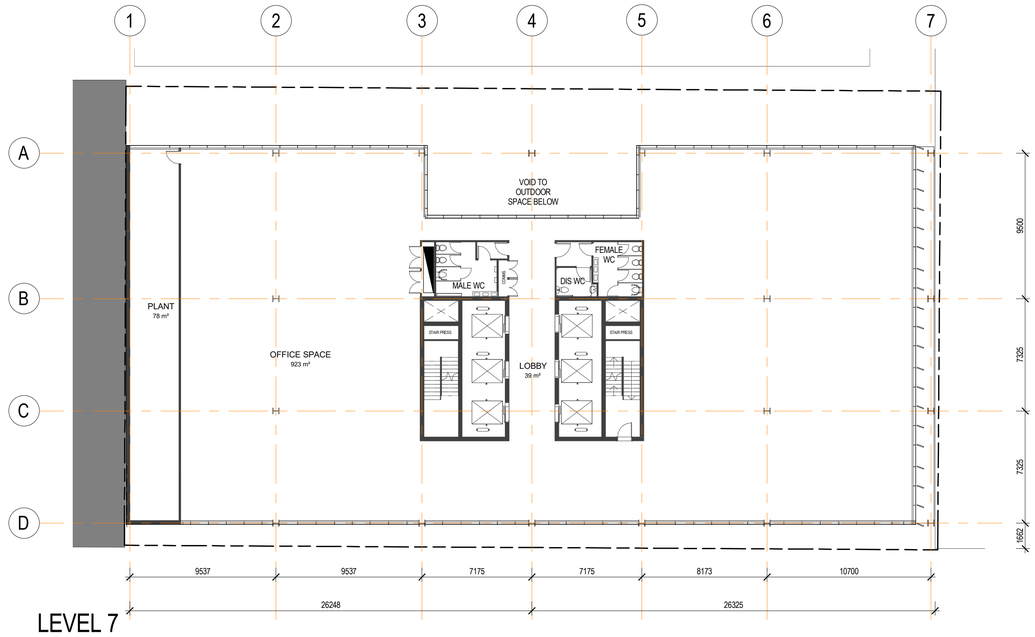
52-56 FRANKLIN ST. TOWER

FLOOR PLANS

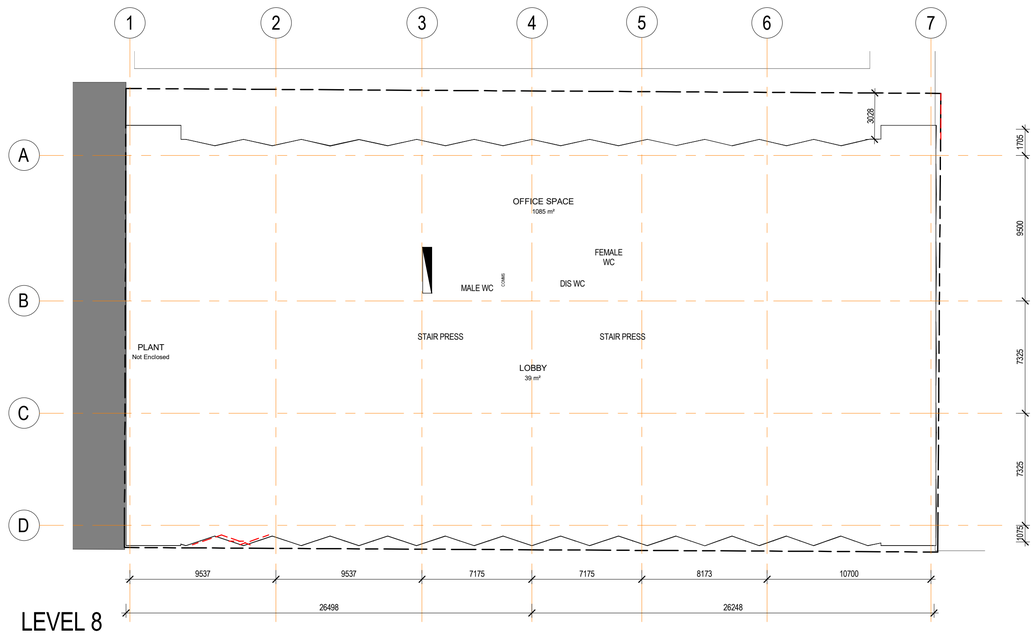
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 10** Rev: **A1** A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:37:45 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 7
1 : 200



LEVEL 8
1 : 200

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FRANKLIN INVEST P/L

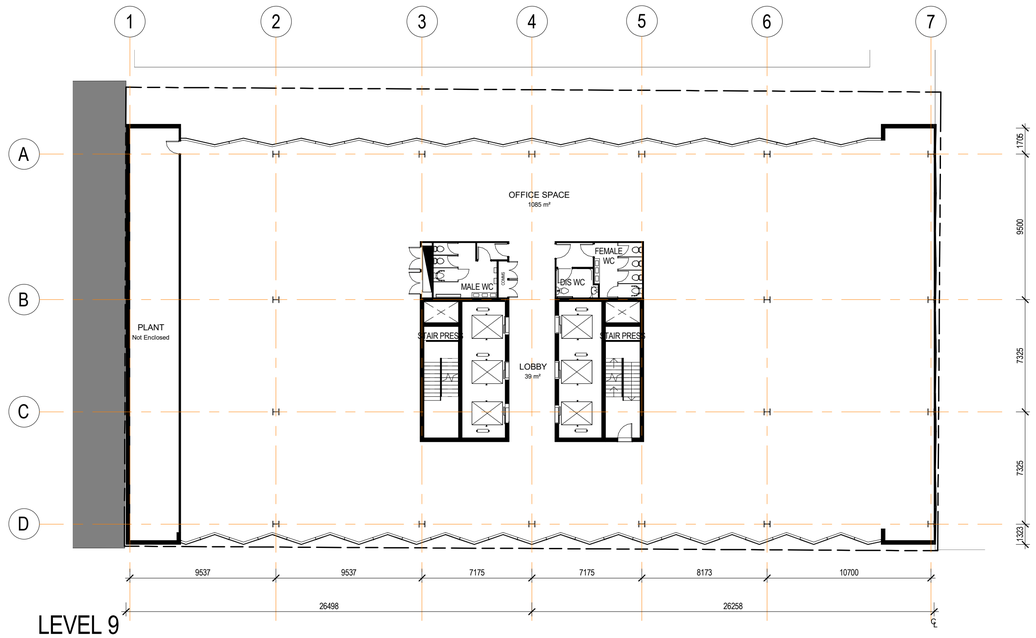
52-56 FRANKLIN ST. TOWER

FLOOR PLANS

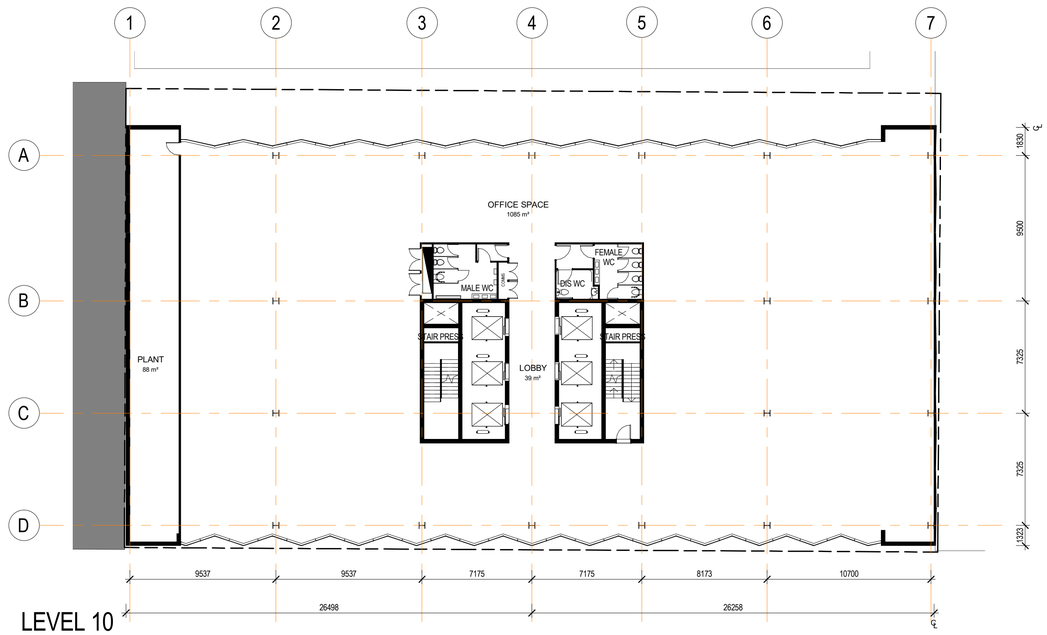
Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 11
Rev:	A1
	A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:37:49 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 9
1 : 200



LEVEL 10
1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

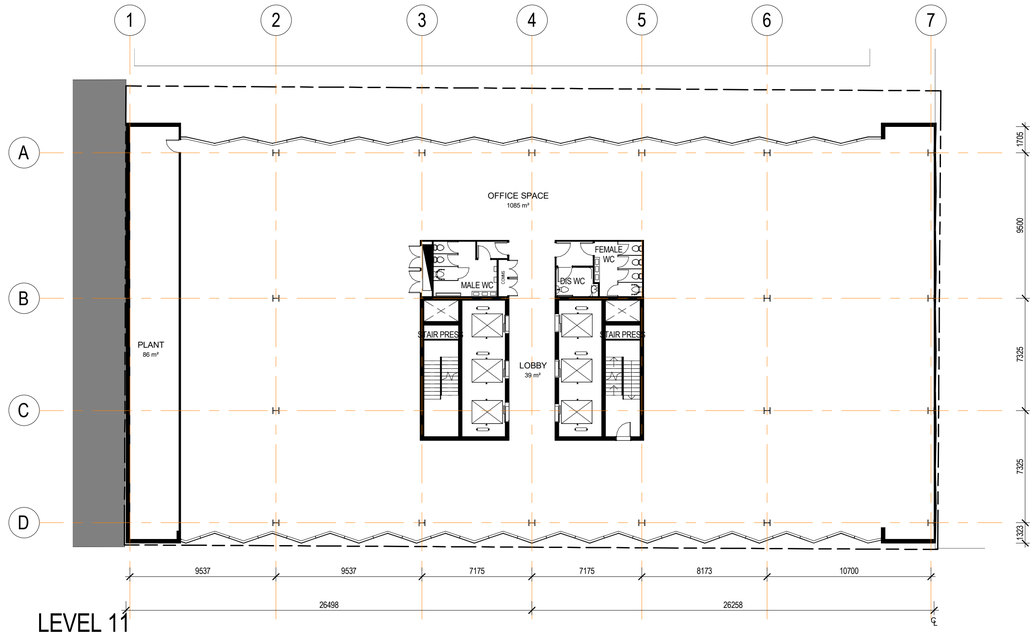
FLOOR PLANS

Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 12
Rev:	A1

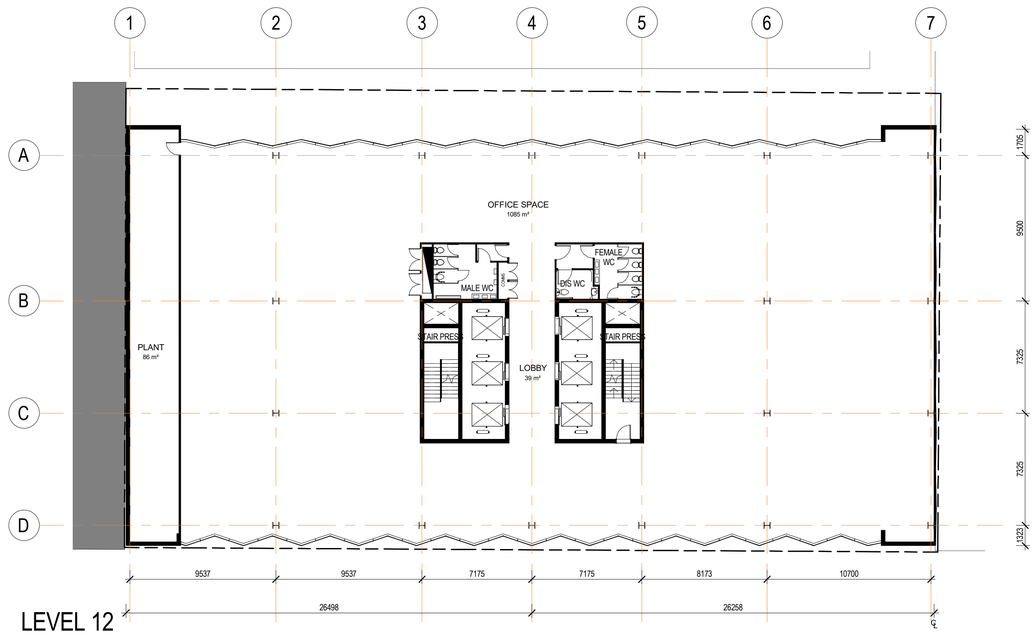
A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:37:54 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 11
1 : 200



LEVEL 12
1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

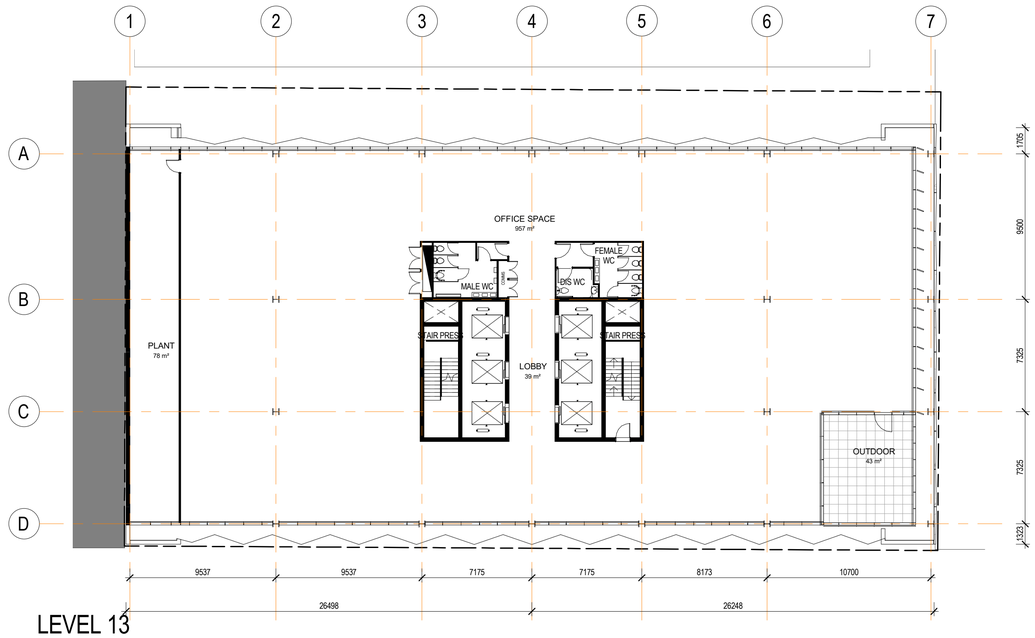
Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	**DA 13** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

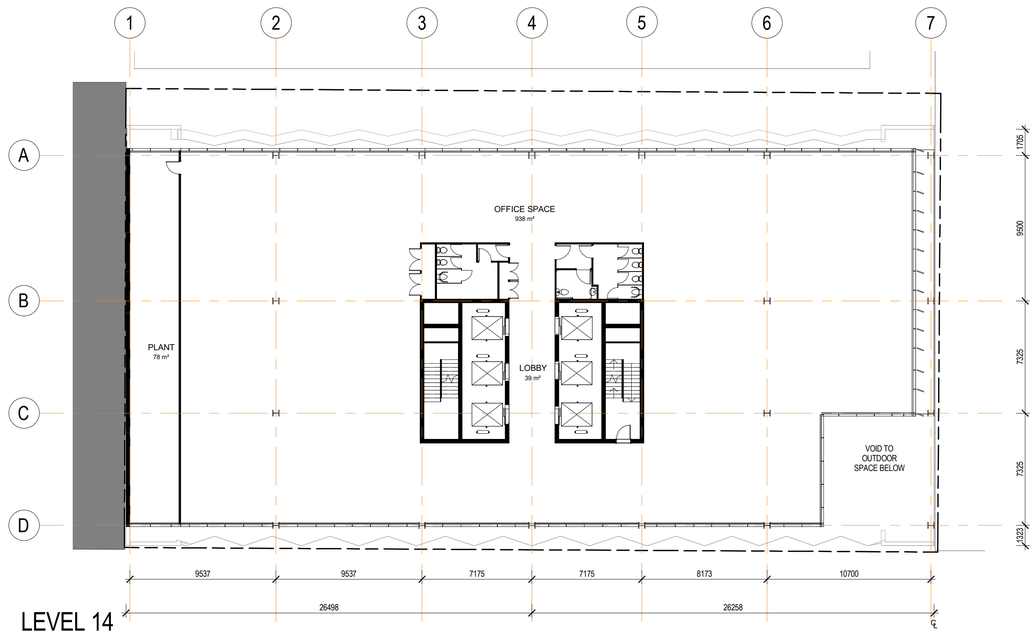
21/02/2018 2:37:58 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 13

1 : 200



LEVEL 14

1 : 200

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FRANKLIN INVEST P/L

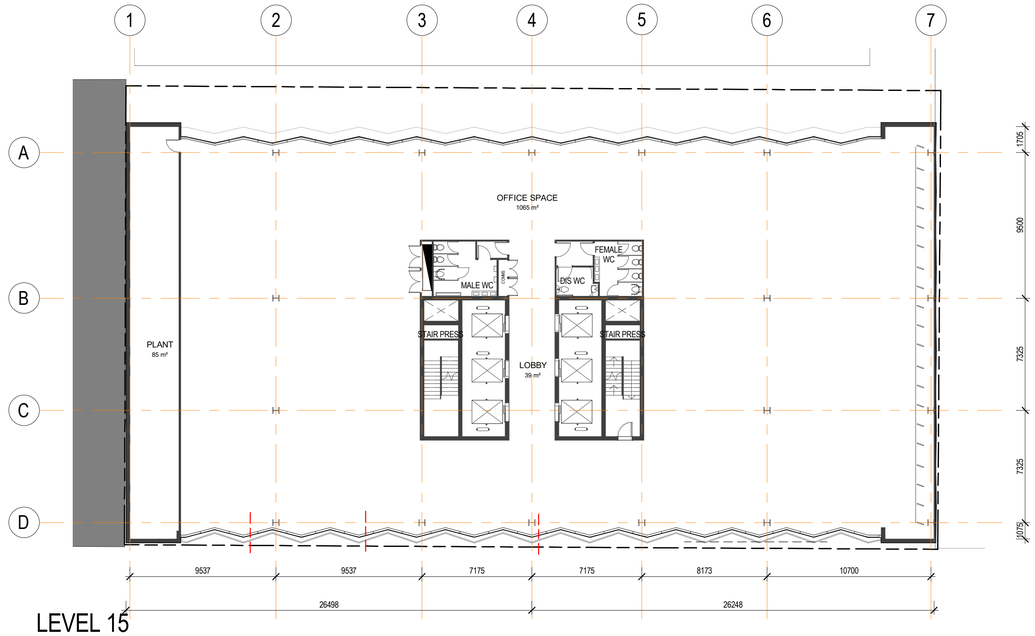
52-56 FRANKLIN ST. TOWER

FLOOR PLANS

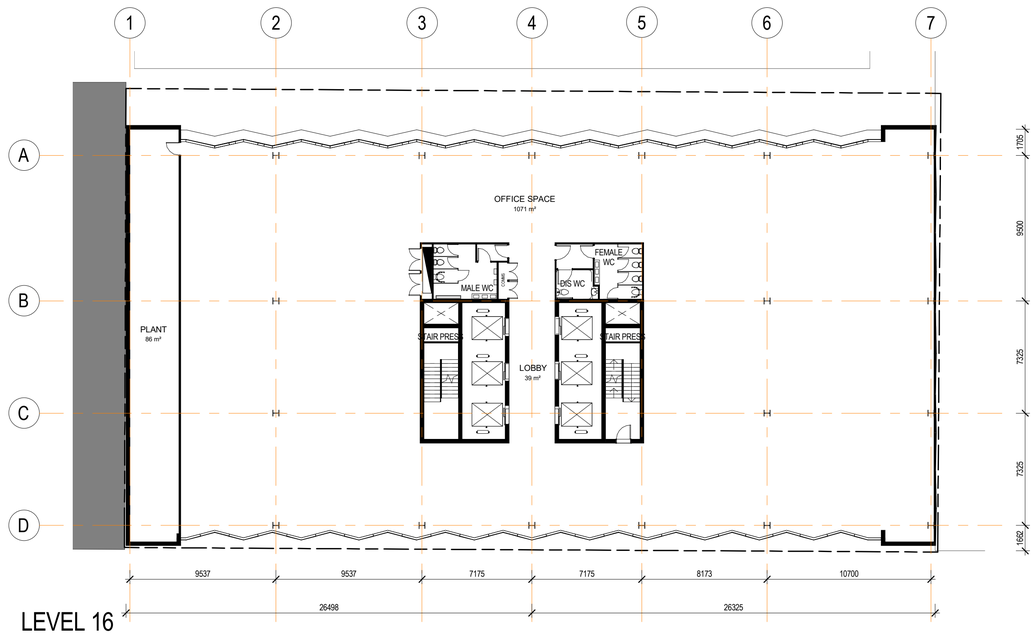
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 14** Rev: **A1** A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:38:02 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 15
1 : 200



LEVEL 16
1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

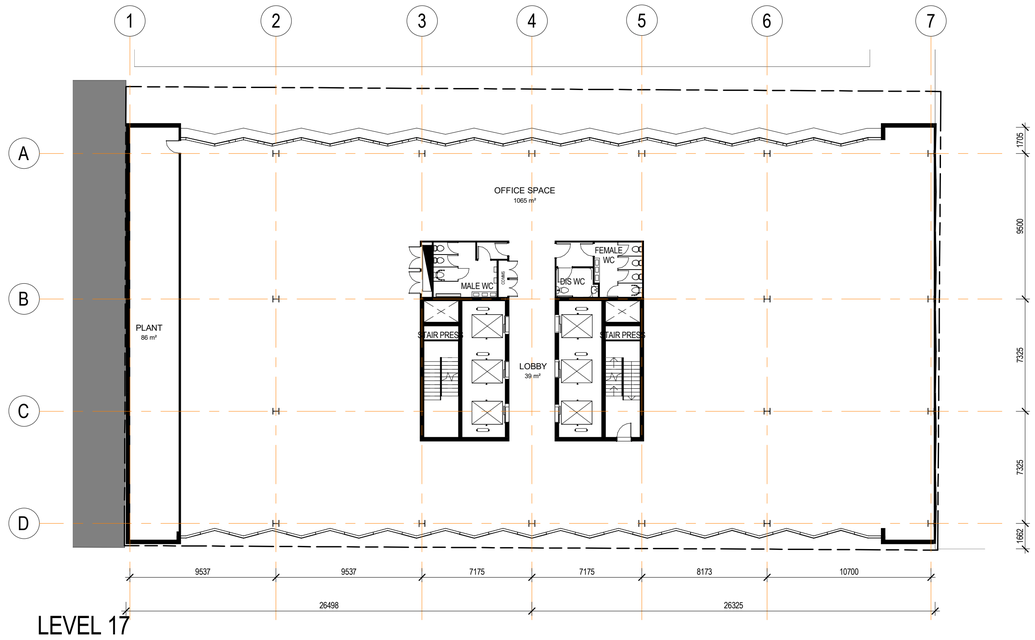
FLOOR PLANS

Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 15
Rev:	A1

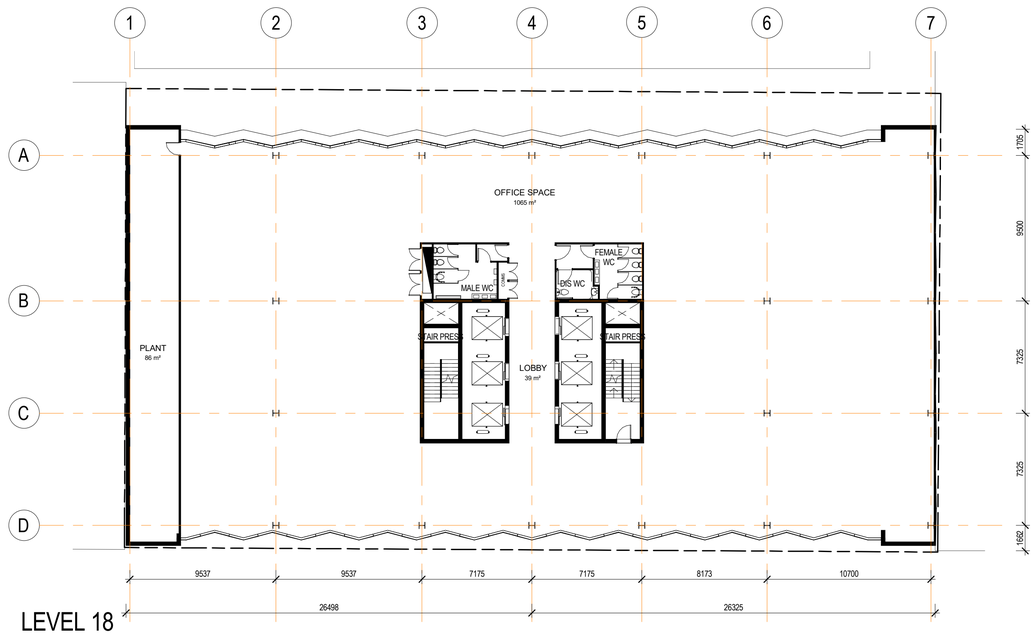
A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:38:07 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



LEVEL 17
1 : 200



LEVEL 18
1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

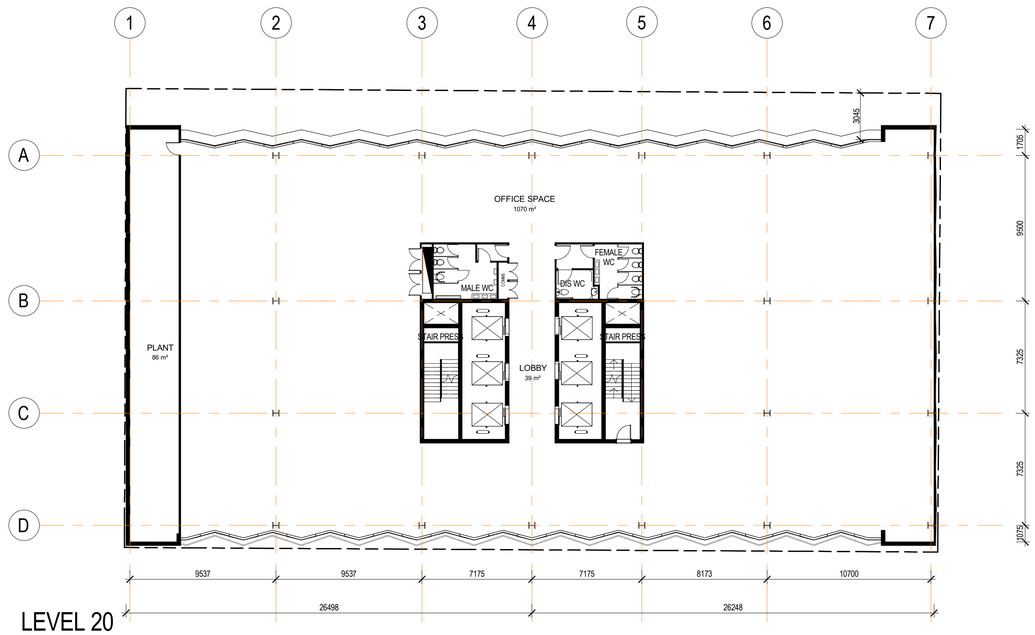
FLOOR PLANS

Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 16
Rev:	A1
	A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:38:10 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

LEVEL 19
1 : 200



LEVEL 20
1 : 200

BROLA FALCONER
28 Chesser Street, Adelaide, South Australia 5000
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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	DA 17
Rev:	A1

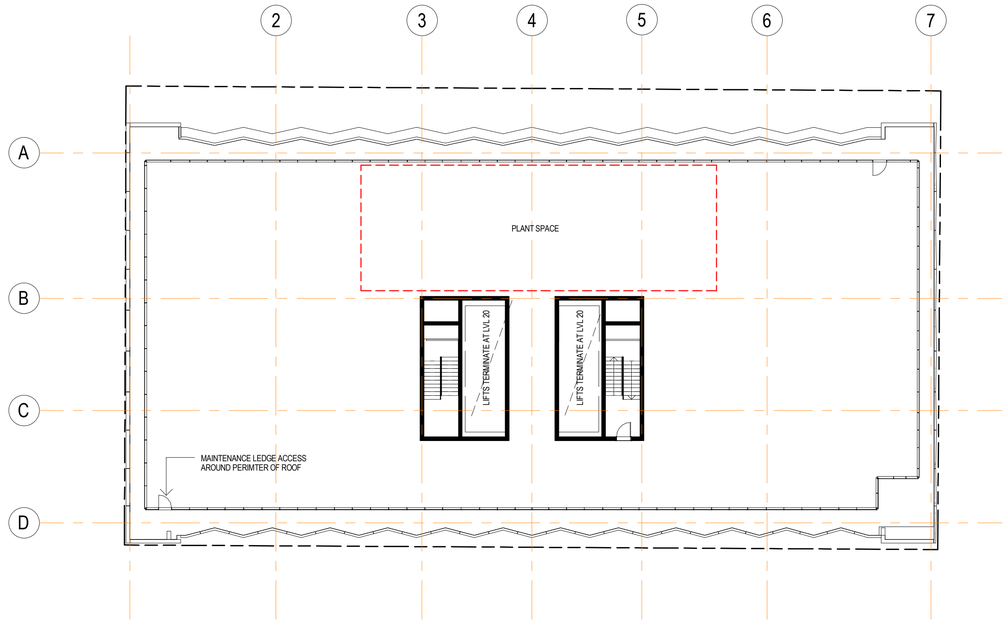
A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:38:13 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



ROOF LEVEL

1 : 200

BROLA FALCONER

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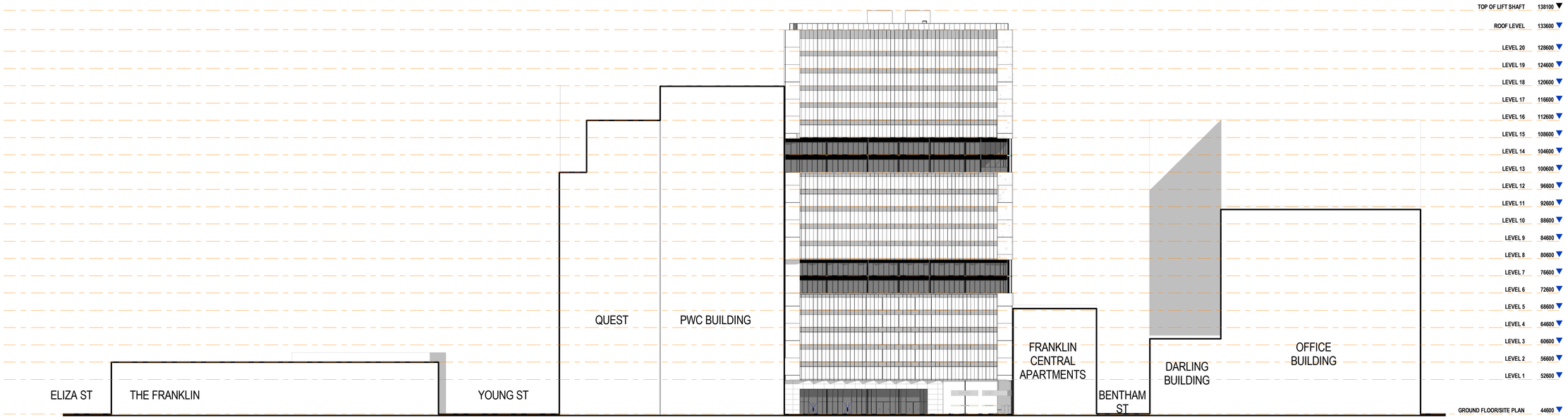
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

FLOOR PLANS

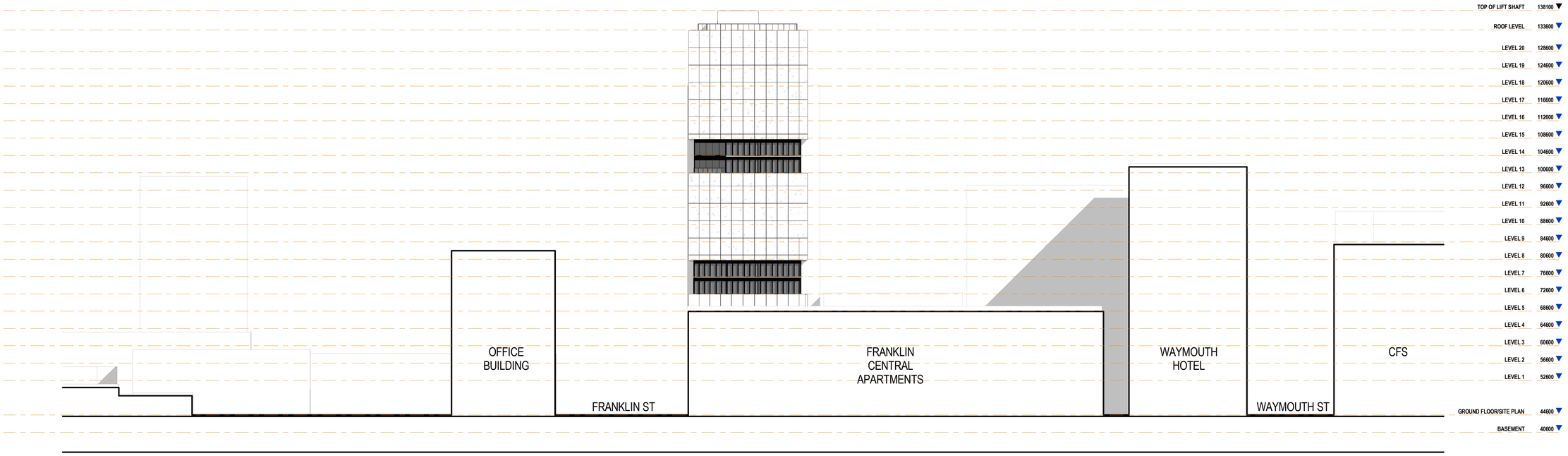
Scale	1 : 200
Drawn	BB
Date	NOVEMBER 2017
Job No.	2017056
Dwg No.	**DA 18**
Rev:	**A1**

A1 SHEET



SITE ELEVATION - FRANKLIN ST

1 : 500



SITE ELEVATION - BENTHAM ST

1 : 500

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:38:46 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

SITE ELEVATIONS

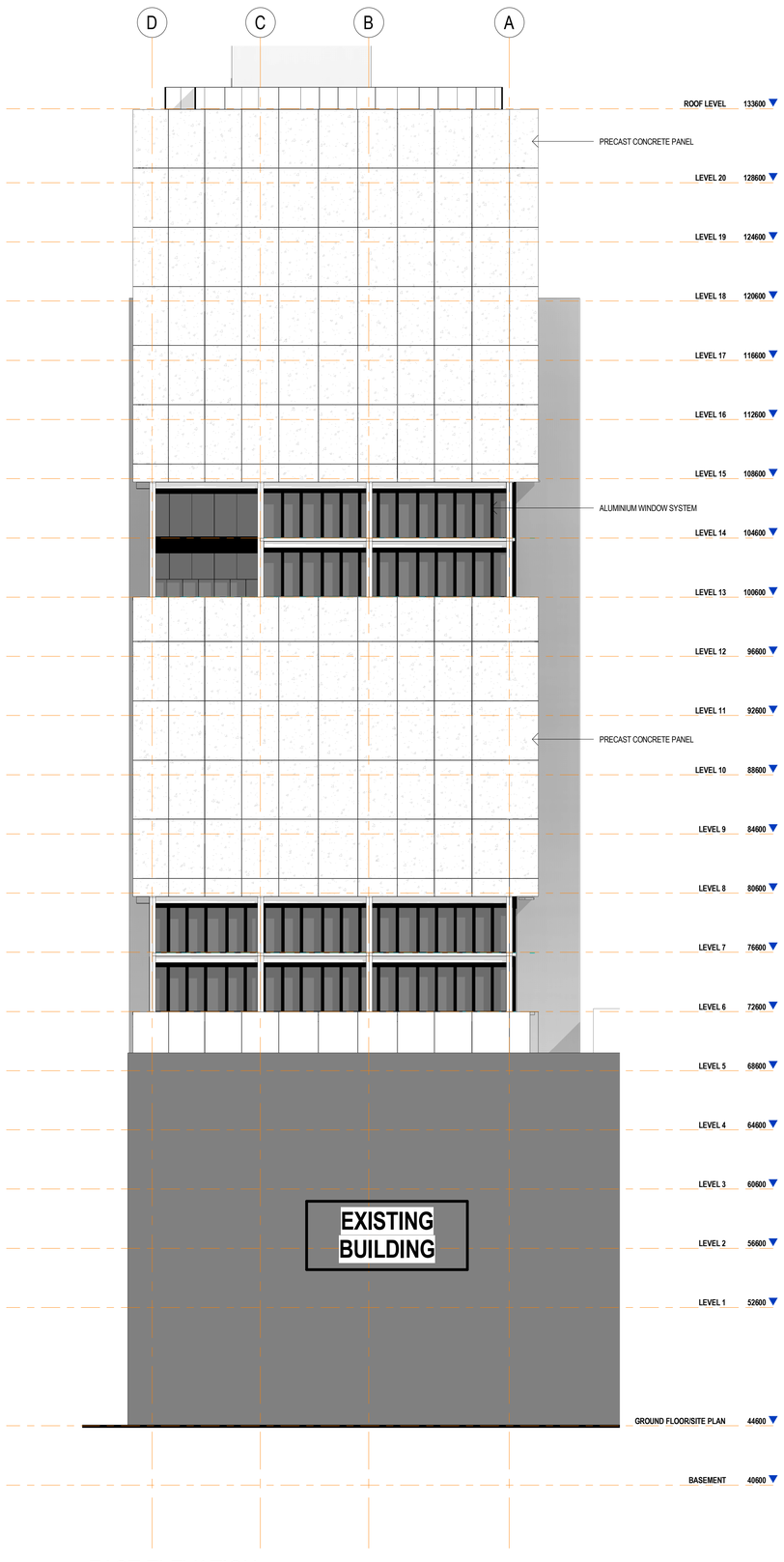
Scale 1 : 500
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 19** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

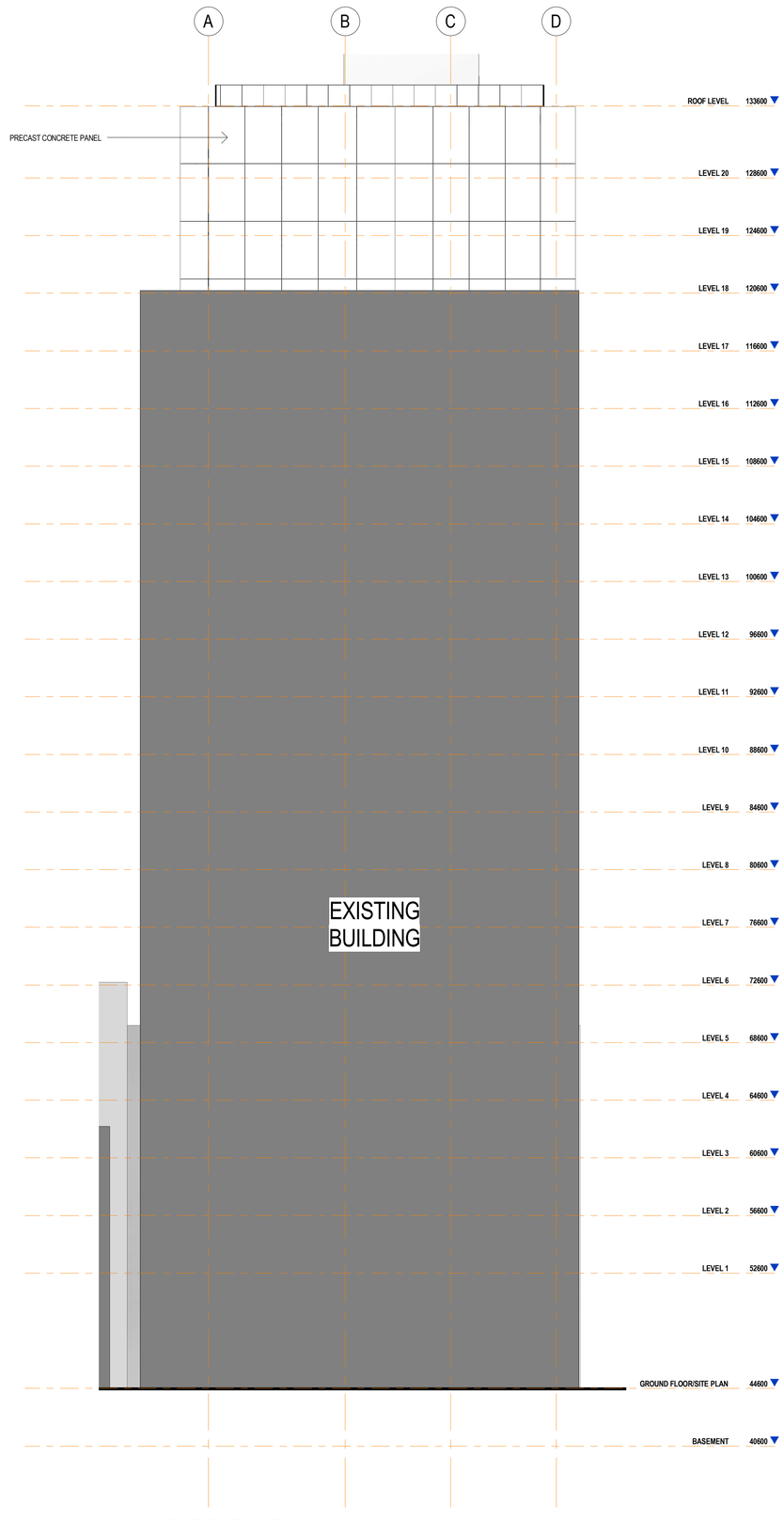
21/02/2018 2:39:52 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



EAST ELEVATION

1 : 200



WEST ELEVATION

1 : 200

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

ELEVATIONS

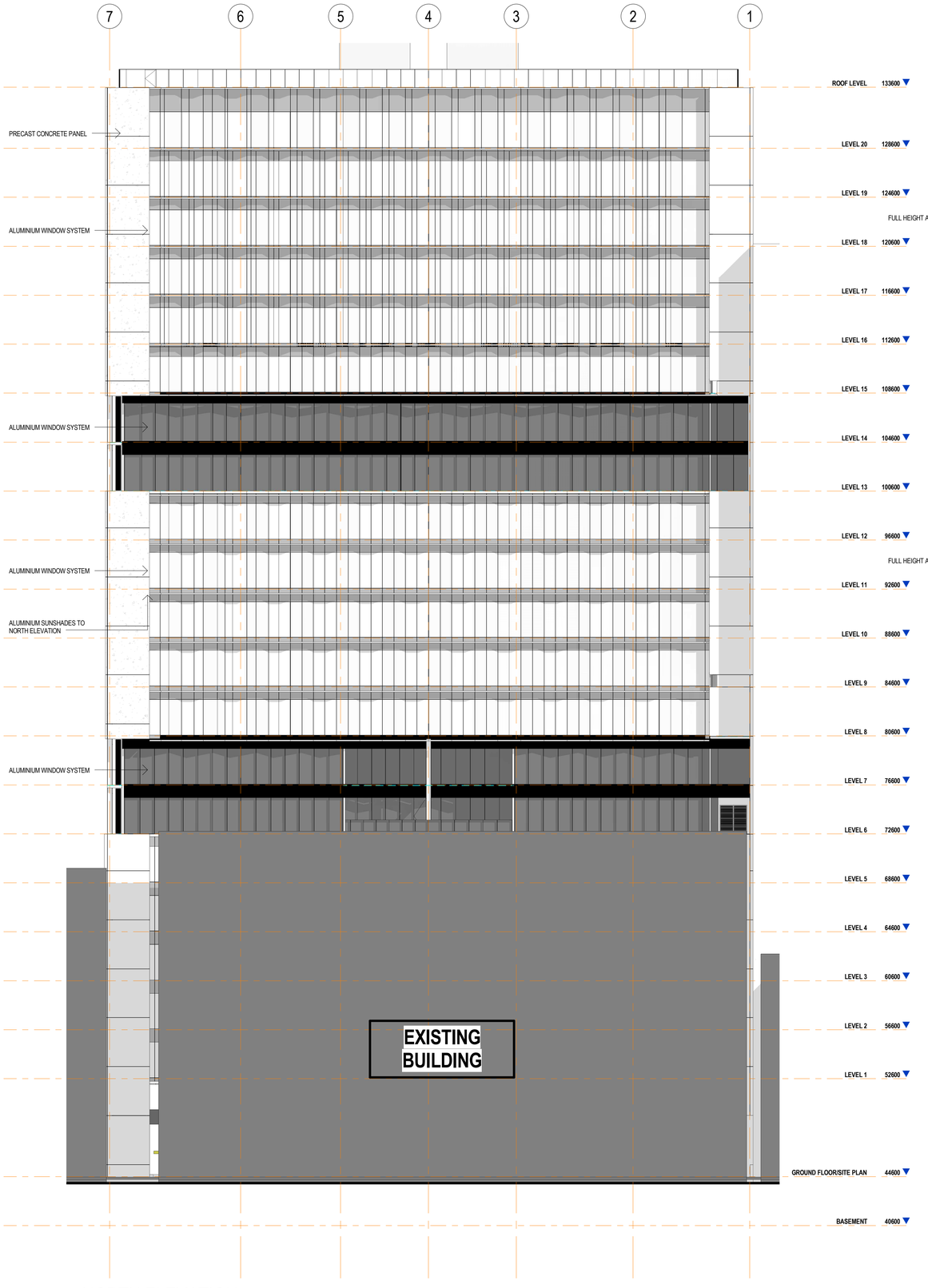
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 20** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

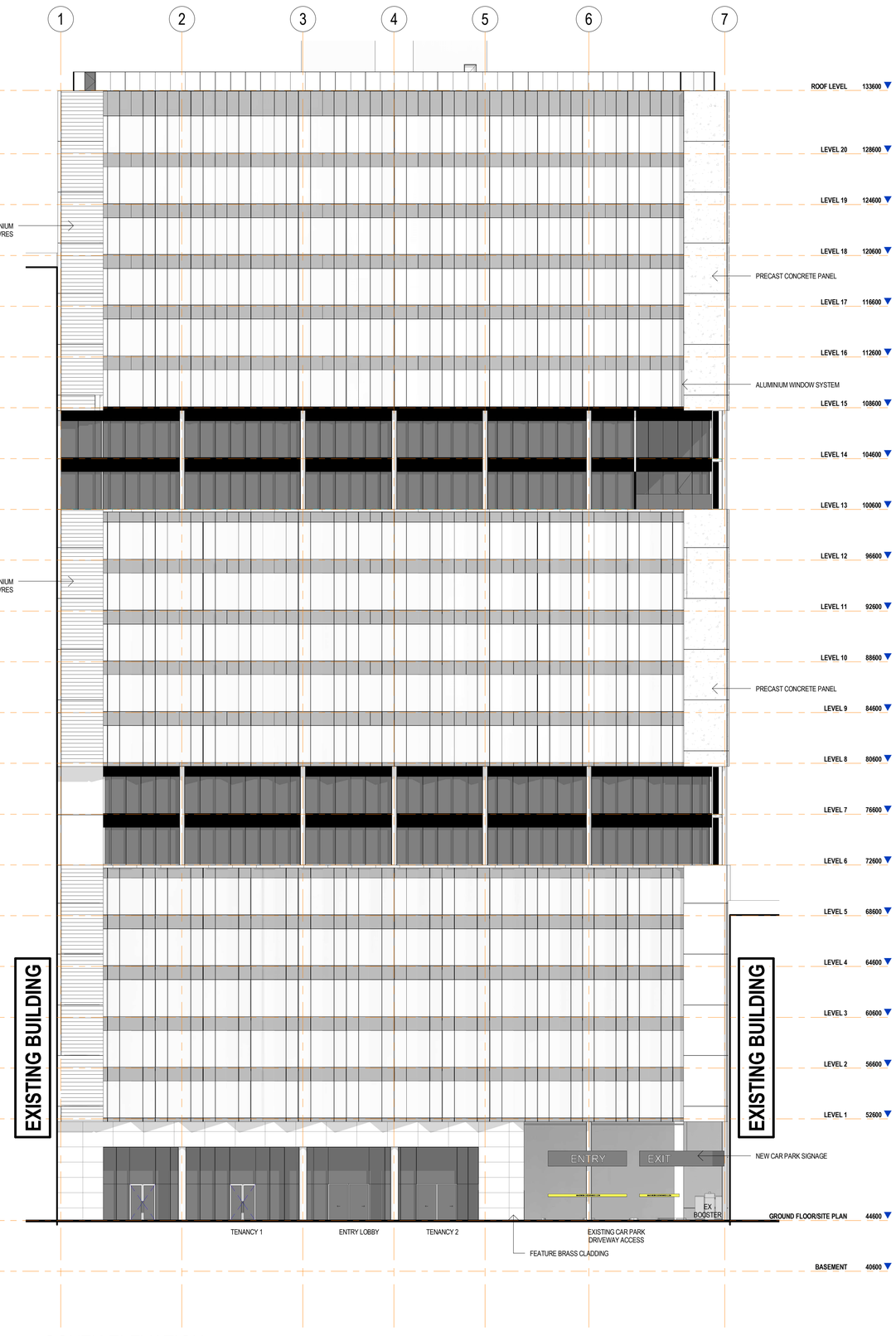
21/02/2018 2:41:27 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



NORTH ELEVATION

1 : 200



SOUTH ELEVATION

1 : 200

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FRANKLIN INVEST P/L

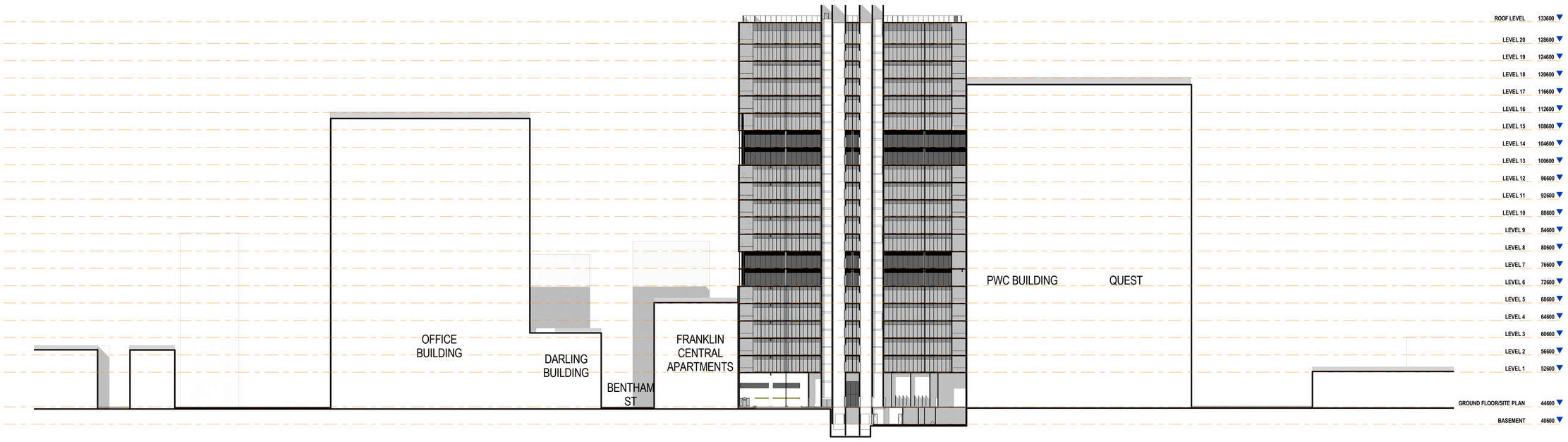
52-56 FRANKLIN ST. TOWER

ELEVATIONS

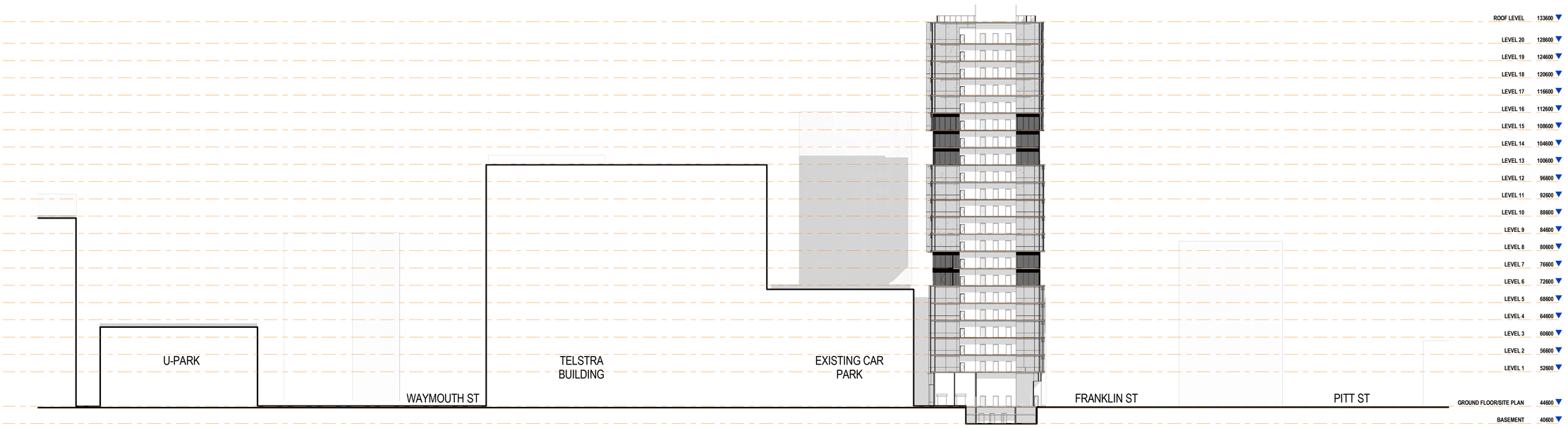
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. DA 21 Rev: A1 A1 SHEET

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL
21/02/2018 2:42:14 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



SITE SECTION 1
1 : 500



SITE SECTION 2
1 : 500

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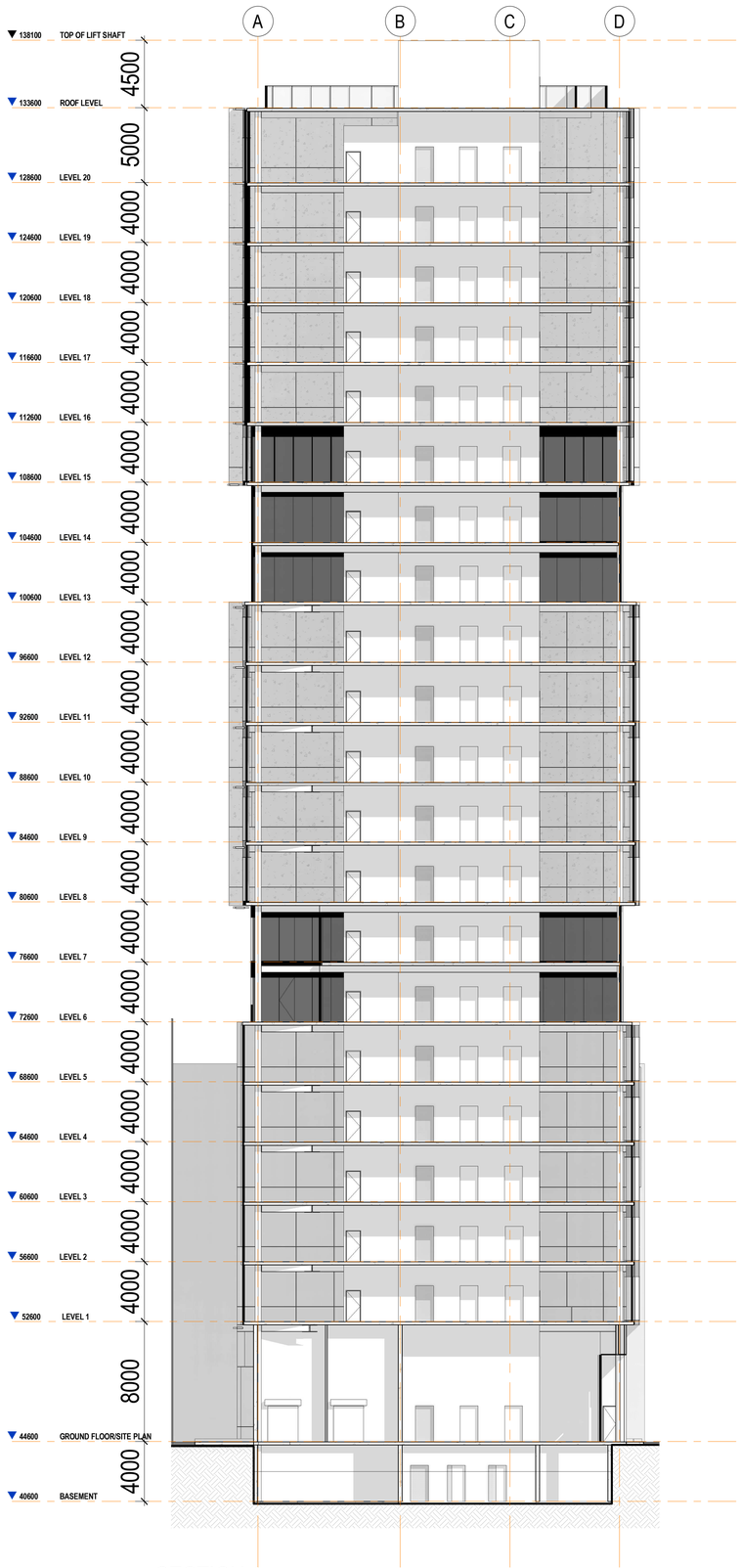
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

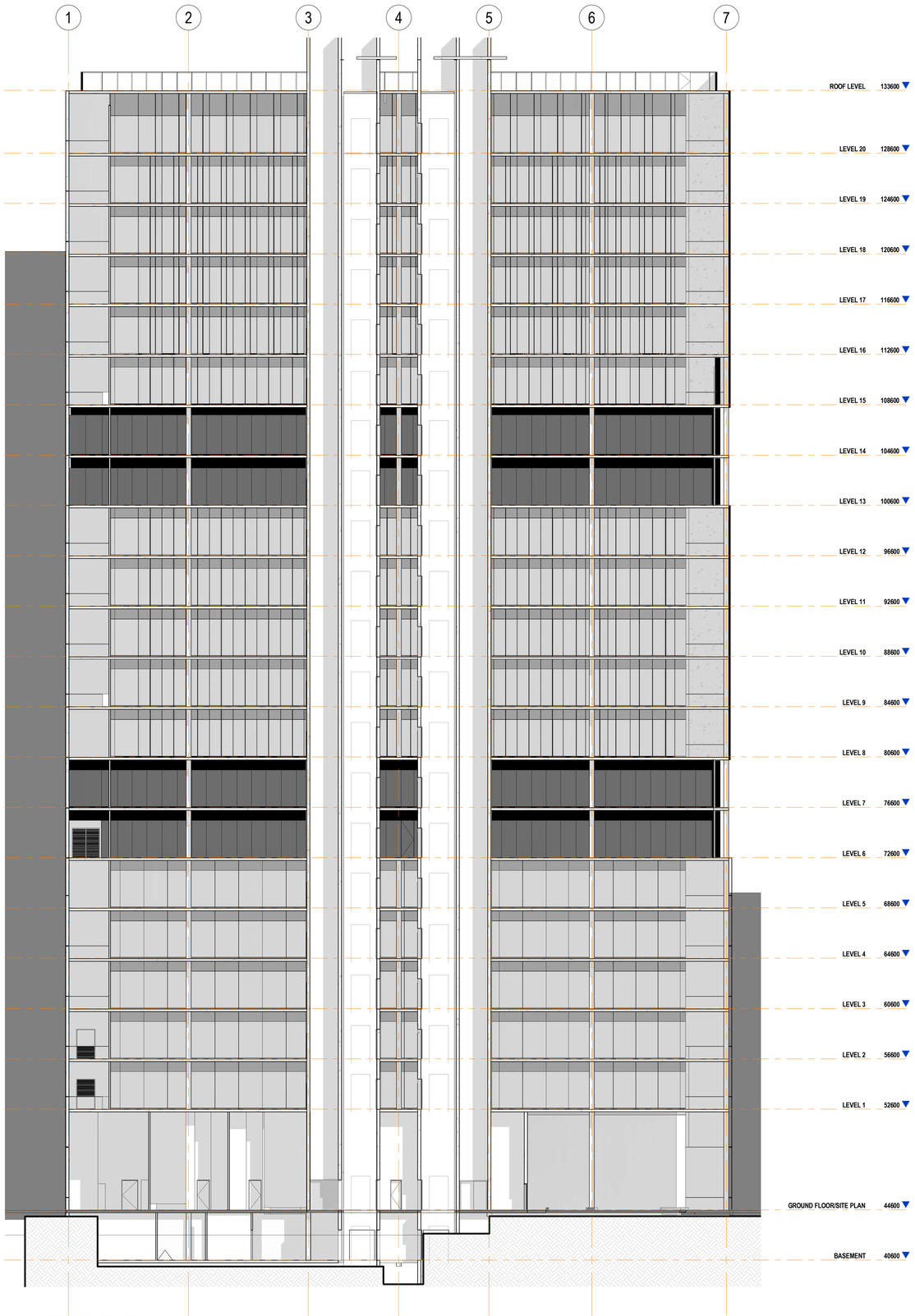
SITE SECTIONS

Scale 1 : 500
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. DA 22 Rev: A1 A1 SHEET



SECTION 1

1 : 200



SECTION 2

1 : 200

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:03 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

SECTIONS

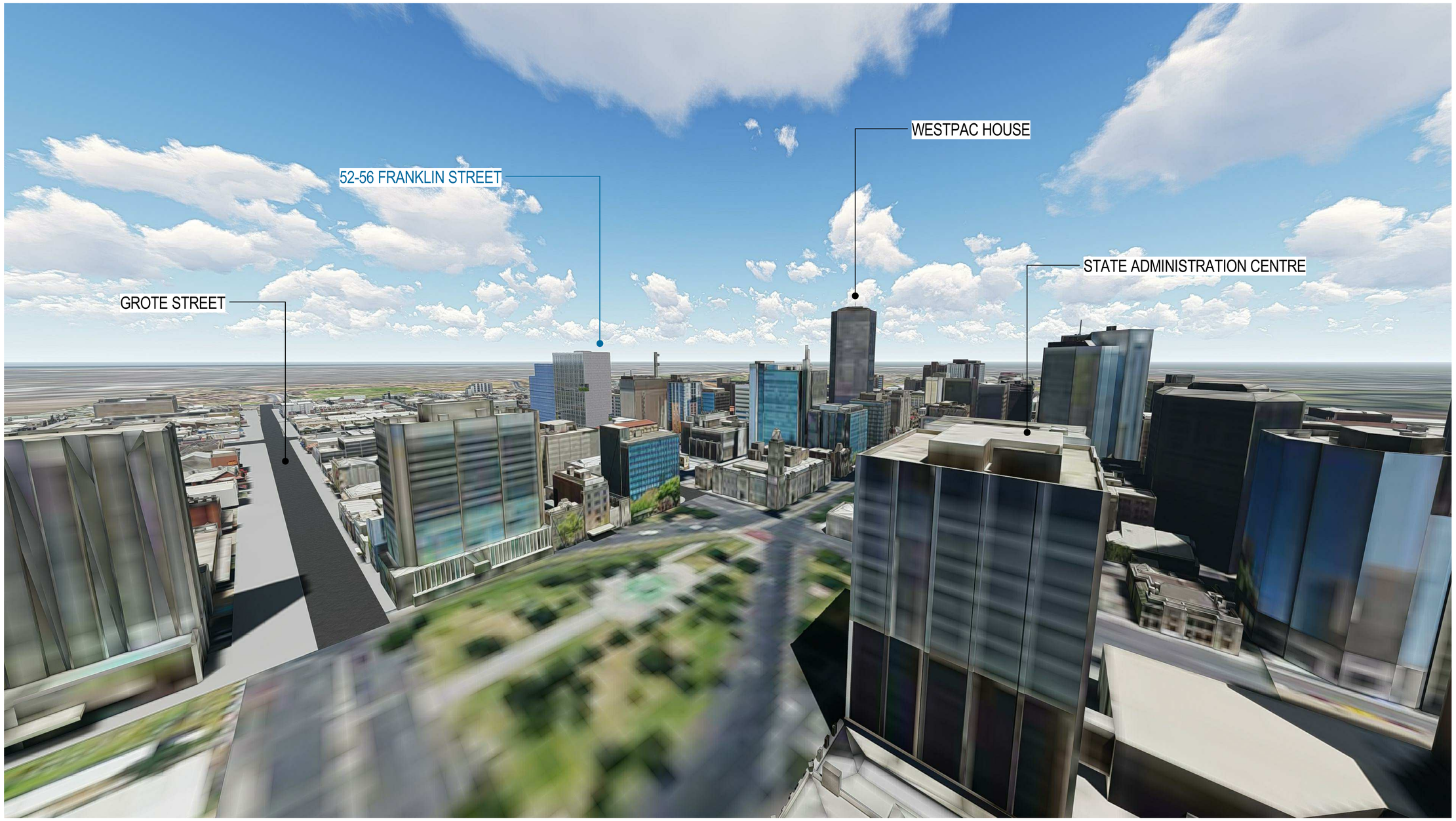
Scale 1 : 200
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 23** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:46:07 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18



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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale

Drawn BB

Date NOVEMBER 2017

Job No. 2017056

Dwg No. **DA 24** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:09 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BB
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 25** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:13 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROWN FALCONER

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
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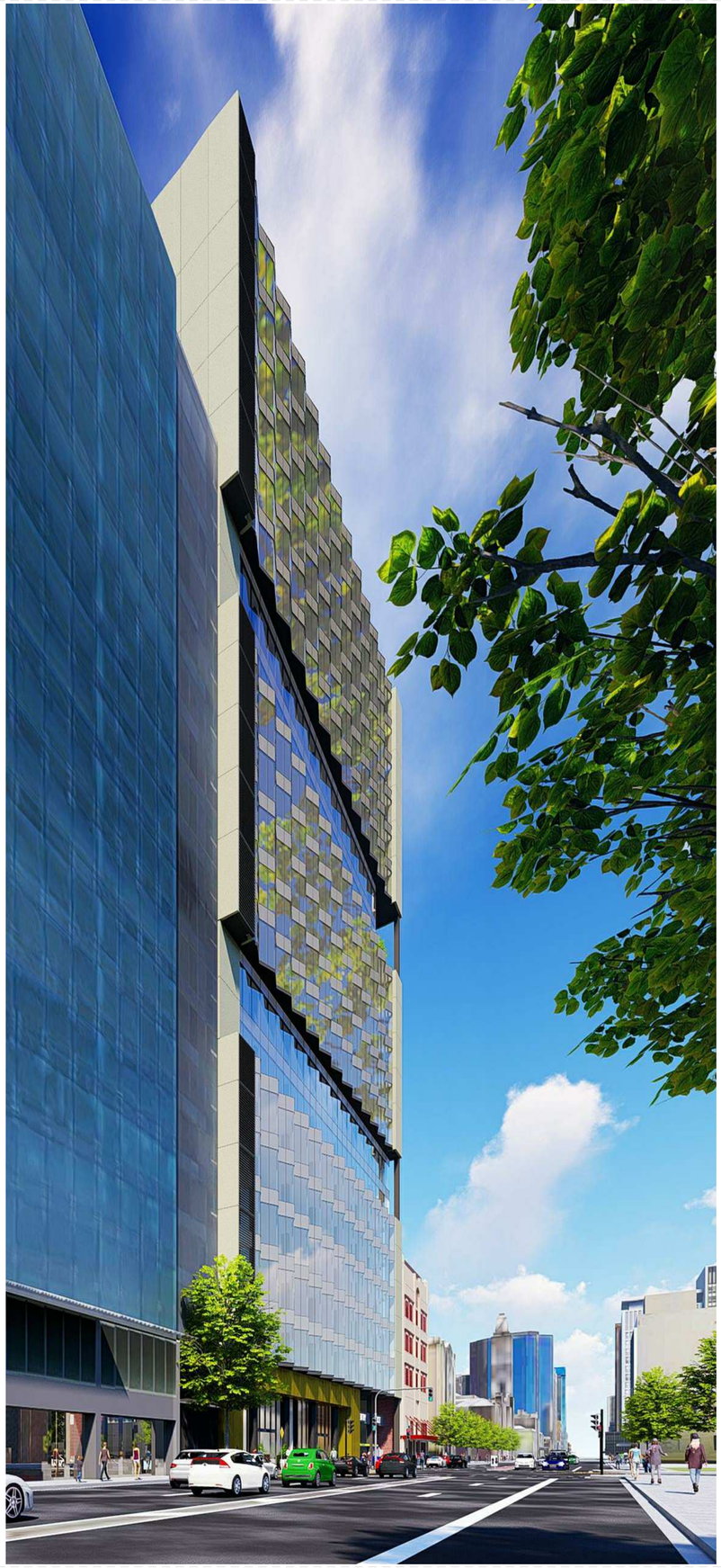
FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BB
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **DA 26** Rev: **A1** A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:16 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROWN FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn BB
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 27** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:20 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn Author
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **DA 28** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:23 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

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52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn Author
Date NOVEMBER 2017
Job No. 2017056
Dwg No. **29** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:27 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROLA FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn Author
Date NOVEMBER 2017
Job No. 2017056
Dwg No. 30 Rev: A1 A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:31 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROLA FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale

Drawn Author

Date NOVEMBER 2017

Job No. 2017056

Dwg No. **DA 31** Rev: **A1** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

21/02/2018 2:43:35 PM

Rev.	Amendment	Date
A1	DA APPROVAL	21/02/18

BROWN FALCONER

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FRANKLIN INVEST P/L

52-56 FRANKLIN ST. TOWER

3D VIEWS

Scale
Drawn Author
Date NOVEMBER 2017
Job No. 2017056

Dwg No. **32** Rev: **A1** A1 SHEET

29 March 2018

Ben Scholes
Department of Planning, Transport & Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Ben,

DEVELOPMENT NUMBER: **020/A023/18**
APPLICANT: **Kyren Group C/- Brown Falconer**
NATURE OF DEVELOPMENT: **Twenty one (21) storey office building with ground floor tenancy**
SUBJECT LAND: **52-56 FRANKLIN STREET, ADELAIDE, SOUTH AUSTRALIA, 5000**

The application has been assessed and at a height of RL 138.1m AHD the application **will** penetrate the Adelaide Airport Obstacle Limitation surfaces (OLS) which is protected airspace for aircraft operations.

The application will require approval in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996 and therefore will be forwarded to the Department of Infrastructure and Regional Development for their approval.

The developments will penetrate the OLS by approximately 43 metres.

If the development is approved by the Department of Infrastructure and Regional Development any associated lighting would also need to conform to the airport lighting restrictions and shielded from aircraft flight paths.

Crane operations associated with construction, if approved, will also be subject to a separate application.

Should you require any additional information or wish to discuss this matter further please contact the undersigned on 8308 9245.

Yours sincerely,

Brett Eaton
Airside Operations Manager

Adelaide Airport

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Adelaide Airport
South Australia 5950

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Australian Government

Department of Infrastructure, Regional Development and Cities

File reference: F16/562-26

TO	CC	FROM
Mario Dreosti **Brown Falconer** M.Dreosti@brownfalconer.com.au For Kyren Group	Brett Eaton **Adelaide Airport Limited** beaton@aal.com.au **Civil Aviation Safety Authority** airspace.protection@casa.gov.au **Airservices Australia** airport.developments@airservicesaustralia.com ifp@airservicesaustralia.com **Adelaide City Council** City@Adelaidecitycouncil.com	Flysafe **Airspace Protection** flysafe@infrastructure.gov.au

DECISION UNDER THE AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996

Proposed Activity:	Construction of a building
Location:	52-56 Franklin Street, Adelaide SA
AGM 66 Coordinates:	E 280375.60, N 6132217.80
Proponent:	Kyren Group c/o Brown Falconer

I refer to the application from Kyren Group c/o Brown Falconer (the Proponent), received by the Department of Infrastructure, Regional Development and Cities (the Department) on 21 May 2018 from Adelaide Airport Limited (AAL). This application sought approval under the Airports (Protection of Airspace) Regulations 1996 (the Regulations) for the intrusion of a building at 52-56 Franklin Street, Adelaide SA (the site) into airspace which, under the Regulations, is prescribed airspace for Adelaide Airport.

Under regulation 6(1), 'prescribed airspace' includes 'the airspace above any part of either an Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) surface for the airport'.

The Conical Surface of the OLS above this site is at a height of 96.0 metres AHD and hence prescribed airspace above the site commences at 96.0 metres AHD. At a maximum height of 138.1 metres AHD, the building will penetrate the OLS by 42.1 metres.

Accordingly, the construction of the building constitutes a "controlled activity" under Section 182 of the *Airports Act 1996* (the Act). Section 183 of the Act specifies that controlled activities cannot be carried out without approval. Details of the penetration of prescribed airspace are provided in Table 1.

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Table 1: Height and location of the proposed activity that will intrude into prescribed airspace for Adelaide Airport.

Activity	AGM 66 Coordinates	Maximum height (AHD)	Penetration of prescribed airspace
Building	E 280375.60, N 6132217.80	138.1 metres	42.1 metres

Regulation 14 provides that a proposal to carry out a controlled activity must be approved unless carrying out the controlled activity would interfere with the safety, efficiency or regularity of existing or future air transport operations into or out of the airport concerned. Regulation 14(1)(b) provides that an approval may be granted subject to conditions.

Under the Regulations, the Secretary of the Department is empowered to make decisions in relation to the approval of controlled activities, and impose conditions on the approval. I am the Secretary's Delegate for the purposes of the Regulations.

Decision

In accordance with regulation 14, **I approve** the controlled activity for the intrusion of a building at 52-56 Franklin Street, Adelaide SA into prescribed airspace for Adelaide Airport to a **maximum height of 138.1 metres AHD**.

In making my decision, I have taken into consideration the opinions of the Proponent, the Civil Aviation Safety Authority, Airservices Australia's advice number YPAD-CA-003 and AAL.

In accordance with regulation 14(1)(b), I impose the following conditions on my approval:

1. The building **must not exceed** a maximum height of **138.1 metres AHD**, inclusive of all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, any roof top garden plantings, exhaust flues etc.

2. The Proponent **must advise** Airservices Australia at least three business days prior to the controlled activity commencing by emailing <*ifp@airservicesaustralia.com*> and quoting YPAD-CA-003.

3. Separate approval **must be sought** under the Regulations for any construction equipment (i.e. cranes) required to construct the building. Construction cranes may be required to operate at a height significantly higher than that of the proposed controlled activity and consequently, may not be approved under the Regulations. Therefore, it is advisable that approval to operate construction equipment (i.e. cranes) be obtained prior to any commitment to construct.

4. On completion of construction of the building, the Proponent **must provide** AAL with a written report from a certified surveyor on the finished height of the building.

Breaches of approval conditions are subject to significant penalties under Sections 185 and 187 of the Act.

Yours sincerely

Craig Downsborough
Director, Airspace Protection
Aviation and Airports Division

31 May 2018

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11234/01

Ref No:
12690115

17 May 2018

Ben Scholes
Project Officer
Inner Metropolitan Development Assessment
Planning and Development
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

benjamin.scholes@sa.gov.au

For the attention of the State Commission Assessment Panel

52-56 Franklin Street, Adelaide

Further to the referral 020/A023/18 received 20 March 2018 and additional information received 1 May 2018 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 not presented to the Design Review panel. From considering the material supplied with the referral and evaluating the design merit of the project I am pleased to offer my in principle support for the proposal, which visually obstructs the existing multi-deck car parking structure and provides a built form edge to Franklin Street. However, my support is contingent on the provision of further information and clarification, including the resolution of the rights of way and easement issues to ensure legal and practical egress access for the adjoining car parking structure to the north.

The subject site is located on the northern side of Franklin Street between Young Street and Bentham Street. Directly adjoining to the north is a multi-deck car parking structure, which is accessed from Franklin Street through the subject site. To the east of the subject site, a five storey Franklin Central Apartments building (Former Eudunda Farmers Building) is a Local heritage place. To the west of the site, a 17 storey mixed use building (PWC building) and a 15 storey hotel building (Quest), both recently constructed, are built to the Franklin Street boundary. Directly across the street on the south east corner of Pitt Street, a 71 metre mixed use building (U City) is currently under construction.

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Government of South Australia

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11234/01

Ref No:
12690115

The project site includes a number of services easements and vehicle and pedestrian right of ways that service the adjoining car parking structure to the north, which is held by the same owner. I understand that the owner intends to extinguish or amend the existing rights of ways to suit the location of the proposed building. I urge the early resolution of legal investigations to ensure that the safe and legal egress paths are maintained for the adjoining structure.

The proposal is for a 21 storey mixed use building, comprising a basement floor for services equipment, a retail tenancy, entry lobby and End of Trip (EoT) facilities on the ground floor, and 20 levels of office floors above. The proposed height of the building is 89 metres, excluding the lift overrun and roof top plant. The built form extends to the eastern and western boundaries, and is set back by approximately three metres from the northern boundary and the southern facade of the car parking structure. Vertically folded glazed facades are proposed on the long elevations. Solid walls on the east and west elevations turn corners and bookend the folded facades. Levels six and seven and levels 13 and 14 are expressed to provide breaks in the built form with slightly recessed and straight glazed walls on the north, east and south elevations. These levels also include double-height terraces, which create three dimensionally formed indents. I support the height of the proposal, as the site is located within the Capital City Zone in an area where there is no height limit envisaged by the Development Plan. I also support the proposed massing including the absence of the podium, as I am of the view that the proposed built form is a considered response to the existing built form context of the area. I also support the articulation of the built form through the horizontally recessed elements to respond to the scale of the existing built forms. However I am yet to be convinced about the position of the lower recess. I recommend review of the recess location, with the view to reduce the height for the bottom built form and better address the scale of the adjoining Local heritage place.

Along two thirds of the Franklin Street frontage, the proposal includes a tenancy and entry lobby as a means of street activation, which I strongly support. The remaining third of the frontage is dedicated to three lanes of the existing driveway for accessing the adjoining car park, and a services easement with the existing and new transformers. Acknowledging the technical requirements, I generally do not support services infrastructure in the public realm, due to the risk of poor urban design outcomes. I recommend development of an integrated screening strategy for the services infrastructure to minimise the visual impact.

I strongly support the provision of extensive EoT facilities. However I am yet to be convinced by the proposed access arrangement to these facilities, which offers access to the EoT areas either through the lift foyer or from the rear of the building. Both routes pose potential conflict with other uses and are likely to compromise user amenity. I recommend review of the ground floor configuration to provide a clear and convenient access to the EoT facilities directly from Franklin Street.

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File No:
2014/11234/01

Ref No:
12690115

The Franklin Street elevation on the ground floor is expressed as a double height space with an extensive recessed glazed facade framed by a brass clad reveal. Above the ground floor, the architectural expression of the proposal is characterised by the vertically folded facade with an aluminium window system. While I have no objection to the proposed materiality in principle, no detailed information has been submitted in order to undertake a meaningful review and provide informed comments. I request the provision of further information regarding the materiality, including a sample board of the selected materials and finishes that clearly indicates the design intent.

The proposal is three dimensionally composed in a broadly symmetrical manner, which I support in principle. However in my opinion, an opportunity exists to further refine and rationalise the composition of built form elements, with the view to strengthen the intended architectural expression. The areas for potential refinement include the alignment of the expressed columns and the expression of the corner walls on the recessed levels. I also note that there are some inconsistencies between the information conveyed by the visualisation images and the architectural drawings in regards to the expression of the return wall on levels 13 and 14.

I support the provision of weather protection along Franklin Street through the recessed frontage. However the proposal is unclear in regards to the intended threshold treatment between the southern facade and the footpath. I recommend development of a well-considered urban interface response that references the retail and lobby uses and contributes positively to the public realm.

I support the provision of double height balconies at the recessed floor levels, which offer communal outdoor spaces for the offices. The visualisation images indicate the inclusion of tall vegetation on these terraces, however no information is provided in regards to the requirements in sustaining the indicated greenery. I recommend the development of a communal space strategy, including soft landscaping, to ensure the delivery of successful user amenity as intended.

The submitted material includes the Sustainability report and lists general sustainable measures proposed such as the use of sustainable building materials, energy efficient fixtures and appliances, rainwater harvesting and bicycle parking. However I am yet to be convinced that the proposal has fully explored the opportunities to integrate the principle of Ecologically Sustainable Development (ESD), given the scale of the proposal. I recommend further exploration of opportunities to incorporate the ESD initiatives that positively contribute towards the sustainability ambitions of the proposal.

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File No:
2014/11234/01

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12690115

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

- Confirmation of the access requirements for the rights of ways and easements for the adjoining car parking structure.
- Review of the lower recess position to strengthen the built form relationship with the adjoining Local heritage place.
- Development of an integrated screening strategy for the services infrastructure on the Franklin Street frontage.
- Review of the ground floor configuration to provide a clear and convenient access to the End of Trip facilities directly from Franklin Street.
- A high quality of external materials for building, outdoor spaces and street interface, supported by the provision of a materials samples board.
- Further refinement of the architectural expression, including review of the alignment of the expressed columns and the expression of the corner walls on the recessed levels.
- Development of a well-considered urban interface response along the Franklin Street frontage.
- Development of a communal space strategy, including technical requirements to sustain soft landscaping.
- Further exploration of opportunities to incorporate the ESD initiatives.

Yours sincerely

Nick Tridente
Associate Government Architect

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CITY OF ADELAIDE

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Enquiries: Janaki Benson 8203 7122
Reference: S10/13/2018

16 April 2018

045

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/13/2018
Applicant: KYREN P/L
Address: 42-56 Franklin Street, ADELAIDE SA 5000
Description: Construction of a twenty one (21) storey office building comprising one (1) basement level, ground level retail tenancy and 21,000 square metres of office accommodation over upper levels.

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

TECHICAL COMMENTS:

TRAFFIC & TRANSPORT

- The swept-path for the loading vehicle appears to use 'turn wheel from stop', as opposed to a continuous vehicle tracking. The swept-path should be run with continuous vehicle tracking to provide an accurate assessment of driver behaviour. The vehicle wheel path also appears to encroach on the centre median where it undertakes a manoeuvre to access the proposed loading bay and must be addressed.
- Council would not support any reduction in the width of the footpath shown to accommodate the MRV swept path. The existing footpath provides the primary access to the car park, which results in significant daily demand. The existing footpath width should be retained at a minimum, and should be widened to a minimum of 1.5m where modifications to the path are proposed.
- The swept path of the truck should not encroach on footpath spaces, and appropriate provision and delineation of crossing points for pedestrians needs to be included.
- The proposed new transformer on the eastern boundary of the site should not impact on the existing footpath width, and if it does the path should be widened to provide a minimum 1.5m width as per the current path width.
- There appears to be limited passive surveillance on the rear courtyard area. The area appears to be intended for public access given the presence of bicycle racks. CPTED principles should be applied here to limit the potential for anti-social activities to occur in this space. Concern is raised regarding the useability of bicycle rails in this space without application of CPTED principles.
- The design of the entry shown in DWG No. DA 26 appears to differ from the plan used shown in DA 06, which was used for the swept-path assessment. Council objects to any

modifications to the existing car park access without further assessment of the impact on the car park, including an assessment of traffic flows and queuing.

- The existing path along the eastern side of the car park access is approximately 1.5m wide. Council would not support any further reductions to this width, and if modifications are proposed to the existing car park crossover, we request this width be increased to a minimum of 2m to provide appropriate access to the car park.
- The interface between loading and access for cyclists/pedestrians should be better delineated, and the plans appear to indicate that cyclists/pedestrians would be required to access the site through a bin presentation area which is not appropriate. This access should be formalised and separated from the bin presentation area.
- A new structural pillar is shown in the existing crossover. Protection should be provided in the form of a raised median island or similar to provide a buffer for manoeuvring vehicles.
  The proposed entry and exit signs for the car park entrance conflicts with the current contra-flow arrangement of the central lane of the car park and must be amended.

SURVEY/LAND TENURE

- The developer should ensure and demonstrate to SCAP that all necessary legal rights of way and easements are maintained. CT 6114/304 is subject to and together with various easements and Rights of Way. None of these affect, or are affected by, the proposed development EXCEPT for the easement marked "K" on the western boundary of the subject land. The proposed development appears to prevent the 'dominant' owner of the easement (the property numbered "2" on CP 27647) from using the easement.

ROADS/FOOTPATHS - ENGINEERING

- Any disused driveway inverts resulting from the development are to be reinstated to equivalent footpath levels to CoA standards and specifications.
- Any damage caused to CoA's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.
- Existing crossovers and new crossovers have been highlighted under this development. All new or alterations to existing crossovers firstly require CoA approval outside of the DA process. These need to be to CoA standards and specifications via the City Works Guidelines.
- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels
- Footpath reinstatements associated with works will need to be match surrounding materials and pavement composition

STORM WATER

- Stormwater runoff from the proposed office development must be contained within the property boundaries, collected and discharged to the Franklin Street road reserve.
- The proposed stormwater system from the office development must be independent of the existing stormwater disposal system associated with the carpark structure located along the northern property boundary. Existing stormwater infrastructure servicing the carpark building and discharging to Franklin Street must not be compromised or modified by the proposed office development.
- Councils stormwater management system in Franklin Street has been designed to accept gravitational stormwater runoff only. Any proposed siphonic drainage system must only discharge the equivalent gravitational flows to Councils stormwater management system in Franklin Street.

- The levels of any proposed grated inlet pits or openings in the building stormwater system must be designed with an adequate freeboard to the 1% AEP flood level in Franklin Street assumed to be top of kerb level adjacent

PLANNING COMMENTS:

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

PEDESTRIAN SHELTER

- The subject site is located within the Primary Pedestrian Area and therefore a canopy should be provided for the building for pedestrian shelter and comfort (ensuring it meets the requirements of Council's current Encroachment Policy). The canopy height should also seek to relate to and reference the adjacent Local Heritage Place.

ADAPTABILITY

- SCAP should ensure the ground floor tenancy includes flue provision for flexibility of the space.

SIGNAGE

- The location of future signage should be considered now to allow for a common approach for the building.

LOCAL HERITAGE

- The proposed twenty storey tower development is adjacent to a Local Heritage Place (Townscape) – the former Eudunda Farmers building on the corner of Bentham Street. The Eudunda Farmer's building, now known as the Franklin Serviced Apartments, is an Inter War era five storey masonry building articulated horizontally and vertically with rendered pilasters, mouldings and cornices and a prominent suspended canopy over the footpath.
- The front façade of the proposed development is broken into three distinct horizontal sections between precast 'bookends', separated by bands of glazing at Levels 6 - 7 and 13 - 14 which wrap around to the side elevations. This design approach is supported however the relationship of the proposed development with the adjacent local heritage place would be significantly improved if the lower glazing band could be dropped to Levels 5 & 6 to line up with the parapet of the Franklin Serviced Apartments.
- The undulating glass façade adds visual interest and is considered complementary to the local heritage place.
- The eastern elevation, which is principally a blank façade of pre-cast concrete panels, (apart from the wrap-around glazing at Levels 6 & 7 and 13 & 14) is not considered appropriate in relation to the local heritage place. It is recommended the façade treatment is further refined and a variation in materials, finishes and/or the building plane is considered to break up the mass and complement the local heritage place.
- It is also recommended that a horizontal canopy is introduced to maintain the strong horizontal line of the adjacent canopy.
- Further design development of the proposed carpark entry and exit is required to ensure that signage, materials, finishes and colours complement the local heritage place. Continuation of a canopy across this entrance would reduce its visual impact.

Yours faithfully

Helen Dand
ACTING MANAGER - PLANNING ASSESSMENT

BROWN FALCONER

July 20, 2018

State Commission Assessment Panel
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RE: KYREN GROUP • FRANKLIN STREET DEVELOPMENT
RESPONSE TO REFERRAL COMMENTS

We write in response to referral comments received from the City of Adelaide and also the Office of the Government Architect.

Please find enclosed amended drawings which address the items raised as discussed below.

Key commentaries from the Office of the Government Architect:

Confirmation of the access requirements for the rights of ways and easements for the adjoining car parking structure.

- Refer to the attached letter from Alexander & Symonds Surveyors confirming that access and rights of ways are suitable.

Review of the lower recess position to strengthen the built form relationship with the adjoining Local heritage place.

- Refer to the amended elevations which show that the lower recess has been repositioned to align with the adjacent heritage place

Development of an integrated screening strategy for the services infrastructure on the Franklin Street frontage.

- Refer to the amended ground floor plan which defines that a screen with future design by a local artist will be installed along the eastern side of the pedestrian link into the car park screening all infrastructure.

Review of the ground floor configuration to provide a clear and convenient access to the End of Trip facilities directly from Franklin Street.

- Refer to the amended ground floor plan which strengthens the footpath along the western side of the car park driveway for access to the end of trip facilities. The crossover at the loading dock area has been prioritised and it is noted that peak periods for access and egress to and from end of trip are expected to align with peak periods for car park access which will practically not be coincidental with loading dock use.

- A line of security has also been added at the eastern side of the footpath so that access to the external bike racks on the northern side of the building and progression westwards to the end of trip facilities are within a secure zone.

A high quality of external materials for building, outdoor spaces and street interface, supported by the provision of a materials samples board.

- Refer to the submitted materials board which defines high quality external material selections.

Further refinement of the architectural expression, including review of the alignment of the expressed columns and the expression of the corner walls on the recessed levels.

- Refer to the amended floor plans and elevations which resolve locations of the expressed corner columns and the refinement of expressed columns to be circular in form

Development of a well-considered urban interface response along the Franklin Street frontage.

- Refer to the amended ground floor plan and 3d images which add further information regarding the interface with the public realm on Franklin Street.

Development of a communal space strategy, including technical requirements to sustain soft landscaping.

- We request that development of a communal space strategy is conditioned or reconsidered until further progress is made on long term building ownership and tenancy arrangements.

Further exploration of opportunities to incorporate the ESD initiatives.

- Refer to the attached memo outlining ESD initiatives for the project.

Key commentaries from the City of Adelaide:

Traffic and Transport

The swept-path for the loading vehicle appears to use 'turn wheel from stop', as opposed to a continuous vehicle tracking. The swept-path should be run with continuous vehicle tracking to provide an accurate assessment of driver behaviour. The vehicle wheel path also appears to encroach on the centre median where it undertakes a manoeuvre to access the proposed loading bay and must be addressed.

- Refer to the updated traffic engineering report which addresses swept paths.

Council would not support any reduction in the width of the footpath shown to accommodate the MRV swept path. The existing footpath provides the primary access to the car park, which results in significant daily demand. The existing footpath width should be retained at a minimum, and should be widened to a minimum of 1.5m where modifications to the path are proposed.

- Refer to the updated traffic engineers report which confirms the footpath width at 1.5m

The swept path of the truck should not encroach on footpath spaces, and appropriate provision and delineation of crossing points for pedestrians needs to be included.

- Refer to the updated ground floor plan which prioritises pedestrian crossing of the loading dock access

The proposed new transformer on the eastern boundary of the site should not impact on the existing footpath width, and if it does the path should be widened to provide a minimum 1.5m width as per the current path width.

- Refer to the ground floor plan which confirms the footpath at 1.5m wide

There appears to be limited passive surveillance on the rear courtyard area. The area appears to be intended for public access given the presence of bicycle racks. CPTED principles should be applied here to limit the potential for anti-social activities to occur in this space. Concern is raised regarding the useability of bicycle rails in this space without application of CPTED principles.

- Refer to the updated ground floor plan which manages the northern courtyard as a secure area for building occupants.

The design of the entry shown in DWG No. DA 26 appears to differ from the plan used shown in DA 06, which was used for the swept-path assessment. Council objects to any modifications to the existing car park access without further assessment of the impact on the car park, including an assessment of traffic flows and queuing.

- Refer to the Updated drawings and traffic engineers report which are coordinated.

The existing path along the eastern side of the car park access is approximately 1.5m wide. Council would not support any further reductions to this width, and if modifications are proposed to the existing car park crossover, we request this width be increased to a minimum of 2m to provide appropriate access to the car park.

- Refer to the ground floor plan which confirms the footpath at 1.5m wide

The interface between loading and access for cyclists/pedestrians should be better delineated, and the plans appear to indicate that cyclists/pedestrians would be required to access the site through a bin presentation area which is not appropriate. This access should be formalised and separated from the bin presentation area.

- Refer to the updated ground floor plan which prioritises pedestrian crossing of the loading dock access

A new structural pillar is shown in the existing crossover. Protection should be provided in the form of a raised median island or similar to provide a buffer for manoeuvring vehicles. The proposed entry and exit signs for the car park entrance conflicts with the current contraflow arrangement of the central lane of the car park and must be amended.

- Refer to the amended ground floor plan which indicates that columns are protected by median islands and signage which is consistent with the existing car park signage.

Survey / Land Tenure

The developer should ensure and demonstrate to SCAP that all necessary legal rights of way and easements are maintained. CT 6114/304 is subject to and together with various easements and Rights of Way. None of these affect, or are affected by, the proposed development EXCEPT for the easement marked "K" on the western boundary of the subject land. The proposed development appears to prevent the 'dominant' owner of the easement (the property numbered "2" on CP 27647) from using the easement.

- Refer to the attached letter from Fyfe Surveyors confirming that access and rights of ways are suitable.

Roads /Footpaths – Engineering

Any disused driveway inverts resulting from the development are to be reinstated to equivalent footpath levels to CoA standards and specifications.

- There are no disused driveway inverts

Any damage caused to CoA's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.

- Noted

Existing crossovers and new crossovers have been highlighted under this development. All new or alterations to existing crossovers firstly require CoA approval outside of the DA process. These need to be to CoA standards and specifications via the City Works Guidelines.

- There are no new crossovers proposed for this development

Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels

- Noted

Footpath reinstatements associated with works will need to be match surrounding materials and pavement composition

- Noted

Stormwater

Stormwater runoff from the proposed office development must be contained within the property boundaries, collected and discharged to the Franklin Street road reserve.

- Noted and refer to original stormwater management plan

The proposed stormwater system from the office development must be independent of the existing stormwater disposal system associated with the carpark structure located along the northern property boundary. Existing stormwater infrastructure servicing the carpark building and discharging to Franklin Street must not be compromised or modified

by the proposed office development.

- Noted and refer to original stormwater management plan

Councils stormwater management system in Franklin Street has been designed to accept gravitational stormwater runoff only. Any proposed siphonic drainage system must only discharge the equivalent gravitational flows to Councils stormwater management system in Franklin Street.

- Noted and refer to original stormwater management plan

The levels of any proposed grated inlet pits or openings in the building stormwater system must be designed with an adequate freeboard to the 1% AEP flood level in Franklin Street assumed to be top of kerb level adjacent

- Noted and refer to original stormwater management plan

Planning Comments

The subject site is located within the Primary Pedestrian Area and therefore a canopy should be provided for the building for pedestrian shelter and comfort (ensuring it meets the requirements of Council's current Encroachment Policy). The canopy height should also seek to relate to and reference the adjacent Local Heritage Place.

- Refer to the amend drawings which demonstrate an additional pedestrian shelter canopy to the Franklin Street frontage.

SCAP should ensure the ground floor tenancy includes flue provision for flexibility of the space.

- The proposed development includes plant area on every floor at the west end of the building which will allow for future installation of vertical services if required.

The location of future signage should be considered now to allow for a common approach for the building.

- Refer to the amended drawings which note signage provisions.

The proposed twenty storey tower development is adjacent to a Local Heritage Place (Townscape) – the former Eudunda Farmers building on the corner of Bentham Street. The Eudunda Farmer's building, now known as the Franklin Serviced Apartments, is an Inter War era five storey masonry building articulated horizontally and vertically with rendered pilasters, mouldings and cornices and a prominent suspended canopy over the footpath.

- Noted.

The front façade of the proposed development is broken into three distinct horizontal sections between precast 'bookends', separated by bands of glazing at Levels 6 - 7 and 13 - 14 which wrap around to the side elevations. This design approach is supported however the relationship of the proposed development with the adjacent local heritage place would be significantly improved if the lower glazing band could be dropped to Levels 5 & 6 to line up with the parapet of the Franklin Serviced Apartments.

- Refer to the response to commentary by the Associate Government Architect.

The undulating glass façade adds visual interest and is considered complementary to the local heritage place.

- Noted.

The eastern elevation, which is principally a blank façade of pre-cast concrete panels, (apart from the wrap-around glazing at Levels 6 & 7 and 13 & 14) is not considered appropriate in relation to the local heritage place. It is recommended the façade treatment is further refined and a variation in materials, finishes and/or the building plane is considered to break up the mass and complement the local heritage place.

- Refer to the materials board and elevations which define quality finishes and articulation.

It is also recommended that a horizontal canopy is introduced to maintain the strong horizontal line of the adjacent canopy.

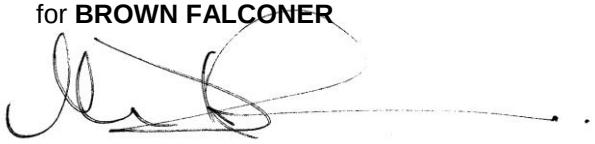
- Refer to the amend drawings which demonstrate an additional pedestrian shelter canopy to the Franklin Street frontage.

Further design development of the proposed carpark entry and exit is required to ensure that signage, materials, finishes and colours complement the local heritage place. Continuation of a canopy across this entrance would reduce its visual impact.

- Refer to the amend drawings which demonstrate an additional pedestrian shelter canopy to the Franklin Street frontage.

We believe that the amended and additional information provided fully addresses all matters raised and look forward to SCAP determination of this application.

Yours Sincerely
for **BROWN FALCONER**



MARIO DREOSTI
Managing Director

Reference: #S133150

17 July 2018

Brown Falconer
28 Chesser Street
ADELAIDE SA 5000

Attention: Mr. Barry Bradbrook (Architect)

Dear Barry

RE: 52 – 56 FRANKLIN STREET, ADELAIDE – RESPONSE TO COUNCIL

I refer to the technical comments received by Adelaide City Council in relation to the proposed 21 storey office development located at 52-56 Franklin Street in Adelaide. GTA has reviewed the comments received in relation to traffic and transport matters and has prepared a response below.

1. *The swept path for the loading vehicle appears to use the 'turn wheel from stop', as opposed to a continuous vehicle tracking. The swept path should be run with continuous vehicle tracking to provide an accurate assessment of driver behaviour. The vehicle wheel path also appears to encroach on the median where it undertakes a manoeuvre to access the proposed loading bay and must be addressed.*

GTA Consultants has conducted a swept path assessment based on the revised site layout. Loading ingress and egress for an 8.8 metre Medium Rigid Vehicle (MRV) was considered as per Figure 1 and Figure 2 respectively. The 'turn from stop' feature has not been used and the diagrams clearly illustrate that the truck body does not encroach on the median. A body clearance of 500 mm has been used adjacent walls and columns, although only 300 mm body clearance is required in low speed manoeuvrability environments as per AS2890.2:2002.

VIC | NSW | QLD
ACT | **SA** | WA

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75 Hindmarsh Square
ADELAIDE SA 5000

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Figure 1: Site Ingress

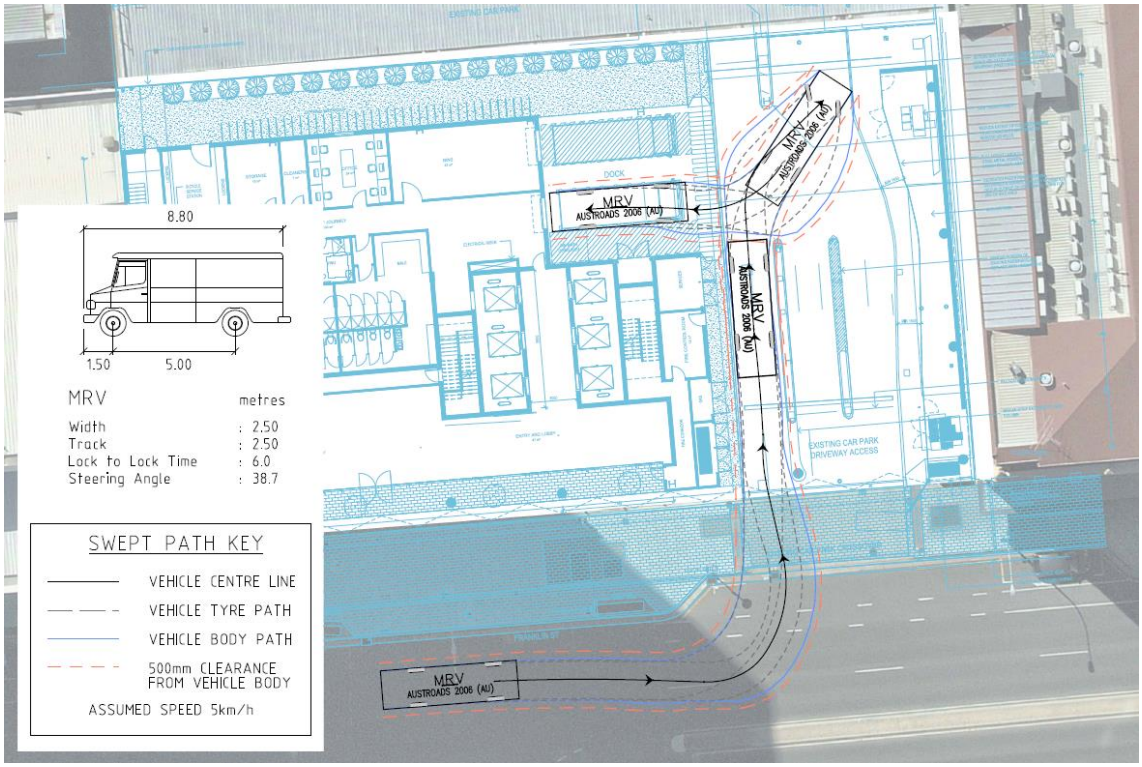
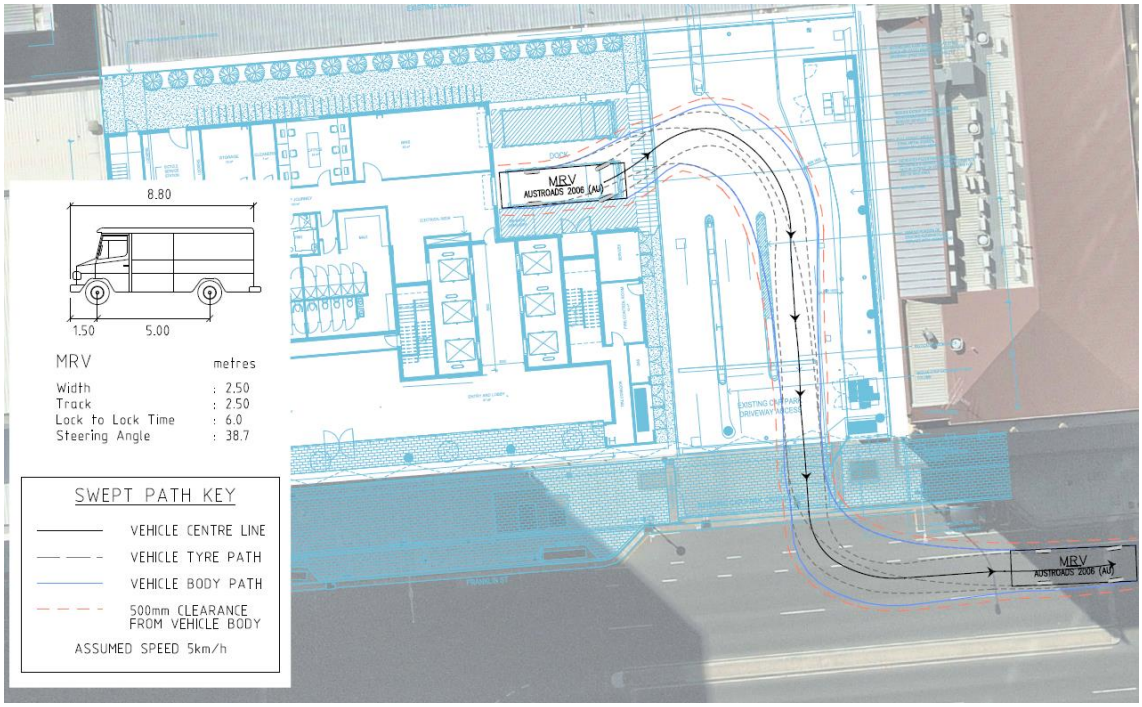


Figure 2: Site Egress



2. *Council would not support any reduction in the width of the footpath shown to accommodate the MRV swept path. The existing footpath provides the primary access to the car park, which results in significant daily demand. The existing footpath width provides the primary access to the car park, which results in significant daily demand. The existing footpath width should be retained at a minimum and should be widened to a minimum of 1.5 metres where modifications to the path are proposed.*

The kerb line has been modified to enable the MRV to exit the site without body overhang onto the footpath. This is demonstrated in Figure 2. The footpath has subsequently been offset further east to maintain the width.

3. *The swept path of the truck should not encroach onto the footpath spaces, and appropriate provision and delineation of crossing points for pedestrians needs to be included.*

As per Item 2, the swept path assessment prepared by GTA Consultants indicates the vehicle body will not encroach onto the footpath.

4. *The provision of a new transformer on the eastern boundary of the site should not impact on the existing footpath width, and if it does, the path should be widened to provide a minimum 1.5 metre width as per the current path width.*

The proposed transformer has been relocated such that it does not impact on the 1.5 metre footpath width.

5. *There appears to be limited passive surveillance on the rear courtyard area. The area appears to be intended for public access given the presence of bicycle racks. CPTED principles should be applied here to limit the potential anti-social activities to occur in this space. Concern raised regarding the useability of bicycle rails in this space without application of CPTED principles.*

Brown Falconer has amended the access arrangements to the rear courtyard area to provide direct and secure access from the driveway. The area is not intended for public access, providing additional bicycle storage facilities for the offices, including visitor use.

6. *The design of the entry in DWG No. DA 26 appears to differ from the plan used shown in DA 06, which was used for the swept path assessment. Council objects to any modifications to the existing car park access without further assessment of the impact on the car park, including an assessment of traffic flows and queuing.*

The entry layout arrangement shown in drawing No. DA 06 provides the correct layout, indicating that there will not be any changes to the entry/exit driveway design. The detail shown in drawing No. DA 26 was an earlier version that was primarily intended to demonstrate the relationship and façade of the building to the street rather than the driveway detail.

7. *The existing path along the eastern side of the car park access is approximately 1.5 metres wide. Council would not support any further reductions to this width, and if modifications are proposed to the existing car park crossover, we request this width be increased to a minimum of to 2 metres to provide appropriate access to the car park.*

The footpath width will be retained at a 1.5 metre width.

8. *A new structural pillar is shown in the existing crossover. Protection should be provided in the form of a raised median island or similar to provide a buffer for manoeuvring vehicles.*

The proposed entry and exit signs for the car park entrance conflicts with the current contraflow arrangement for the centre lane of the car park and must be amended.

GTA Consultants notes the above. The existing median nose has been elongated to provide additional protection to the column. The left turn pavement arrow in the central lane has been deleted to enable the current contraflow movement to continue.

Should you have any questions or require any further information, please contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS

Paul Froggatt
Associate Director

MEMORANDUM

To:	Brown Falconer		
Attention:	Barry Bradbrook		
From:	Thomas Carpinelli	Reference:	LCE13540 - 008
Project Name:	Franklin Commercial - 52-56 Franklin Street, Adelaide		
Subject:	Summary of Proposed ESD Initiatives	Date:	20/07/2018

Barry,

We provide this memorandum to summarise the key Ecologically Sustainable Design (ESD) initiatives for the above project particularly in relation to the Greenstar and NABERS rating sought for the development.

Both the Greenstar and NABERS rating systems are nationally recognised and trusted benchmarks for measuring the environmental performance and energy efficiency of a building. These systems cover all facets of building design, and influence sustainable design into energy efficiency, water usage, waste management, indoor environment quality and many other building aspects.

The building is prosed to achieve a 5.0 Star NABERS rating and 5 Star Greenstar rating, both considered very high ratings, reflective of high building ecological performance.

The following initiatives and strategies are proposed to be incorporated within the project to achieve the Greenstar and NABERS rating targets:-

- An accredited Greenstar Professional will be allocated to the project and will be involved through the design and construction phases of the development which will enable consultation by the design team, whilst also holding the project accountable for achieving all sustainable initiatives proposed.
- The project will undergo rigorous building commissioning processes to ensure that all building plant is operating to maximum energy efficiency. This will include tuning of building systems throughout the projects defects liability period (DLP), as well as a full recommissioning post DLP to ensure system operation is maintained at a high level of performance.
- Dedicated energy meters will be installed throughout the development to allow for comprehensive data collection to provide real time energy usage of all building systems.
- Air conditioning systems shall be equipped with CO_2 monitoring to ensure that outside air provisions to spaces are tailored to the needs of occupants, saving large amounts of cooling / heating energy to spaces in times of low occupancy.
- Multiple water saving initiatives shall be incorporated to reduce water consumption throughout the development. These include:
    - Water saving shower heads and taps throughout all amenity areas.
    - Rainwater re-use to serve toilets.

- Recirculation of fire test water via a collection tank.

- Extensive solar photovoltaic arrays to contribute solar energy, reducing peak electrical demand by an estimated 15%.

- High efficiency Mechanical Services thermal plant suitable to deliver a 5.5 star NABERS energy rating. The mechanical services equipment will include the following components to achieve this rating:
  - Water cooled chillers to deliver chilled cooling water.
  - High efficiency condensing type boilers to deliver heating hot water.
  - Air handling units incorporating economy cycle operation to enable spaces to operate in a 'free cooling' configuration when ambient conditions are suitable.

- A high performing building thermal envelop will also be implemented to contribute towards achieving the 5.5 star NABERS energy rating target, including glazing, wall, floor and roof insulation values to meet best practice guidelines.

In summary, the development is proposed to incorporate a vast array of ESD initiatives to assist the building in achieving high benchmark targets of 5 Star Greenstar and 5.5 Star NABERS ratings. These industry recognised ratings are considered to be reflective of very high building performance from an ecological perspective.

We have also attached a preliminary Greenstar Scorecard assessment for reference to further define the direct items targeted to meet the above rating. It is noted that given the current design progress of the project that these are subject to further development.

Regards,

LUCID CONSULTING AUSTRALIA

Thomas Carpinelli
Senior Mechanical Services Engineer

Attachment:- Preliminary Greenstar Scorecard

KYREN GROUP - 52-56 FRANKLIN ST

LCE13540

Design & As-Built - Preliminary Green Star scorecard

15 September 2017

Credit No.	Credit Title	Points Available	Points Targeted	Budget Cost	Comments
Management					
	Green Star Accredited Professional				
1.0	Green Star Accredited Professional	1	1		GSAP to be involved throughout design/construction phase, until practical completion.
	Commissioning and Tuning				
2.0	Environmental Performance Targets	-	YES	$ 5,000.00	ESD consultant to write Design Intent Report and set energy and water targets for the development.
2.1	Services and Maintainability Review	1	1	$ 20,000.00	Facilities manager/head contractor to conduct an independent services and maintainability review in collaboration with the design team during design development phase.
2.2	Building Commissioning	1	1	Inc. in build cost	Commissioning of all services in accordance with CIBSE codes. Commissioning plan to be provided.
2.3	Building Systems Tuning	1	1	$ 40,000.00	Tuning of all services during DLP and recommissioning at the end of DLP.
2.4	Independent Commissioning Agent	1	1	$ 60,000.00	
	Adaptation and Resilience				
3.1	Implementation of a Climate Adaptation Plan	2	2	$ 25,000.00	
	Building Information				
4.1	Building Operations and Maintenance Information	1	1	Inc. in build cost	O&M manuals to be provided. Builder to provide a building log book.
4.2	Building User Information	1	1	$ 20,000.00	ESD consultant and project team to develop building users' guide.
	Commitment to Performance				
5.1	Environmental Building Performance	1	1	-	ESD consultant to establish energy and water targets.
5.2	End of Life Waste Performance	1	1	-	Building and tenant life-cycle specifications/agreements to be developed. Extend life of all finishes to at least 10 years.
	Metering & Monitoring				
6.0	Metering	-	YES	$ 110,000.00	ESD consultant/services engineers to develop metering system design.
6.1	Monitoring Systems	1	1	$ 40,000.00	Energy metering system to be installed and incorporate all the meters.
	Construction Environmental Management				
7.0	Environmental Management Plan	-	YES	-	EMP to be developed by head contractor.
7.1	Formalised Environmental Management System	1	1	-	Head contractor to have an ISO14001 accreditation.
	Operational Waste				
8A	Performance Pathway - Specialist Plan	1	1	-	Separation of waste streams, size of waste room and access to bin room. 37m^2 bin room appears to be sufficiently sized based on previous project experience. Waste consultant to confirm during design development.
	Sub-Total	**14**	**14**	**$ 320,000.00**	
Indoor Environment Quality					
	Indoor Air Quality				
9.1	Ventilation System Attributes	1	1	-	
9.2	Provision of Outdoor Air	2	1	$ 250,000.00	CO2 sensors located within the floor space and modulation dampers to each FCU/AHU.
9.3	Exhaust or Elimination of Pollutants	1	1	Inc. in build cost	
	Acoustic Comfort				
10.1	Internal Noise Levels	1	1	-	Acoustic consultant to advise during design development.
10.2	Reverberation	1	-	-	Acoustic consultant to advise during design development.
10.3	Acoustic Separation	1	1	-	Based on previous project experience, 1 point is considered achieveable for the acoustic comfort category.
	Lighting Comfort				
11.0	Minimum Lighting Comfort	-	YES		CRI of at least 80.
11.1	General Illuminance and Glare Reduction	1	1		Best practice lighting levels to be achieved and glare to be eliminated. Risk of exceeding 3 MacAdam ellipses.
11.2	Surface Illumination	1	-		Not targeted.
11.3	Localised Lighting Control	1	1		TBC
	Visual Comfort				
12.0	Glare Reduction	-	YES		Blinds to be provided. To be included in Building user's guide.
12.1	Daylight	2	1		
12.2	Views	1	1		60% of nominated area has a clear line of sight to external view.
	Indoor Pollutants				
13.1	Paints, Adhesives, Sealants and Carpets	1	1	-	Low VOC emission.
13.2	Engineered Wood Products	1	1	-	Low formaldehyde emission. E0 boards are compliant.
	Thermal Comfort				
14.1	Thermal Comfort	1	1	-	Mechanical air-conditioning and ventilated spaces.
14.2	Advanced Thermal Comfort	1	-	-	Not targeted.
	Sub-Total	**17**	**12**	**$ 250,000.00**	
Energy					
15E	Greenhouse Gas Emissions	20	7	-	Targeting 5.5 star NABERS energy rating.
16B	Peak Electricity Demand Reduction	2	1	$ 300,000.00	15% demand reduction. 70kW solar PV (4% reduction). Load lopping via diesel generator to be investigated.
	Sub-Total	**22**	**8**	**$ 300,000.00**	
Transport					
17.1	Access by Public Transport	3	3		
17.2	Reduced Car Parking Provision	1	1		No parking provided on site.
17.3	Low Emission Vehicle Infrastructure	1	1	$ 30,000.00	5% of parking is for electric vehicles and charging infrastructure is provided for each space.
17.4	Active Transport Facilities	1	-		Credit criteria is onerous due to large quantity of showers (20 min) and lockers (207 min) required.
17.5	Walkable Neighbourhoods	1	1		8 amenities within 400m
	Sub-Total	**10**	**6**	**$ 30,000.00**	
Water					
18	Potable Water	12	5	$ 120,000.00	7 L/min showerheads, 6 L/min taps, 4 star WC. Rainwater tank serving toilets, location TBC (5x5m^2 required). Fire test water recirculation tank, location TBC (5x1m^2 required).
	Sub-Total	**12**	**5**	**$ 120,000.00**	
Materials					
	Life Cycle Assessment				
19A	Life Cycle Assessment	7	5	$ 30,000.00	LCA modelling and analysis using eTool.
	Responsible Building Materials				
20.1	Structural and Reinforcing Steel	1	1	-	Steel to be sourced from a responsible steel maker. Energy reducing processes to be used in steel manufacture.
20.2	Timber Products	1	-	-	
20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables	1	1	-	PVC free pipes like Rehau Raupiano or Best practice PVC like Iplex and Vinidex to be used.
	Sustainable Products				
21.1	Product Transparency and Sustainability	3	1	$ 50,000.00	1 pt appears to be achievable: carpet, insulation, plasterboard, studs, structural/reo steel.
	Construction and Demolition Waste				
22B	Construction and Demolition Waste	1	1	-	More than 90% of construction waste to be diverted from landfill.
	Sub-Total	**14**	**9**	**$ 80,000.00**	
Land Use & Ecology					
	Ecological Value				
23.0	Endangered Threatened or Vulnerable Species	-	YES		
23.1	Ecological Value	3	-	-	To be confirmed.
	Sustainable Sites				
24.0	Conditional Requirement	-	YES		
24.1	Reuse of Land	1	1		A building was previously built on this site.
24.2	Contamination and Hazardous Materials	1	-		
	Heat Island Effect Reduction				
25	Heat Island Effect Reduction	1	-		
	Sub-Total	**6**	**1**	**$ -**	
Emissions					
	Stormwater				
26.1	Reduced Peak Discharge	1	-		
26.2	Reduced Pollution Targets	1	-		
	Light Pollution				
27.0	to Neighbouring Bodies	-	YES		
27.1	to Night Sky	1	1	-	No external lights with an Upward Light Output Ratio of more than 5%.
	Microbial Control - Legionella				
28	Microbial Control - Legionella	1	1		
	Refrigerant Impacts				
29	Refrigerant Impacts	1	-		Not targeted.
	Sub-Total	**5**	**2**	**$ -**	
Innovation					
30A	Innovative Technology or Process		2	$ 120,000.00	Budget allocation.
30B	Market Transformation				
	- Materials		1		Chain of Custody to be provided for aggregates used in concrete mixes.
30C	Improving on Green Star Benchmarks				
	- Construction waste		1		Construction waste sent to landfill to be less than 5 kg per sqm GFA.
30D	Innovation Challenge				
	- Financial Transparency	10	1		Developer to disclose costs of Green Star initiatives.
	- Contractor Education		1	$ 25,000.00	Deliver training to contractors. Training to cover Green Star principles, certification process, requirements etc.
	- Local Procurement		1	$ 100,000.00	Demonstrate that 80% of the workers and their company's offices are within 50km of site.
	- Occupant engagement		1	$ 20,000.00	Complete post-occupancy survey
	- Legionella control		1	$ 15,000.00	Implement a legionella control plan for Domestic Hot Water services. Design, maintenance & sample testing.
30E	Global Sustainability				
	Sub-Total	**10**	**9**	**$ 280,000.00**	
	Total Score	**100**	**66**	**$ 1,380,000.00**	

85 YEARS

Alexander Symonds
Surveying Consultants

3/07/2018

Our Reference: A060418.0000

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Re: CP27647 52-56 Franklin St

To whom it may concern,

The existing primary community plan has a right of way (ROW) "K" on lot 1 in favor of lot 2 for pedestrian access.

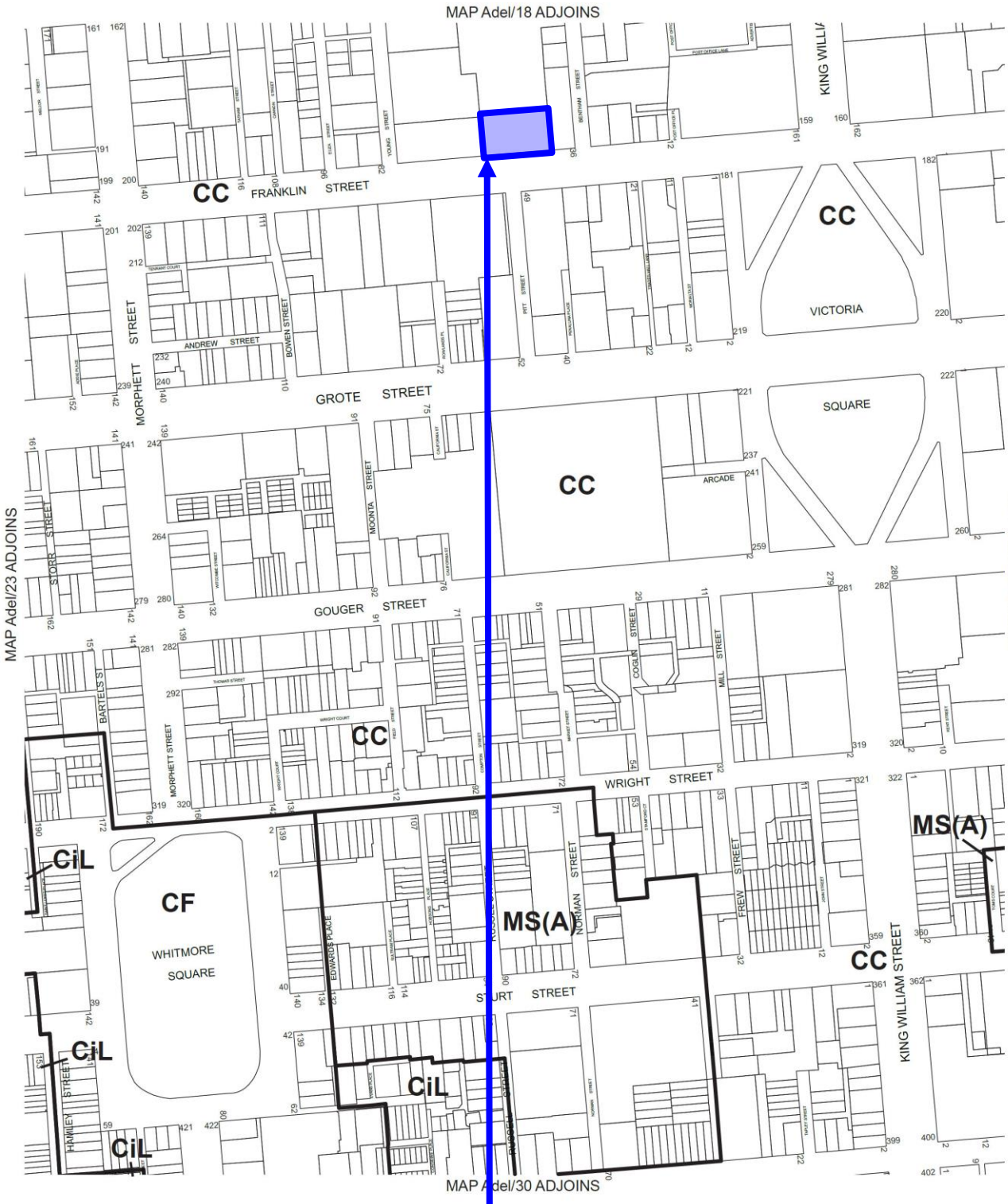
The ROW on the Western side will be varied prior to the new application being deposited to allow for pedestrian access from the carpark to Franklin street, along the Northern side of lot 1.

Franco Rea
Licensed Surveyor
Alexander Symonds

Alexander and Symonds Pty Ltd ABN 93 007 753 988
+ 1st Floor + 11 King William Street Kent Town South Australia 5067
+ PO Box 1000 Kent Town SA 5071 + T (08)8130 1666 + E adelaide@alexander.com.au + W alexander.com.au

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Agenda Item 2.2.1
9 August 2018



NOTE : For Policy Areas See MAP Adel/55

CC	Capital City Zone
CF	City Frame Zone
CiL	City Living Zone
MS(A)	Main Street (Adelaide) Zone

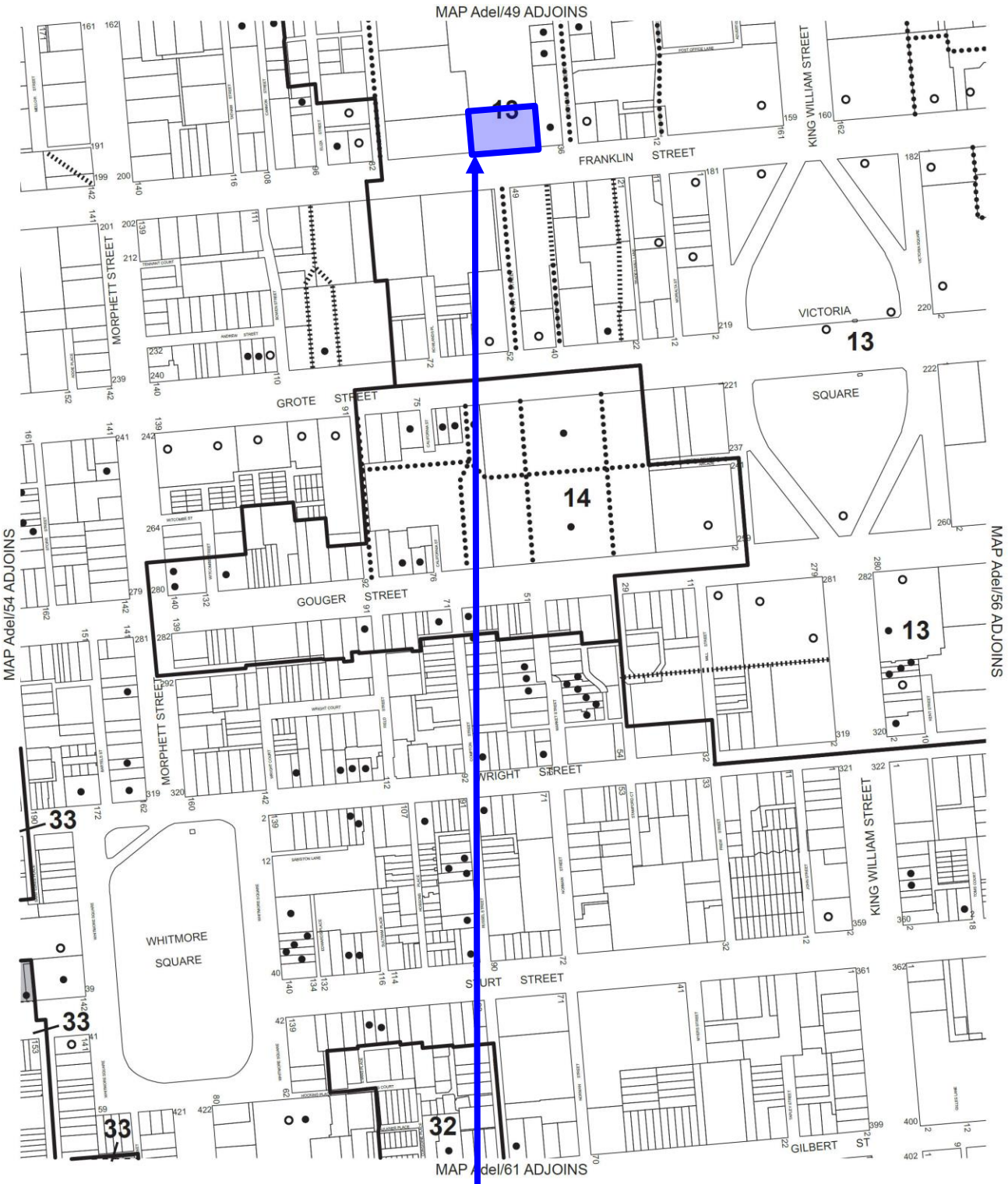
Zone Boundary
Development Plan Boundary

ADELAIDE (CITY) ZONES MAP Adel/24

Consolidated - 20 June 2017

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Agenda Item 2.2.1
9 August 2018



Subject Land

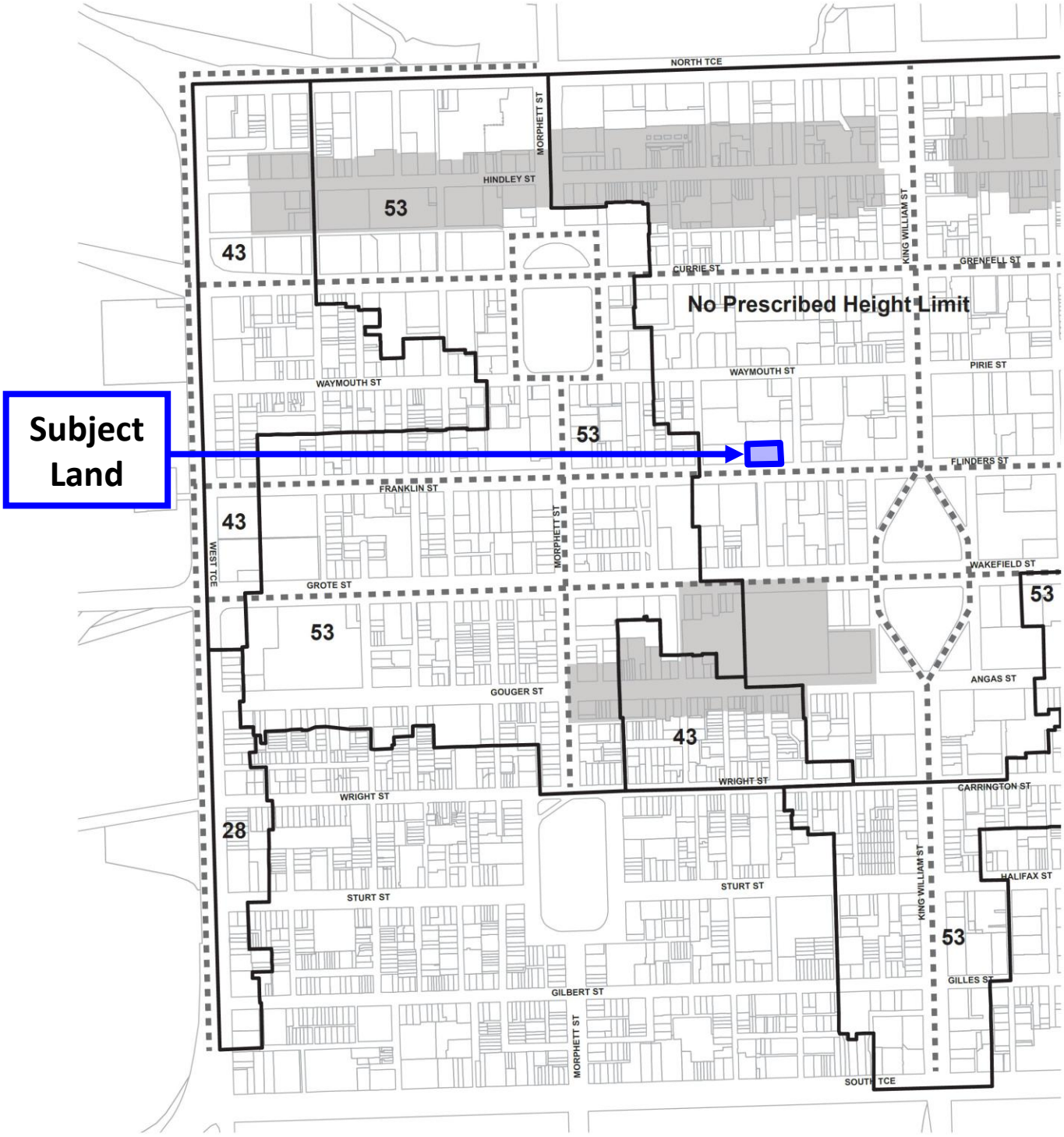
13 Central Business Policy Area
14 Main Street Policy Area
32 South Central Policy Area
33 South West Policy Area
State Heritage Place
Local Heritage Place
Policy Area Boundary
Maximum height of 2 storeys

Existing Pedestrian Link
Proposed Pedestrian Link

Scale 1:4150
0metres 100 200 300

ADELAIDE (CITY) POLICY AREAS MAP Adel/55

Consolidated - 20 June 2017



N

1:8000

0 120 240 360 480 600 metres

Maximum Building Height (metres) within Capital City zoned land
Note: Airport Building Height Restrictions Apply. Refer Map Adel/1 (Overlay 5).

City Boulevards and Terraces

Policy Areas of a 'Main Street' type

ADELAIDE (CITY) BUILDING HEIGHTS
Concept Plan Figure CC/1

Consolidated - 20 June 2017

Central Business Policy Area 13

Introduction

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

DESIRED CHARACTER

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

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

OBJECTIVES

Objective 1: A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State.

Objective 2: Development of a high standard of design and external appearance that integrates with the public realm.

Objective 3: Development that contributes to the Desired Character of the Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Development should contribute to the area's role and function as the State's premier business district, having the highest concentration of office, retail, mixed business, cultural, public administration, hospitality, educational and tourist activities.

2 Buildings should be of a height that ensures airport operational safety is not adversely affected.

3 To enable an activated street level, residential development or similar should be located above ground floor level.

CAPITAL CITY ZONE

Introduction

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

DESIRED CHARACTER

This Zone is the economic and cultural focus of the State and includes a range of employment, community, educational, tourism and entertainment facilities. It is anticipated that an increased

population within the Zone will complement the range of opportunities and experiences provided in the City and increase its vibrancy.

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

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

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

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

New development will achieve high design quality by being:

(a) **Contextual** – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.

(b) **Durable** – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it.

(c) **Inclusive** – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike.

(d) **Sustainable** – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and minimise energy consumption.

(e) **Amenable** – by providing natural light and ventilation to habitable spaces.

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

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

Adelaide's pattern of streets and squares

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

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

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

(a) North Terrace will be reinforced as an important pedestrian promenade and cultural boulevard that provides an important northern edge to the City square mile.

(b) King William Street will be enhanced as the City's principal north-south boulevard and will be reinforced as the City's commercial spine.

(c) Grote Street-Wakefield Street will be enhanced as the City's principal east-west boulevard and will be developed to provide a strong frame that presents a sense of enclosure to the street.

(d) East Terrace will be characterised by buildings that maximise views through to the Park Lands and provide a distinct City edge.

(e) West Terrace will be reinforced as the western 'gateway' to the City centre and will form an imposing frontage to the western City edge. Buildings will be constructed to the front and side boundaries, and designed to maximise views through to the Park Lands. Corner sites at the junctions of West Terrace and the major east-west streets will be developed as strongly defined visual gateways to the City. This will provide an imposing frontage to the western edge of the City, which comprises a mixture of commercial, showroom and residential development.

(f) Pulteney and Morphett streets are key north-south boulevards. A sense of activation and enclosure of these streets will be enhanced through mixed use development with a strong built form edge. Pulteney Street will include residential, office and institutional uses, and retail activities. These boulevards will become important tree-lined commercial corridors.

(g) Currie, Grenfell, Franklin and Flinders streets, as wider east-west boulevards provide important entry points to the City. Currie and Grenfell streets will become a key focus for pedestrians, cycling and public transport. These streets also provide long views to the hills as their closing vistas and these view corridors should remain uncluttered.

(h) Victoria, Hindmarsh and Light Squares will have a continuous edge of medium to high-scale development that frames the Squares and increases ground level activity.

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

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

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

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

A comprehensive, safe and convenient movement network throughout the City will develop, focusing on the provision of linkages on both public and private land between important destinations and public transport. A high quality system of bicycle or shared pedestrian and bicycle routes will be established within the Zone.

OBJECTIVES

General

Objective 1: The principal focus for the economic, social and political life of metropolitan Adelaide and the State.

Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.

Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.

Objective 4: City streets that provide a comfortable pedestrian environment.

Objective 5: Innovative design approaches and contemporary architecture that respond to a building's context.

Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.

Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.

Objective 8: Development that contributes to the Desired Character of the Zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

2 Land uses that are typically closed during the day should be designed to maximise daytime and evening activation at street level and be compatible with surrounding land uses, in particular residential development.

3 Low impact industries should be located outside the Central Business Policy Area and have minimal off-site impacts with respect to noise, air, water and waste emissions, traffic generation and movement.

4 Development listed as non-complying is generally inappropriate.

Form and Character

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

Design and Appearance

6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.

7 Buildings should achieve a high standard of external appearance by:

(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;

(b) providing a high degree of visual interest though articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;

(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and

(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.

8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.

9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.

10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.

11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.

12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:

(a) relates to the scale and context of adjoining built form;

(b) provides a human scale at street level;

(c) creates a well-defined and continuity of frontage;

(d) gives emphasis and definition to street corners to clearly define the street grid;

(e) contributes to the interest, vitality and security of the pedestrian environment;

(f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and

(g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);

other than (h) or (i):

(h) in the Central Business Policy Area;

(i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.

13 Buildings north of Rundle Mall, Rundle Street, Hindley Street and Gouger Street should have a built form that incorporates slender tower elements, spaces between buildings or other design techniques that enable sunlight access to the southern footpath.

14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.

15 Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.

16 Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

The Squares (Victoria, Hindmarsh and Light)

17 Outdoor eating and drinking facilities associated with cafés and restaurants are appropriate ground floor uses and should contribute to the vitality of the Squares and create a focus for leisure.

18 Buildings fronting the Squares should:

(a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and

(b) reinforce the enclosure of the Squares with a continuous built-form with no upper level set-backs.

The Terraces (North, East and West)

19 Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.

20 Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.

Building Height

21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless;

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

(b) only if:

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

(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;

(2) the development incorporates the retention, conservation and reuse of a building which is a listed heritage place;

(3) high quality universally accessible open space that is directly connected to, and well integrated with, public realm areas of the street;

(4) universally accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on Map Adel/1 (Overlay 2A);

(5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, car parking areas are adaptable to future uses or all car parking is provided underground;

(6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;

(7) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;

(8) more than 15 per cent of dwellings as affordable housing.

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

(1) a rooftop garden covering a majority of the available roof area supported by services that ensure ongoing maintenance;

(2) a greenroof, or greenwalls / façades supported by services that ensure ongoing maintenance;

(3) innovative external shading devices on all of the western side of a street facing façade; and

(4) higher amenity through provision of private open space in excess of minimum requirements, access to natural light and ventilation to all habitable spaces and common circulation areas.

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

(a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;

(b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;

(c) the site is adjacent to a heritage place, or includes a heritage place;

(d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

Interface

23 Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.

24 Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.

25 Parts of a development that exceed the prescribed maximum building height shown on Concept Plan Figures CC/1 and 2 that are directly adjacent to the City Living, Main Street (Adelaide) and Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.

Movement

26 Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding Zones and giving a variety of north-south and east-west links.

27 Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.

28 Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with Map Adel/1 (Overlay 2A).

29 Car parking should be provided in accordance with Table Adel/7.

30 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) within any of the following areas:

(i) the Core Pedestrian Area identified in Map Adel/1 (Overlays 2, 2A and 3)

(ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;

(b) where they conflict with existing or projected pedestrian movement and/or activity;

(c) where they would cause undue disruption to traffic flow; and

(d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in Map Adel/1 (Overlay 1).

31 Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on Map Adel/1 (Overlays 2, 2A and 3).

32 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

(a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;

(b) complement the surrounding built form in terms of height, massing and scale; and

(c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

Advertising

33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.

34 In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.

35 There should be an overall consistency achieved by advertisements along individual street frontages.

36 In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.

37 Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:

(a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.

(b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

PROCEDURAL MATTERS

Complying Development

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

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

(a) Other than in relation to a State heritage place, Local heritage place (City Significance), or Local heritage place, work undertaken within a building which does not involve a change of use or affect the external appearance of the building;

(b) Temporary depot for Council for a period of no more than 3 months where it can be demonstrated that appropriate provision has been made for:

(i) dust control;

(ii) screening, including landscaping;

(iii) containment of litter and water; and

(iv) securing of the site.

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

Non-complying Development

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

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

Amusement machine centre

Advertisements involving any of the following:

(a) third party advertising except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Street and Pulteney Street, or temporary advertisements on construction sites;

(b) advertisements located at roof level where the sky or another building forms the background when viewed from ground level;

(c) advertisements in the area bounded by West Terrace, Grote Street, Franklin Street and Gray Street;

(d) animation of advertisements along and adjacent to the North Terrace, King William Street and Victoria Square frontages.

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

Vehicle parking except:

(a) where it is ancillary to an approved or existing use;

(b) it is a multi-level car park located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3); or

(c) it is within an existing building located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3).

Public Notification

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

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

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

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

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

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

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

COUNCIL WIDE

Environmental

Crime Prevention Through Urban Design

OBJECTIVES

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

(a) ensures that land uses are integrated and designed to facilitate natural surveillance;

(b) promotes building and site security; and

(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should promote the safety and security of the community in the public realm and within development. Development should:

(a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:

(i) orientating windows, doors and building entrances towards the street**,** open spaces, car parks, pedestrian routes and public transport stops;

(ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;

(iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;

(iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;

(v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;

(vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;

(vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and

(viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.

(b) provide access control by facilitating communication, escape and path finding within development through legible design by:

(i) incorporating clear directional devices;

(ii) avoiding opportunities for concealment near well travelled routes;

(iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;

(iv) use of devices such as stainless steel mirrors where a passage has a bend;

(v) locating main entrances and exits at the front of a site and in view of a street;

(vi) providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and

(vii) locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.

(c) promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:

(i) clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;

(ii) dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and

(iii) locating main entrances and exits at the front of a site and in view of a street.

(d) provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:

(i) avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;

(ii) using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;

(iii) ensuring barriers along pathways such as landscaping, fencing and walls are permeable;

(iv) planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;

(v) adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; and

(vi) use of robust and durable design features to discourage vandalism.

2 Residential development should be designed to overlook streets, public and communal open space to allow casual surveillance**.**

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

4 Security features should be incorporated within the design of shop fronts to complement the design of the frontage and allow window shopping out of hours. If security grilles are provided, these should:

(a) be transparent and illuminated to complement the appearance of the frontage;

(b) provide for window shopping; and

(c) allow for the spill of light from the shop front onto the street.

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

5 Public toilets should be designed and located to:

(a) promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;

(b) limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;

(c) avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and

(d) maximise surveillance through location near public transport links, pedestrian and cyclist networks.

Operating Hours and Associated Activities of Licensed Premises

OBJECTIVE

Objective 25: Operating hours of licensed premises or licensed entertainment premises, together with associated activities of such premises, established and operated so as to reinforce the desired character of the locality and appropriate behavioural activities**.**

PRINCIPLES OF DEVELOPMENT CONTROL

6 Licensed premises and licensed entertainment premises or similar should:

(a) be located, designed and operated in order to reinforce the desired character of a locality, as expressed in the relevant Zone or Policy Area;

(b) be located, designed and operated so as to not negatively impact on peoples orderly use and enjoyment of a locality, such as through disorderly behavioural activities and/or disorderly behavioural movement to and from such land uses; and

(c) incorporate best practice measures to effectively manage the behaviour of users moving to and from such land uses.

7 Licensed premises and licensed entertainment premises or similar should operate with operating hours to reinforce the desired character of the locality.

Noise Emissions

OBJECTIVES

Objective 26: Development that does not unreasonably interfere with the desired character of the locality by generating unduly annoying or disturbing noise.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Noise Sources

8 Development with potential to emit significant noise (including licensed entertainment premises and licensed premises) should incorporate appropriate noise attenuation measures in to their design to prevent noise from causing unreasonable interference with the amenity and desired character of the locality, as contemplated in the relevant Zone and Policy Area.

9 Development of licensed premises or licensed entertainment premises or similar in or adjacent to a City Living Zone, the Adelaide Historic (Conservation) Zone or the North Adelaide Historic (Conservation) Zone should include noise attenuation measures to achieve the following when assessed at the nearest existing or envisaged future noise sensitive development:

(a) the music noise ($L_{10,\ 15\ min}$) is:

(i) less than 8 dB above the level of background noise[2] ($L_{90,15\ min}$) in any octave band of the sound spectrum; and

(ii) less than 5 dB(A) above the level of background noise ($L_{A\ 90,15\ min}$) for the overall (sum of all octave bands) A-weighted level.

10 Development of licensed premises or licensed entertainment premises or similar in the Capital City, Main Street, Mixed Use and City Frame Zones should include noise attenuation measures to achieve the following when assessed at:

(a) the nearest existing noise sensitive location in or adjacent to that Zone:

(i) music noise ($L_{10,\ 15\ min}$) less than 8 dB above the level of background noise ($L_{90,15\ min}$) in any octave band of the sound spectrum; and

(ii) music noise ($L_{A10,\ 15\ min}$) less than 5 dB(A) above the level of background noise ($L_{A90,15\ min}$) for the overall (sum of all octave bands) A-weighted levels; or

(b) the nearest envisaged future noise sensitive location in or adjacent to that Zone:

(i) music noise ($L_{10,\ 15\ min}$) less than 8dB above the level of background noise ($L_{90,15\ min}$) in any octave band of the sound spectrum and music noise ($L_{10,\ 15\ min}$) less than 5dB(A) above the level of background noise ($L_{A90,15\ min}$) for the overall (sum of all octave bands) A-weighted levels; or

(ii) music noise ($L_{10,\ 15\ min}$) less than 60dB(Lin) in any octave band of the sound spectrum and the overall ($L_{A10,15\ min}$) noise level is less than 55 dB(A).

11 Mechanical plant or equipment should be designed, sited and screened to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site should not exceed

(a) 55 dB(A) during daytime (7.00am to 10.00pm) and 45 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

(b) 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) in or adjacent to a City Living Zone, the Adelaide Historic (Conservation) Zone, the North Adelaide Historic (Conservation) Zone or the Park Lands Zone when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

12 To ensure minimal disturbance to residents:

(a) ancillary activities such as deliveries, collection, movement of private waste bins, goods, empty bottles and the like should not occur:

(i) after 10.00pm; and

(ii) before 7.00am Monday to Saturday or before 9.00am on a Sunday or Public Holiday.

(b) typical activity within any car park area including vehicles being started, doors closing and vehicles moving away from the premises should not result in sleep disturbance when proposed for use after 10.00pm as defined by the limits recommended by the World Health Organisation.

Noise Receivers

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

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

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

(a) satisfaction of the sleep disturbance criteria in the bedrooms or sleeping areas of the development as defined by the limits recommended by the World Health Organisation;

(b) the maximum satisfactory levels in any habitable room for development near major roads, as provided in the Australian/New Zealand Standard AS/NZS 2107:2000 - 'Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors'; and

(c) noise level in any bedroom, when exposed to music noise (L_{10}) from existing entertainment premises, being:

(i) less than 8 dB above the level of background noise ($L_{90,15\ min}$) in any octave band of the sound spectrum; and

(ii) less than 5 dB(A) above the level of background noise ($L_{A90,15\ min}$) for the overall (sum of all octave bands) A-weighted levels

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

Waste Management

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

17 A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.

18 Development greater than 2 000 square metres of total floor area should manage waste by:

(a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;

(b) on-site storage and management of waste;

(c) disposal of non-recyclable waste; and

(d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

19 Development should not result in emission of atmospheric, liquid or other pollutants, or cause unacceptable levels of smell and odour which would detrimentally affect the amenity of adjacent properties or its locality. Land uses such as restaurants, shops, cafés or other uses that generate smell and odour should:

(a) ensure extraction flues, ventilation and plant equipment are located in appropriate locations that will not detrimentally affect the amenity of adjacent occupiers in terms of noise, odours and the appearance of the equipment;

(b) ensure ventilation and extraction equipment and ducting have the capacity to clean and filter the air before being released into the atmosphere; and

(c) ensure the size of the ventilation and extraction equipment is suitable and has the capacity to adequately cater for the demand generated by the potential number of patrons.

Contaminated Sites

OBJECTIVE

Objective 29: A safe and healthy living and working environment**.**

PRINCIPLES OF DEVELOPMENT CONTROL

20 Where there is evidence of, or reasonable suspicion that land, buildings and/or water, including underground water, may have been contaminated, or there is evidence of past potentially contaminating activity/ies, development should only occur where it is demonstrated that the land, buildings and/or water can be made suitable for its intended use prior to commencement of that use.

Energy Efficiency

OBJECTIVE

Objective 30: Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

PRINCIPLES OF DEVELOPMENT CONTROL

All Development

21 Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:

(a) providing an internal day living area with a north-facing window, other than for minor additions*, by:

(i) arranging and concentrating main activity areas of a building to the north for solar penetration; and

* Minor additions have a floor area less than 50 percent of the existing dwelling and do not include a day living area.

(ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.

(b) efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;

(c) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;

(d) allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;

(e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;

(f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;

(g) providing an external clothes line for residential development; and

(h) use of landscaping.

22 All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.

23 Energy reductions should, where possible, be achieved by the following:

(a) appropriate orientation of the building by:

(i) maximising north/south facing facades;

(ii) designing and locating the building so the north facade receives good direct solar radiation;

(iii) minimising east/west facades to protect the building from summer sun and winter winds;

(iv) narrow floor plates to maximise the amount of floor area receiving good daylight; and/or

(v) minimising the ratio of wall surface to floor area.

(b) window orientation and shading;

(c) adequate thermal mass including night time purging to cool thermal mass;

(d) appropriate insulation by:

(i) insulating windows, walls, floors and roofs; and

(ii) sealing of external openings to minimise infiltration.

(e) maximising natural ventilation including the provision of openable windows;

(f) appropriate selection of materials, colours and finishes; and

(g) introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.

24 Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.

25 Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.

26 New buildings should be readily adaptable to future alternative uses.

27 Selection of internal materials for all buildings should be made with regard to internal air quality and ensure low toxic emissions, particularly with respect to paint and joinery products.

Residential Development

28 New residential development and residential extensions should be designed to minimise energy consumption and limit greenhouse gas emissions.

29 Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

Renewable Energy

OBJECTIVES

Objective 31: The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.

Objective 32: Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

30 Renewable energy facilities, including wind farms, should be located, sited, designed and operated in a manner which avoids or minimises adverse impacts and maximises positive impacts on the environment, local community and the State.

31 Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.

Micro-climate and Sunlight

OBJECTIVES

Objective 33: Buildings which are designed and sited to be energy efficient and to minimise micro-climatic and solar access impacts on land or other buildings.

Objective 34: Protection from rain, wind and sun without causing detriment to heritage places, street trees or the integrity of the streetscape.

PRINCIPLES OF DEVELOPMENT CONTROL

32 Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.

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

34 Development should not significantly reduce daylight to private open space, communal open space, where such communal open space provides the primary private open space, and

habitable rooms in adjacent City Living Zone, Adelaide Historic (Conservation) Zone and North Adelaide Historic (Conservation) Zone.

35 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

36 Buildings within the Core and Primary Pedestrian Areas identified in Map Adel/1 (Overlays 2, 2A and 3), unless specified otherwise within the relevant Zone or Policy Area, should be designed to provide weather protection for pedestrians against rain, wind and sun. The design of canopies, verandahs and awnings should be compatible with the style and character of the building and adjoining buildings, as well as the desired character, both in scale and detail.

37 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.

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

Infrastructure

OBJECTIVES

Objective 40: Minimisation of the visual impact of infrastructure facilities.

Objective 41: Provision of services and infrastructure that are appropriate for the intended development and the desired character of the Zone or Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

39 Provision should be made for utility services to the site of a development, including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.

40 Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.

Heritage and Conservation

OBJECTIVES

Objective 42: Acknowledge the diversity of Adelaide's cultural heritage from pre-European occupation to current time through the conservation of heritage places and retention of their heritage value.

Objective 43: Development that retains the heritage value and setting of a heritage place and its built form contribution to the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

General

41 Development affecting a State heritage place (Table Adel/1), Local heritage place (Table Adel/2), Local heritage place (Townscape) (Table Adel/3) or Local heritage place (City Significance) (Table Adel/4), including:

(a) adaptation to a new use;

(b) additional construction;

(c) part demolition;

(d) alterations; or

(e) conservation works;

should facilitate its continued or adaptive use, and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

42 Development on land adjacent to a heritage place in non-residential Zones or Policy Areas should incorporate design elements, including where it comprises an innovative contemporary design, that:

(a) utilise materials, finishes, and other built form qualities that complement the adjacent heritage place; and

(b) is located no closer to the primary street frontage than the adjacent heritage place.

43 Development that abuts the built form/fabric of a heritage place should be carefully integrated, generally being located behind or at the side of the heritage place and without necessarily replicating historic detailing, so as to retain the heritage value of the heritage place.

Built Form and Townscape

OBJECTIVES

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

(a) high rise development framing city boulevards, the Squares and Park Lands

(b) vibrant main streets of a more intimate scale that help bring the city to life

(c) unique and interesting laneways that provide a sense of enclosure and intimacy.

Objective 47: Buildings should be designed to:

(a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;

(b) maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings;

(c) contribute to pedestrian safety and comfort; and

(d) provide for a transition of building heights between Zone and Policy Areas where building height guidelines differ.

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Height, Bulk and Scale

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

(b) the less intense and more informal groupings of buildings set within the landscaped environment of the Institutional Zones;

(c) the historic character of the Adelaide and North Adelaide Historic (Conservation) Zones and groups of historic housing within the City Living Zone; and

(d) the open landscape of the Park Lands Zone.

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

47 The height, scale and massing of buildings should reinforce:

(a) the desired character, built form, public environment and scale of the streetscape as contemplated within the Zone and Policy Area, and have regard to:

(i) maintaining consistent parapet lines, floor levels, height and massing with existing buildings consistent with the areas desired character;

(ii) reflecting the prevailing pattern of visual sub-division of neighbouring building frontages where frontages display a character pattern of vertical and horizontal sub-divisions; and

(iii) avoiding massive unbroken facades.

(b) a comfortable proportion of human scale at street level by:

(i) building ground level to the street frontage where zero set-backs prevail;

(ii) breaking up the building facade into distinct elements;

(iii) incorporating art work and wall and window detailing; and

(iv) including attractive planting, seating and pedestrian shelter.

48 Where possible, large sites should incorporate pedestrian links and combine them with publicly accessible open space.

49 Buildings and structures should not adversely affect by way of their height and location the long-term operational, safety and commercial requirements of Adelaide International Airport. Buildings and structures which exceed the heights shown in Map Adel/1 (Overlay 5) and which penetrate the Obstacle Limitation Surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport.

50 Buildings within the Capital City Zone should be built to the street edge to reinforce the grid pattern, create a continuity of frontage and provide definition and enclosure to the public realm whilst contributing to the interest, vitality and security of the pedestrian environment.

Composition and Proportion

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

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

(b) clearly defining ground, middle and roof top levels.

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

(a) frontages creating clearly defined edges;

(b) generating new compositions and points of interest;

(c) introducing elements for future neighbouring buildings; and

(d) emphasising the importance of the building according to the street hierarchy.

Articulation and Modelling

53 Building facades fronting street frontages, access ways, driveways or public spaces should be composed with an appropriate scale, rhythm and proportion which responds to the use of the building, the desired character of the locality and the modelling and proportions of adjacent buildings.

54 Balconies should:

(a) respond to the street context and building orientation; and

(b) incorporate balustrade detailing to reflect the balcony type and location and the materials and detail of the building facade.

55 No part of any fully enclosed building should extend over property boundaries, including streets and public spaces, whether above a balcony at a lower level or not.

Materials, Colours and Finishes

56 The design, external materials, colours and finishes of buildings should have regard to their surrounding townscape context, built form and public environment, consistent with the desired character of the relevant Zone and Policy Area.

57 Development should be finished with materials that are sympathetic to the design and setting of the new building and which incorporate recycled or low embodied energy materials. The form, colour, texture and quality of materials should be of high quality, durable and contribute to the desired character of the locality. Materials, colours and finishes should not necessarily imitate materials and colours of an existing streetscape

58 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.

59 Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

Sky and Roof Lines

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

60 Where a prevailing pattern of roof form assists in establishing the desired character of the locality, new roof forms should be complementary to the shape, pitch, angle and materials of adjacent building roofs.

61 Buildings should be designed to incorporate well designed roof tops that:

(a) reinforce the desired character of the locality, as expressed in the relevant Zone or Policy Area;

(b) enhance the skyline and local views;

(c) contribute to the architectural quality of the building;

(d) provide a compositional relationship between the upper-most levels and the lower portions of the building;

(e) provide an expression of identity;

(f) articulate the roof, breaking down its massing on large buildings to minimise apparent bulk;

(g) respond to the orientation of the site; and

(h) create minimal glare.

Active Street Frontages

OBJECTIVES

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

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

(a) enlivening building edges;

(b) creating welcoming, safe and vibrant spaces;

(c) improving perceptions of public safety through passive surveillance; and

(d) creating interesting and lively pedestrian environments.

PRINCIPLES OF DEVELOPMENT CONTROL

62 Development should be designed to create active street frontages that provide activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of the public realm.

63 Retail frontages should be designed to provide interest to passing pedestrians at street level and relief to building mass.

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

Outdoor Dining

OBJECTIVE

Objective 52: Development that contributes to the vibrancy, activity and desired character of a locality.

PRINCIPLES OF DEVELOPMENT CONTROL

65 Outdoor dining should:

(a) be located outside the associated premises;

(b) provide sufficient set-backs, such as from kerbs and property boundaries, and clearances, such as from buildings;

(c) be located in an area safe for patrons where the security of the building is not compromised;

(d) ensure the dining area is set back from the building line at street intersections;

(e) ensure unimpeded pedestrian flow through free and uninterrupted pedestrian paths; and

(f) ensure wheelchair access to pedestrian ramps is not compromised.

66 Structures should:

(a) be of high quality design and form an integral part of the streetscape;

(b) not restrict public access;

(c) not detract or restrict views of significant sightlines, buildings and landmarks;

67 Signage that identifies the business name or logo, or advertises goods sold on the premises is only appropriate on glass and canvas screens and umbrellas and should meet the following:

(a) signage and advertisements should be designed to improve and complement the amenity of the premises, be of an appropriate design and consistent with the desired character of the locality;

(b) advertisements on outdoor dining items such as umbrellas and canvas screens should not exceed a portion that covers 10 percent of the total available space on each outdoor dining item, up to half of which may be commercial advertisements in the form of product logos used or sold by the premises;

(c) advertisements should not be illuminated or animated; and

(d) third party advertising on outdoor dining items is inappropriate.

Landscaping

OBJECTIVE

Objective 55: Water conserving landscaping that enhances the local landscape character and creates a pleasant, safe and attractive living environment.

PRINCIPLES OF DEVELOPMENT CONTROL

68 Landscaping should:

(a) be selected and designed for water conservation;

(b) form an integral part of the design of development; and

(c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.

69 Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place.

70 Landscaping should be provided to all areas of communal space, driveways and shared car parking areas.

71 Landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual impacts of the road.

Advertising

OBJECTIVE

Objective 56: Outdoor advertisements that are designed and located to:

(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;

(b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and

(c) not create a hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

72 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:

(a) the scale, type, design, location, materials, colour, style and illumination of any advertisements should be compatible with the design and character of the buildings and land to which it is related, and should be in accordance with provisions for the Zone and Policy Area in which it is situated and any relevant adjacent Zones or Policy Areas;

(b) advertisements should be integrated with the architectural form, style and colour of buildings and wherever possible, requirements for advertisements should be considered in the design of new buildings;

(c) advertisements should be artistically interesting in terms of graphics and construction with intricacy and individuality in design encouraged while maintaining consistency in design and style where co-ordinated advertisements are appropriate;

(d) structural supports should be concealed from public view or of minimal visual impact;

(e) advertisements on individual premises should be co-ordinated in terms of type and design and should be limited in number to minimize visual clutter;

(f) advertisements should be displayed on fascia signs or located below canopy level;

(g) advertisements on buildings or sites occupied by a number of tenants should be co-ordinated, complementary and the number kept to a minimum; and

(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.

73 Product advertisements illustrating products sold on the premises in conjunction with the business name should not exceed 25 percent of the area of any advertisement.

74 Advertisements should not endanger public safety or detrimentally affect the amenity of adjacent premises by reason of their location, position, construction or design and should:

(a) not emit excessive glare or reflection from internal or external illumination;

(b) not obscure road users' and pedestrians' views of vehicles, pedestrians or potentially hazardous road features;

(c) not cause confusion with, or reduce the effectiveness of traffic control devices;

(d) have a clearance between the footpath and base or underside of projecting signage of at least 2.5 metres for permanent advertisements and 2.3 metres for temporary advertisements, and between the kerb face and outside edge of the sign of at least 600 millimetres; and

(e) permit safe and convenient pedestrian movement.

75 Temporary advertisement hoardings or shrouds required for the screening of construction sites or for creating visual interest should occur only where they are:

(a) of a high standard of design;

(b) displayed only during the period of construction;

(c) comprised of high quality opaque, solid and non-reflective material that is durable, low maintenance and appropriate to the City context;

(d) required to conceal wiring and conduits; and

(e) do not create undue risk to public or private safety.

Transport and Access

Access and Movement

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

76 Development should provide safe, convenient and comfortable access and movement.

77 Vehicle access points along primary and secondary city access roads and local connector roads, as shown on Map Adel/1 (Overlay 1) should be restricted.

Pedestrian Access

OBJECTIVES

Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.

Objective 62: Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.

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

PRINCIPLES OF DEVELOPMENT CONTROL

78 Development should reflect the significance of the paths and increase the permeability of the pedestrian network identified within Map Adel/1 (Overlay 2) by ensuring:

(a) pedestrians are not disrupted or inconvenienced by badly designed or located vehicle access ramps in footpaths or streets; and

(b) vehicle and service entry points are kept to a minimum to avoid adverse impact on pedestrian amenity.

79 Within the Core, Primary and Secondary Pedestrian Areas identified within Map Adel/1 (Overlays 2, 2A and 3), development should be designed to support the establishment and maintenance of continuous footpaths so that pedestrian flow is free and uninterrupted. Pedestrian access should be provided at ground level mid-block between all streets.

80 Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within Map Adel/1 (Overlays 2, 2A and 3) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.

81 Corner buildings in the Central Business Policy Area of the Capital City Zone, buildings adjacent to street intersections and buildings along a high concentration public transport route or along public transport pedestrian routes identified within Map Adel/1 (Overlay 4) should provide weather protection for pedestrians in the form of verandahs, awnings or canopies. Where verandahs or awnings are provided which block street lighting, they should include additional lighting beneath the canopy.

82 Permanent structures over a footpath should have a minimum clearance of 3.0 metres above the existing footpath level, except for advertisements which should have a minimum clearance of 2.5 metres and temporary structures and retractable canopies which should have a minimum clearance of 2.3 metres above the existing footpath level.

83 Where posts are required to support permanent structures, they should be located at least 600 millimetres from the kerb line.

84 Access for people with disabilities should be provided to and within all buildings to which members of the public have access in accordance with the relevant Australian Standards. Such access should be provided through the principal entrance, subject to heritage considerations and for exemptions under the relevant legislation.

Bicycle Access

OBJECTIVES

Objective 64: Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.

Objective 65: Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

PRINCIPLES OF DEVELOPMENT CONTROL

85 Development should have regard to the bicycle routes identified within Map Adel/1 (Overlay 3) by:

(a) limiting vehicular access points; and

(b) ensuring that vehicles can enter and leave the site in a forward direction, thereby avoiding reverse manoeuvres.

86 An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in Table Adel/6.

87 Onsite secure bicycle parking facilities for residents and employees (long stay) should be:

(a) located in a prominent place;

(b) located at ground floor level;

(c) located undercover;

(d) located where passive surveillance is possible, or covered by CCTV;

(e) well lit and well signed;

(f) close to well used entrances;

(g) accessible by cycling along a safe, well lit route;

(h) take the form of a secure cage with locking rails inside or individual bicycle lockers; and

(i) in the case of a cage have an access key/pass common to the building access key/pass.

88 Onsite secure bicycle parking facilities for short stay users (i.e. bicycle rails) should be:

(a) directly associated with the main entrance;

(b) located at ground floor level;

(c) located undercover;

(d) well lit and well signed;

(e) located where passive surveillance is possible, or covered by CCTV; and

(f) accessible by cycling along a safe, well lit route.

89 Access to bicycle parking should be designed to:

(a) minimise conflict with motor vehicles and pedestrians;

(b) ensure the route is well signed and well lit including the use of road markings such as a bicycle logo if appropriate to help guide cyclists; and

(c) ensure the route is unhindered by low roof heights.

Traffic and Vehicle Access

OBJECTIVES

Objective 68: Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).

Objective 69: An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.

Objective 70: Adequate off-street facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

90 Development should be designed so that vehicle access points for parking, servicing or deliveries, and pedestrian access to a site, are located to minimise traffic hazards and vehicle queuing on public roads. Access should be safe, convenient and suitable for the development on the site, and should be obtained from minor streets and lanes unless otherwise stated in the provisions for the relevant Zone or Policy Area and provided residential amenity is not unreasonably affected.

91 Facilities for the loading and unloading of courier, delivery and service vehicles and access for emergency vehicles should be provided on-site as appropriate to the size and nature of the

development. Such facilities should be screened from public view and designed, where possible, so that vehicles may enter and leave in a forward direction.

92 Where practicable, development sites should contain sufficient space for the location of construction equipment during the course of building construction, so that development does not rely on the use of Council road reserves to locate such equipment**.**

93 Vehicular access to development located within the Core and Primary Pedestrian Areas identified in Map Adel/1 (Overlay 2A) should be limited and designed to minimise interruption to street frontages.

94 Where vehicular access to a development is gained by an existing crossing in the Core Pedestrian Area identified in Map Adel/1 (Overlay 2A), there should be no increase in the number of parking spaces served by the crossing, nor any increase in the number of existing crossings serving that development.

Economic Growth and Land Use

OBJECTIVES

Objective 73: The role of the City enhanced as:

(a) the community, civic and cultural heart of South Australia and as a driving force in the prosperity of the State;

(b) the State centre for business, administration, services, employment, education, political and cultural activities, government and public administration;

(c) a welcoming, secure, attractive and accessible meeting place for the people of metropolitan Adelaide and beyond for leisure, entertainment, civic and cultural activity, specialty shopping, personal and community services;

(f) the gateway to the attractions of South Australia for international and interstate visitors by developing a wide range of visitor accommodation, facilities and attractions, particularly attractions which showcase the particular strengths of South Australia; and

(g) a great place to live, with a growing diversity of accommodation for different incomes and lifestyles.

Objective 74: A business environment which encourages investment from domestic and foreign sources, business development and employment.

Objective 75: Development which reinforces clusters and nodes of activity and distinctive local character.

Objective 76: A diverse mix of commercial, community, civic and residential activities to meet the future needs of the Capital City of South Australia.

PRINCIPLES OF DEVELOPMENT CONTROL

95 Development, particularly within the Capital City and Institutional Zones, is encouraged to:

(a) provide a range of shopping facilities in locations that are readily accessible;

(b) provide for the growth in economic activities that sustain and enhance the variety and mix of land uses and the character and function of the City;

(c) maximise opportunities for co-location, multiple use and sharing of facilities;

(d) be accessible to all modes of transport (particularly public transport) and safe pedestrian and cycling routes; and

(e) have minimal impact on the amenity of residential areas.

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