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Proton Developments (SA) Pty Ltd

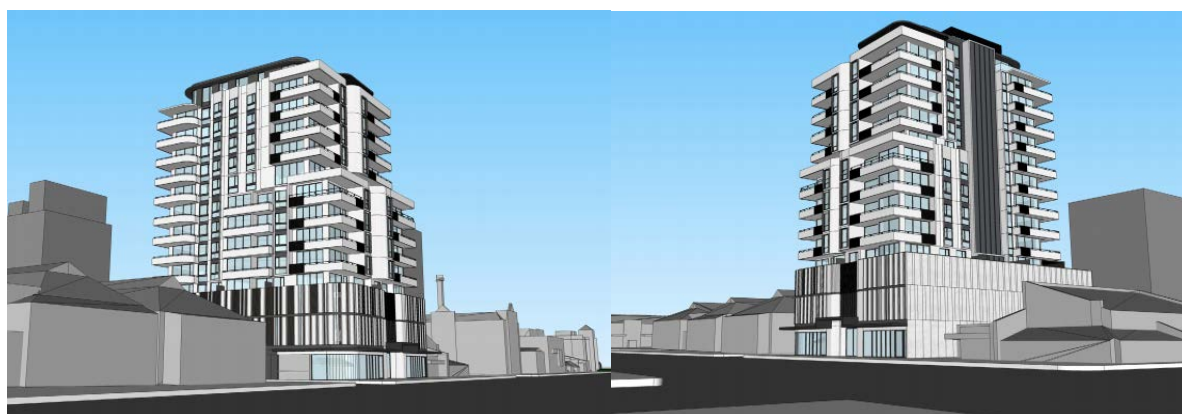
Variation to DA 020/A037/16 for demolition of existing buildings and structures, and construction of a mixed use building. Variation: removal of basement 2; additional car park level above ground; increased height; removal of commercial use; some internal alterations; revised roof parapet and alterations to materials.

55 Hutt Street, Adelaide

020/A037/16 V4

TABLE OF CONTENTS

	PAGE NO
AGENDA REPORT	2-15
ATTACHMENTS	
1: PLANS – Enzo Caroscio Architecture	16-45
2: APPLICATION DOCUMENTS	
a. APPLICATION FORMS	46
b. LIST OF AMENDMENTS – Future Urban Group	47
c. LETTER – BUILDING HEIGHT – Future Urban Group	48-50
3: AGENCY COMMENTS (Government Architect – Non-Mandatory)	51-52
4: COUNCIL TECHNICAL ADVICE	53-57
5: PREVIOUSLY APPROVED PLANS – Enzo Caroscio Architecture	58-78
6: DEVELOPMENT PLAN PROVISIONS	79-87



OVERVIEW

Application No	020/A037/16 V4
Unique ID/KNET ID	2018/09707/01
Applicant	Proton Developments (SA) Pty Ltd
Proposal	Variation to DA 020/A037/16 for demolition of existing buildings and structures, and construction of a mixed use building. Variation: removal of basement 2; additional car park level above ground; increased height; removal of commercial use; some internal alterations; revised roof parapet and alterations to materials.
Subject Land	55 Hutt Street, Adelaide
Zone/Policy Area	Capital City Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	18 April 2018
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan – consolidated 20 June 2017
Type of Development	Merit
Public Notification	Category 1
Representations	N/A
Referral Agencies	Government Architect (Non-mandatory), City of Adelaide (Technical)
Report Author	Elysse Kuhar, Planning Officer – Inner Metro Growth
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The application is for the variation to a previously approved development for demolition of existing buildings and structures, and construction of a mixed use building. The variation comprises removal of basement 2; additional car park level above ground; increased height; removal of commercial use; some internal alterations; revised roof parapet and alterations to materials.

The application is an on-merit application that is categorised as category 1 for public notification purposes.

The application was referred to Council and the Government Architect. The referral to the Government Architect was a non-mandatory referral pursuant to Schedule 8 part 2 clause 24 of the *Development Regulations 2008* which excludes variation applications from the mandatory referral trigger.

The proposal involves some departures from the maximum building height sought by the Development Plan and Design and Appearance provisions relating to roof top plants, but generally satisfies other design and appearance, amenity and car parking provisions.

While the proposed building exceeds the building height sought in the area, it has an existing approval at only 2.95m less than the proposed height, which is still exceeding the Development Plan provisions relation to building height. It is considered that the increase in height, addition of an above ground level of un-sleeved car parking and amendments to the roof plant, while not ideal, are still managed appropriately and do not significantly dilute the design quality of the proposed building.

ASSESSMENT REPORT

1. BACKGROUND

- On 11 August 2016 the Inner Metropolitan Development Assessment Committee of the Development Assessment Commission resolved to grant Development Plan Consent to Development Application 020/A037/16 subject to conditions.
- On 31 January 2017 an application to vary the development previously granted Development Plan Consent was lodged (Development Application 020/A037/16 V1). This application was subsequently withdrawn by the applicant. This variation comprised the reduction of ceiling heights, additional level, additional apartments, and increased setbacks.
- On 16 May 2017 the Development Assessment Commission granted Development Plan Consent to Development Application 020/A037/16 V2 which varied the development through lowering ceiling heights, and other miscellaneous changes.
- On 3 October 2017 the State Commission Assessment Panel determined staging to minor in nature and authorised under regulation 47A of the Development Regulations 2008.
- On 10 November 2017 an application to vary the development previously granted Development Plan Consent was lodged (Development Application 020/A037/16 V3) for alterations to the parapet and roof plant. This application was subsequently withdrawn by the applicant.

1.1 Strategic Context

In March 2012, the Minister for Planning rezoned land in the City of Adelaide to increase envisaged building heights and provide additional development opportunities that would help enliven the city. As part of this initiative, policies were introduced that provide for a more performance based planning approach and place a stronger emphasis on the overall planning and design merit of an individual proposal.

On 30 May 2017 the Minister for Planning approved the Capital City Policy Review (Design Quality) Development Plan Amendment, the purpose of which was to introduce new policy intended to:

- reinforce design quality for new development;
- establish additional requirements for over-height development including zone interface treatments and triggers for over-height allowances; and
- strengthen the Desired Character Statement along Rundle Street to recognise its important character and provide guidance in regard to contextual building design.

1.2 Pre-Lodgement Process

The applicant did not engage with the Department of Planning, Transport and Infrastructure's pre-lodgement service for the variation application, however, participated in 3 Pre-lodgement Panel meetings and 3 Design Review sessions for the original application.

Some of the key issues/outcomes the subject of feedback and design evolution were:

- a reduction in overall building height to create a transition to the lower building heights of the City Living Zone (further east of the subject land)
- sleeving of the above ground carpark to Hutt Street aspect
- greater reference to the podium levels/streetscape presence along Hutt Street

- adequate setback from the northern and western property boundary to balconies
- architectural emphasis of the primary entrance from Hutt Street perspective.

A formal pre-lodgement agreement pursuant to section 37AA of the Development Act 1993 was reached with the AGA (on behalf of the GA) dated 14 July 2016.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The applicant is seeking to vary previously approved Development Application DA 020/A037/16 for demolition of existing buildings and structures, and construction of a mixed use building.

This variation comprises:

- Deletion of basement level 2
- Reconfiguration of basement level 1
- Provision of additional car park level above ground and resultant changes to the podium where the façade articulates from a heavy screen along Hutt Street to a lighter screen along Ifould Street
- Update to level 1 ramp
- Introduction of a plant room and amended car park screen to level 1
- Deletion of level 1 commercial space
- Revision of penthouse plan from 1 to 2 apartments including revised boundary setbacks and canopy over balconies
- Revision of roof and parapet elements to reduce the overall scale, bulk and mass of the top of the building
- Increase in height from 45.2m to 48.55m
- Mirror ground floor lobby space
- Replacement of northern screen to level 3 terrace with concrete panelling

The proposal is an on-merit, category 1 form of development.

3. SITE AND LOCALITY

3.1 Site Description

The site consistent of 2 allotments, described as follows:

Lot No	Street	Suburb	Hundred	Title Reference
Lot 867 in FP 181709	Hutt Street	Adelaide	Adelaide	CT 5557/16
Lot 865 in FP 181707	Hutt Street	Adelaide	Adelaide	CT 5851/341

The subject site is located on the corner of Hutt Street and Ifould Street. The site is rectangular in shape and measures some 995 square metres, with a frontage of 27.66 metres to Hutt Street and a frontage of 35.97 metres (excluding the Right of Way) to Ifould Street.

The subject site has free and unrestricted rights of way access to a laneway which runs along the western property boundary of the site. The laneway is some 2.87 metres in width.

The site currently contains single storey office buildings which cover the majority of the subject site, with some vegetation (grass, shrubs) around edges of the existing buildings.

The site is generally flat with no significant/regulated trees. Substantial street trees (2 Plane Trees) are located on Hutt Street.

3.2 Locality

The immediate locality is characterised by a variety of land uses. More specifically:

- North: predominantly commercial, with buildings ranging from one to four storeys
- South: Calvary Wakefield Hospital and a variety of commercial offices, ranging from one to two storeys
- West: open at-grade carpark, an eight storey affordable housing development, servicing functions associated with the Calvary Wakefield Hospital, two, three storey residential buildings and Christian Brothers College further to the west
- East: variety of retail and commercial land uses, with buildings ranging from one to four storeys.

Figure 1 – Location Map



4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 City of Adelaide

Adelaide City Council's administration was informally consulted on the proposal, specifically with regard to technical matters. For the variation this included car parking and bicycle parking encroachments.

Many of the comments raised in their response refer to portions of the proposal that have already been considered and approved and are not relevant to the variation application.

Where relevant to the variation application, their comments will be discussed in the main body of the report and, where necessary, reflected in the conditions and advisory notes.

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

5.1 Government Architect

Pursuant to Schedule 8 clause 1(5a), there is no mandatory referral to the Government Architect for variation applications. However, given a Pre-lodgement Agreement from the Government Architect was awarded the original application, it was considered necessary to seek further advice regarding this variation.

The Associate Government Architect (AGA) on behalf of the Government Architect is generally supportive of the proposal.

The AGA has advised:

- While change to car parking including removal of the commercial tenancy is not welcomed, there is support for the proposed car parking arrangement on balance
- The proposed screening is highly detailed and articulated to respond to the scale and rhythm of the existing streetscape
- Success of the proposed screens as part of the overall architectural expression relies on precise and high quality material selection and detailing
- Support for the overall building height on balance, however, any further increase beyond the proposed height of 48.15m will not be supported
- The new arrangement to the roof top plant deck, roof parapet and louvered screen does not integrate the plant enclosure into the roof structure as originally intended, however on balance supports the amendment as it is setback from the roof parapet edge to minimise its visual impact
- The change from one to two three-bedroom apartments on the top floor does not raise any concern as the balcony and setbacks are still sufficient.

It is noted that the AGA's support for the application is contingent on full delivery of the high quality design outcome as proposed.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Principle of Development Control 37(a) of the Capital City Zone. No public notification was required.

7. POLICY OVERVIEW

The subject site is within the Capital City Zone as described within the Adelaide (City) Development Plan Consolidated 20 June 2017.

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

Figure 3 – Zoning Map



7.1 Zone

The Desired Character for the Capital Zone seeks high-scale development with high walls that frame the streets, reinforce Adelaide's pattern of streets, and creating an interesting pedestrian environment that is active during the day, evening and late night. Ground level uses should generate pedestrian activity and include shops, cafes and restaurants. Exemplary and outstanding building design is desired in recognition of the location as South Australia's capital. Contemporary juxtapositions will provide new settings for heritage places. Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development. A rich display of art that is accessible to the public and contextually relevant is desired.

7.2 Council Wide

Council wide provisions regarding built form and townscape and; sky and roof lines are most relevant to the proposed development. Specifically, provisions seek development which incorporates a high level of design excellence, among other things, maintaining consistent parapet lines.

Buildings should be designed to incorporate well designed rooftops that enhance the skyline and local views, contribute to the architectural quality of the building and break down the massing on large buildings to minimise apparent bulk.

8. PLANNING ASSESSMENT

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

Section 39(7) of the *Development Act 1993* provides that the assessment of an application proposing a variation to a development authorisation previously given need only consider

elements or aspects of the development proposed to be changed. In this instance aspects of planning significance include removal of a basement level and reconfiguration of carpark, additional level of above ground car parking, removal of level 1 commercial space, amendments to internal layout, amendments to the roof plant and parapet, increase in height and changes to materials.

8.1 Building Height

The subject site is within an area of the Capital City Zone which seeks a maximum height of 22m and immediately adjacent to one that seeks a maximum height of 53m.

The currently approved building has a height of 45.2m with the proposal seeking to increase in height to 48.15m (as a result of removing 1 level of basement parking and placing it above ground). This is an increase in height of 2.95m (or 7.4%).

Recently introduced policy within the Capital City Zone seeks that buildings that exceed the maximum height sought by the Development Plan should demonstrate a significantly higher standard of design outcome.

Further to this, over-height buildings are to be assessed against criteria listed in Principle of Development Control 21 as follows:

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.*

The proposed building is immediately adjacent a 53m height area defined in the Development Plan and offers a range of dwelling types (including 10% of 3+ bedroom apartments). Therefore meeting two of the first set of criteria.

The apartments include private open space in excess of minimum requirements along with access to natural light and ventilation to all habitable spaces and common circulation areas.

The majority of the western façade windows are shaded by deep balconies/canopies. The only windows which are not entirely shaded are the bedroom windows that are centrally located between levels 3 to 12. The applicant has advised that these will be afforded shade by the balconies/canopies to the immediate northwest.

The proposal does not have a rooftop garden covering majority of the roof area, however it is noted that there is an area of outdoor communal open space on Level 3; nor does it have a green-roof, green-wall/façade.

The AGA is supportive of the increase of overall building height, noting that it does not affect the overall architectural expression, however was clear that no further height would be supported.

While the proposal does not meet all of the criteria listed above, requiring a building that is already approved over height, to meet all of these criteria for an increase of 2.95m is considered to be excessive.

On balance, while not ideal, the increase in height is not considered to be detrimental to the overall scheme.

8.2 Design and Appearance

Principle of Development Control 7 of the Capital City Zone seeks that buildings achieve a high standard of external appearance by using high quality materials and finishes, providing a high degree of visual interest, ensuring lower levels are well integrated with the public realm and ensuring ground floor and first floor car parking is sleeved by other land uses.

The applicant has endeavoured to maintain the integrity of the building design quality through the value management process by retaining the high quality materials and finishes that saw the original application receive a pre-lodgement agreement from ODASA.

The AGA commented that the proposed screening to the upper level car park is highly detailed and articulated to respond to the scale and rhythm of the existing streetscape. Support from the AGA is contingent on full delivery of the high quality design outcome as proposed.

Revisions have also been made to the roof top plant and parapet. These elements were revised in order to reduce the overall scale, bulk and mass of the top of the building. While this new arrangement will not integrate the plant enclosure into the roof structure as originally intended, the AGA supports the proposed variation on balance, as the plant enclosure is setback from the roof parapet edge to minimise its visual impact.

The intention to maintain a high design standard of design is evident in the applicant's willingness to retain the high quality materials of the original scheme. While the addition of a level of un-sleeved car parking above ground is not supported by Development Plan policy, overall the design and appearance of the building has not been heavily compromised by the amendments and they are not considered detrimental to the overall scheme.

8.3 Car Parking

The Adelaide (City) Development Plan does not seek car parking for residential development within the Capital City Zone where it sits outside of policy areas.

The application includes 73 car parking spaces (an increase of 17 car parking spaces on the existing approval).

Council, in their comments, have stated that each set of stacked parking spaces (one space behind the other) will need to be allocated to a single owner or occupier. The applicant has agreed to this and a condition to this effect is recommended for attachment to any consent granted this application.

As there is no minimum car parking number sought by the Development Plan, it is considered that this aspect of the application is acceptable.

9. CONCLUSION

The proposal is consistent with the Development Plan's desire for a high standard of design and retains the high quality materials and finishes that were proposed in the original application. While additional level of above ground un-sleeved car parking, increase in height and amendments to the roof plant are a step backwards from the original application. It is considered, that on balance, these are not detrimental to the overall scheme.

Accordingly, it is considered that Development Plan Consent is warranted.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent (and Land Division Consent) to the proposal by Proton Developments (SA) Pty Ltd for variation to DA 020/A037/16 for demolition of existing buildings and structures, and construction of a mixed use building. Variation: removal of basement 2; additional car park level above ground; increased height; removal of commercial use; some internal alterations; revised roof parapet and alterations to materials at 55 Hutt Street, Adelaide subject to the following reserved matters and 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/A037/16 V4.

Plans by Enzo Caroscio

Drawing title	Drawing number	Revision	Date
Site Plan	A1.01	F	27.03.18
Basement 01	A2.00	F	27.03.18
Ground Floor	A2.01	F	27.03.18
Car Park Plan – Level 01	A2.02	F	27.03.18
Car Park Plan – Level 02	A2.03	F	27.03.18
Apartment Plan – Level 03	A2.04	F	27.03.18
Apartment Plan – Level 4-7	A2.05	F	27.03.18
Apartment Plan – Level 08	A2.06	F	27.03.18
Apartment Plan – Level 9-12	A2.07	F	27.03.18
Apartment Plan – Level 13	A2.08	F	27.03.18
Roof Plan	A2.09	F	27.03.18
East Elevation – Hutt Street	A3.01	F	27.03.18
South Elevation – Ifould Street	A3.02	F	27.03.18
West Elevation	A3.03	F	27.03.18
North Elevation	A3.04	F	27.03.18
Section A	A3.10	F	27.03.18
Section A with adjacent building/ road section	A3.11	F	27.03.18

Reports/Correspondence:

- Electricity Declaration Form
 - Car Parking and Traffic Statement prepared by Phil Weaver and Associates dated 5 July 2016
 - Minor Amendment - Traffic Statement prepared by Phil Weaver and Associates dated 5 May 2017
 - Waste Management Report prepared by Colby Industries dated 13 July 2016
 - ESD Report prepared by Bestec dated 7 July 2016
 - Wind Report prepared by Global Wind Technology Services dated 11 July 2016
 - Acoustic Report prepared by Bestec dated 28 June 2016
 - Preliminary Site Investigation Report prepared by Greencap dated June 2016.
2. Prior to Building Rules Consent for superstructure works, a final schedule and final samples of external materials and colours shall be provided to the satisfaction of the State Commission Assessment Panel (in consultation with the Government Architect or Associate Government Architect).
 3. Prior to Building Rules Consent for superstructure works, final details of the exposed concrete shall be provided to the satisfaction of the State Commission Assessment Panel (in consultation with the Government Architect or Associate Government Architect). Such details shall satisfy the intent of the project herein approved.
 4. The finished floor level of the ground floor level at entry points to the development shall match the existing footpath unless otherwise agreed to by the State Commission Assessment Panel.
 5. The proposed car parking layout shall be designed and constructed to conform to the Australian Standard 2890.1:2004 for Off-Street Parking Facilities; Australian Standard 2890.6-2009 Parking facilities.

6. Wheel stop devices shall be installed in the central parking areas of Basement Level 1 to prevent vehicles overhanging and obstructing access to an adjacent car parking space.
7. The on-site Bicycle Parking facilities shall be designed in accordance with Australian Standard 2890.3-1993 and the AUSTROADS, Guide to Traffic Engineering Practice Part 14 – Bicycles.
8. Each set of stacked parking spaces (one behind the other) shall be allocated to a single owner or occupier.
9. All external lighting of the site shall be designed, located, shielded and constructed to conform with relevant Australian Standards.
10. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road.
11. Prior to the commencement of sub-structure works, a detailed landscaping plan and maintenance strategy for the communal open space shall be provided to the satisfaction of the State Commission Assessment Panel.
12. The landscaping for the communal open space shown on the final 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. The acoustic attenuation measures recommended in the Bestec Report dated 28 June 2016 shall be fully incorporated into the building rules documentation to the satisfaction of the State Commission Assessment Panel. Such acoustic measures shall be made operational prior to the occupation or use of the development.
14. Collection of waste and servicing of the site shall only occur between 7am and 10pm Monday to Saturday and between 9am and 10pm Sunday and Public Holidays.
15. Stormwater management shall be in accordance with the Stormwater Management Plan prepared by Structural Systems Consulting Engineers and dated 15 July 2016 to the satisfaction of the State Commission Assessment Panel, prior to the occupation of the development, except where varied by the following:
 - a. Stormwater runoff shall not be discharged to the right of way marked 'A' along the western property boundary line.
 - b. Property levels along the basement car park ramps on the Ifould Street property boundary and right of way property boundary shall be provided at a minimum 100 mm freeboard to the 100 year ARI flood levels in Ifould Street.
16. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction.

The CEMP must incorporate, without being limited to, the following matters:

- air quality, including odour and dust
- surface water including erosion and sediment control
- soils, including fill importation, stockpile management and prevention of soil contamination

- groundwater, including prevention of groundwater contamination
- construction vehicle movements
- noise.

For further information relating to what Site Contamination is, refer to the EPA Guideline: 'Site Contamination – what is site contamination?'.

A copy of the CEMP shall be provided to the State Commission Assessment Panel and the City of Adelaide prior to the commencement of any site works.

17. Continual monitoring of soil condition and appearance shall be undertaken during any site works including the excavation of footings and the trenching of services. In the event that any potential soil contamination is detected (discoloured soil or odour) the applicant shall undertake appropriate testing and remediation/removal of the soil in accordance with standard industry procedures and as advised by an appropriately qualified person. Upon completion of all building works, a statement from an appropriately qualified person shall be submitted to the Commission confirming the completion of remediation works in accordance with industry procedures.

ADVISORY NOTES

- a. The development must be substantially commenced within 3 years of the date of this Notification, unless this period has been extended by the State Commission Assessment Panel.
- b. The authorisation will lapse if not commenced within 3 years of the date of this Notification.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 5 years of the date of the Notification unless this period is extended by the Commission.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.
- e. 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.
- f. 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).

Environmental

- g. 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.
- h. The emission of noise from the premises is subject to control under the Environment Protection Act and Regulations, 1993 and the applicant (or person with the benefit of this consent) should comply with those requirements. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following website: <http://www.epa.sa.gov.au>.

Construction

- i. 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.
- j. 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.
- k. An Encroachment Permit will need to be separately applied for at the City of Adelaide for the proposed encroachment into the public realm when Development Approval is granted. In particular your attention is drawn to the following:
 - l. An annual fee may be charged in line with the Encroachment Policy. Permit renewals are issued on an annual basis for those encroachments that attract a fee. Unauthorised encroachments will be required to be removed.
- m. Pursuant to Regulation 74, the Adelaide City Council must be given one business days' notice of the commencement and the completion of each stage of the building work on the site. To notify Council, contact City Services on 8203 7332.
- n. The proponent may need to obtain approval under the regulations for any equipment or cranes to be used on site that will intrude into prescribed airspace before entering into a commitment to construct any building at the site.
- o. 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.
- p. 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.
- q. 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.

Other Matters

- r. If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling, etc), these shall meet Council's requirements at cost of the developer.
- s. All damage to ACC's infrastructure, including damage to public lighting and underground ducting etc caused by projects works or loading of site crane onto pathways will be repaired to meet Council's requirements and the cost of the developer.
- t. It is noted that 6 bicycle parking spaces are proposed on Ifould Street and Hutt Street. Images of outdoor dining are also noted within the lodged package. It should be noted that these items require a separate application to Adelaide City Council.
- u. The applicant is advised to contact Adelaide City Council in relation to the design of the proposed pedestrian refuge area on Ifould Street (situated between the right of way and the proposed driveway).

- v. The applicant is advised that residents will not be eligible for residential on-street parking permits.
- w. Outdoor lighting design and installation shall comply with Australian Standard AS 4282 – 1997 Control of the Obtrusive Effects of Outdoor Lighting. The applicant shall provide the Adelaide City Council with a certificate of compliance with this Standard.
- x. The existing street trees (Plane Trees) along Hutt Street shall be protected during construction.
- y. The development will be undertaken in the following stages: Stage 1 – demolition and minor works; Stage 2 – substructure and superstructure.



Elysse Kuhar
PLANNING OFFICER – INNER METRO GROWTH
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

AMENDED PLANNING APPLICATION **OPUS ON HUTT**

PROJECT:

55 HUTT STREET
ADELAIDE SA

PREPARED FOR:

PROTON DEVELOPMENTS

DATE:

27.03.2018

REVISION:

[F]



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OPUS ON HUTT

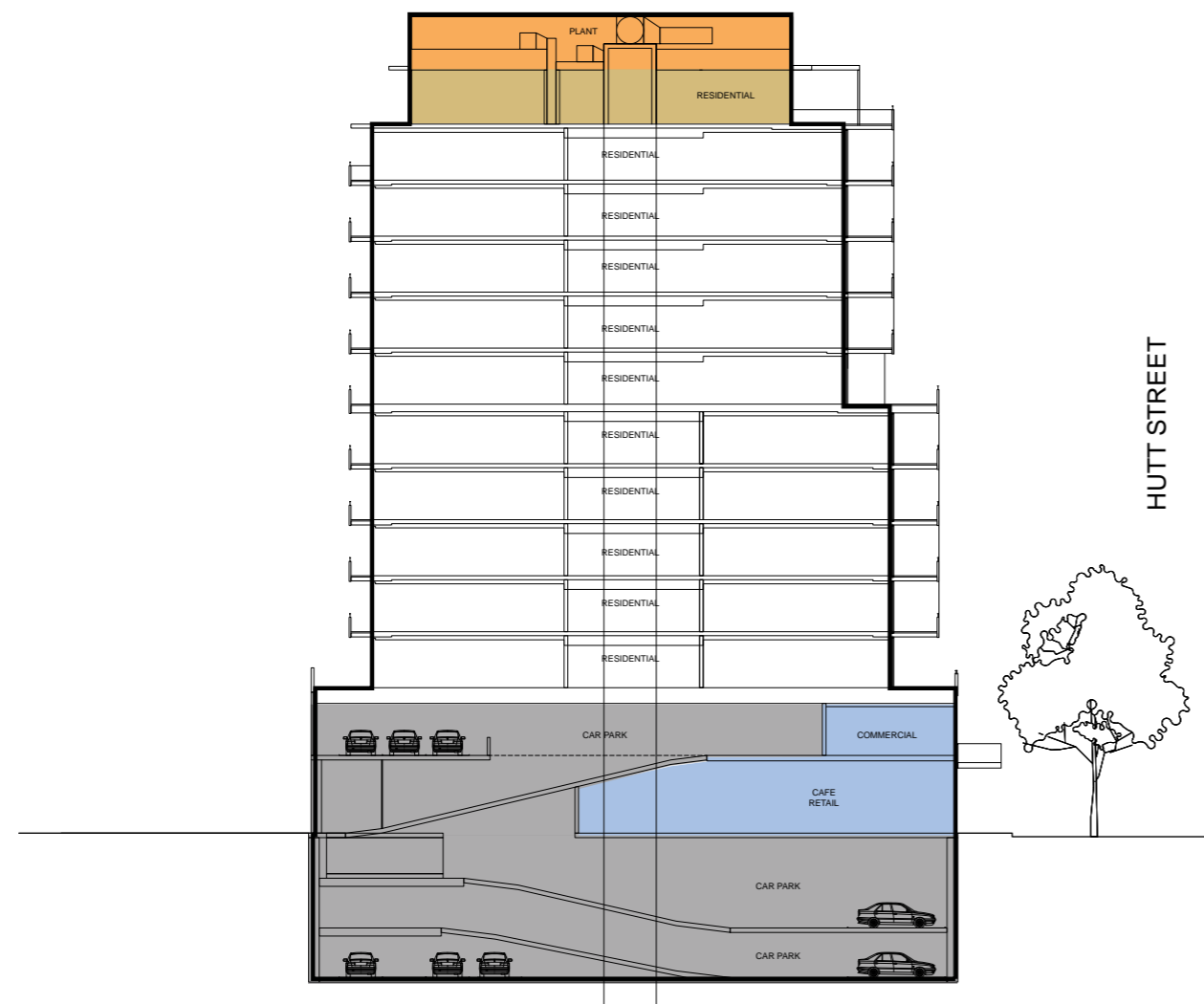
VALUE MANAGEMENT OBJECTIVES

- Maintain pre-cast concrete
- Maintain fluted profile
- Maintain set-downs to balconies for flush thresholds
- Retain ducted airconditioning
- Maintain above standard thermal and acoustic performance
- Maintain quality finishes and fixtures

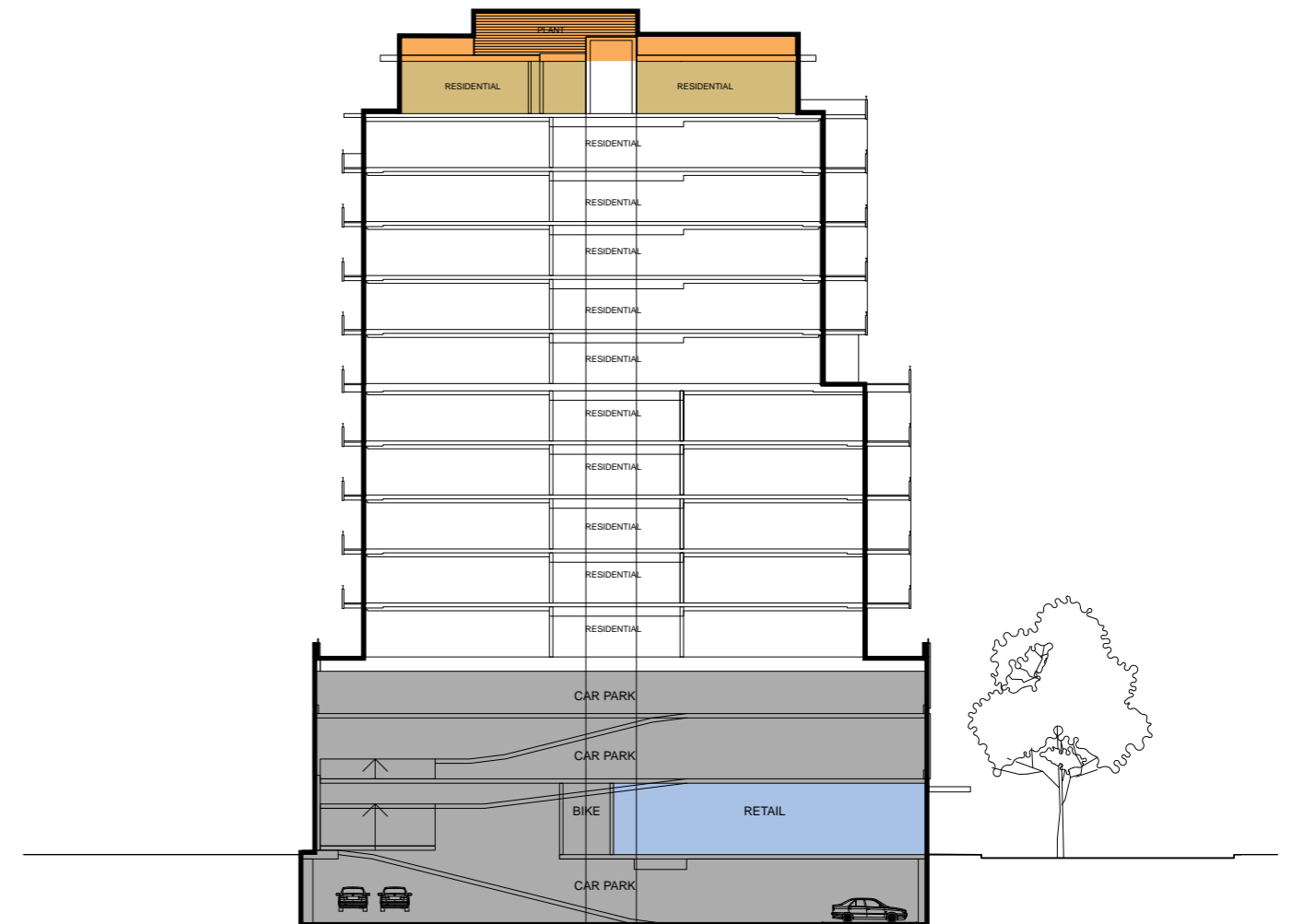


OPUS ON HUTT

SECTION COMPARISON



TENDERED SCHEME







PROPOSED SCHEME

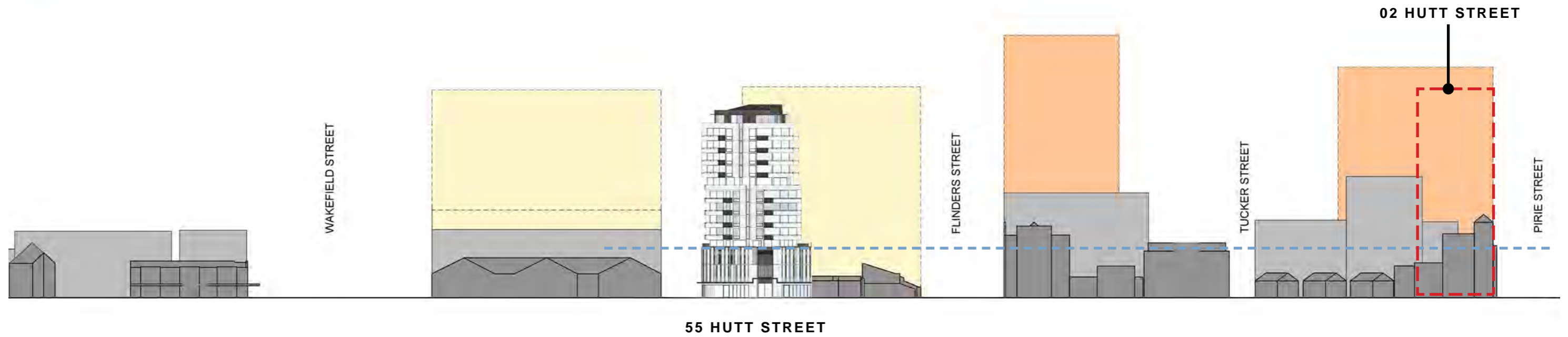
- Basement 2 deleted.
- Additional carpark level above ground.
- Increased retail height.
- Deletion of level 1 commercial.
- Revised penthouse plan from 1 to 2 apartments.
- Revised roof and parapet.

OPUS ON HUTT CONTEXT



OPUS ON HUTT STREET SCAPE ELEVATION

-  EXISTING BUILDINGS (BEYOND)
-  EXISTING BUILDINGS
-  CATALYST SITES
-  APPROVED FUTURE DEVELOPMENTS



Ifould Street



Ifould Street looking East



Ifould Street looking West



Corner Hutt Street & Flinders



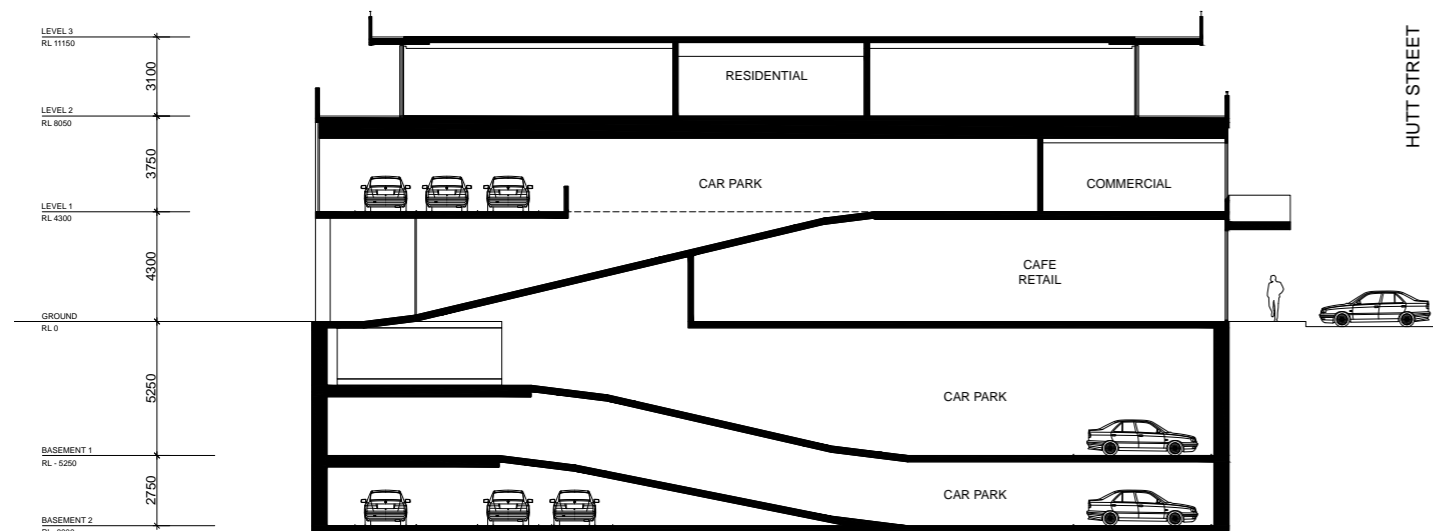
Corner Hutt Street & Flinders Street



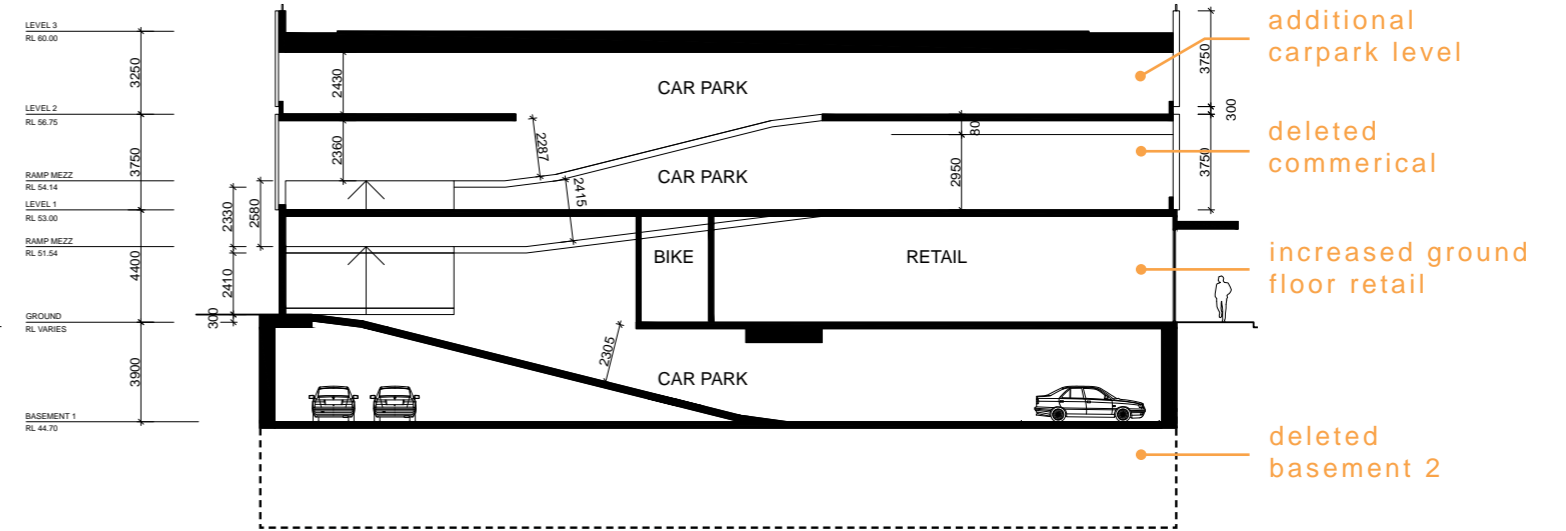
Corner Hutt Street & Pirie Street

OPUS ON HUTT

PODIUM SECTION



APPROVED - 2 STORY PODIUM

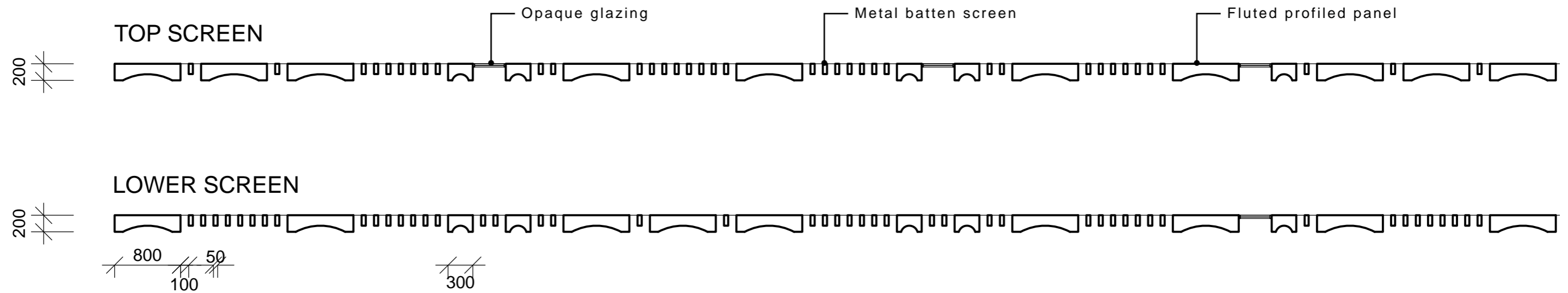


PROPOSED - 3 STORY PODIUM

OPUS ON HUTT

PODIUM FACADE

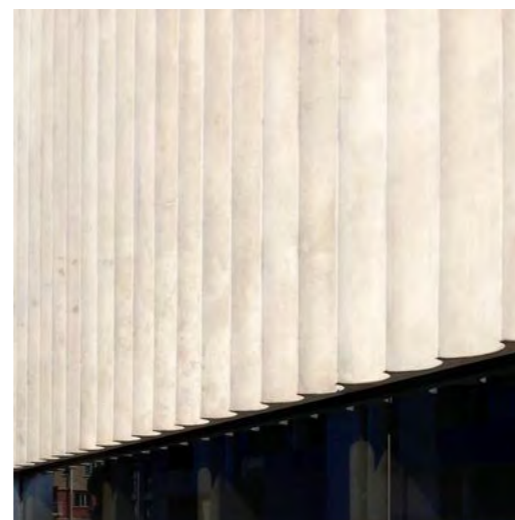
TYPICAL PROFILE



Inspiration



Inspiration



Fluted profiled solid panel



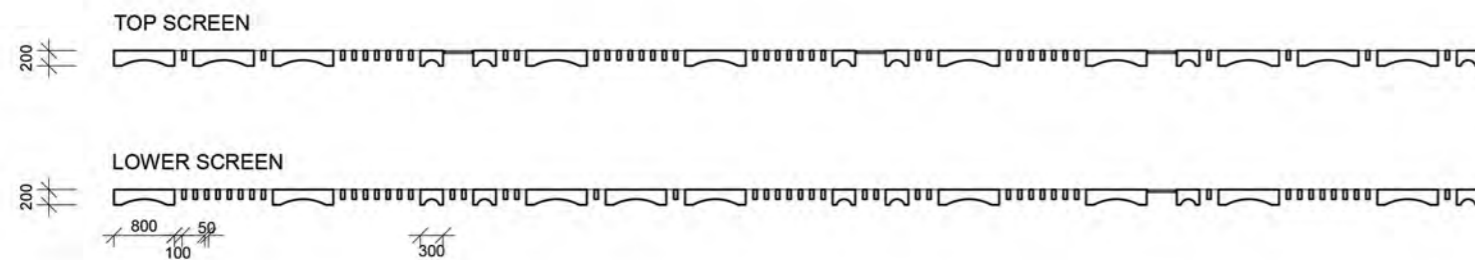
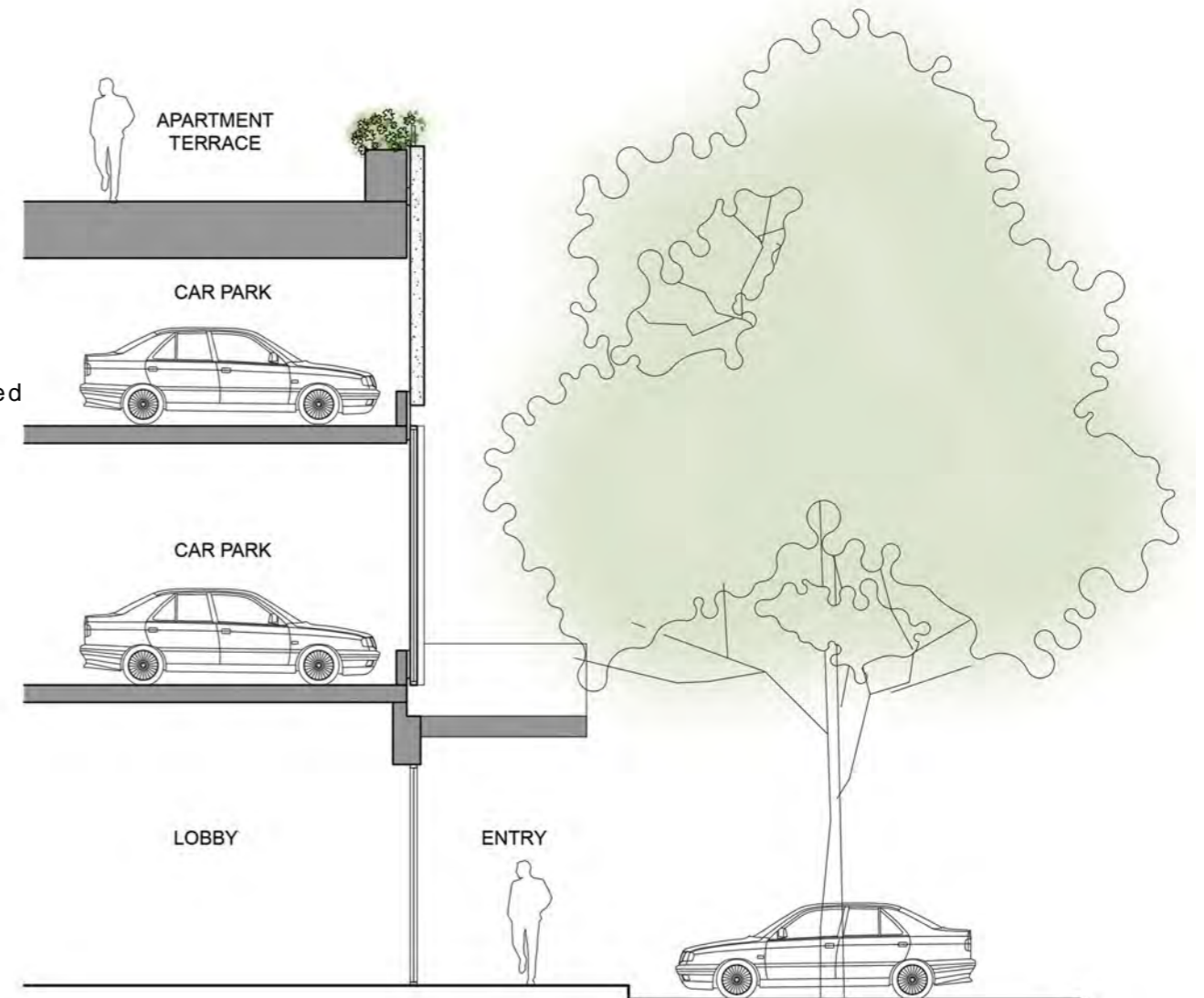
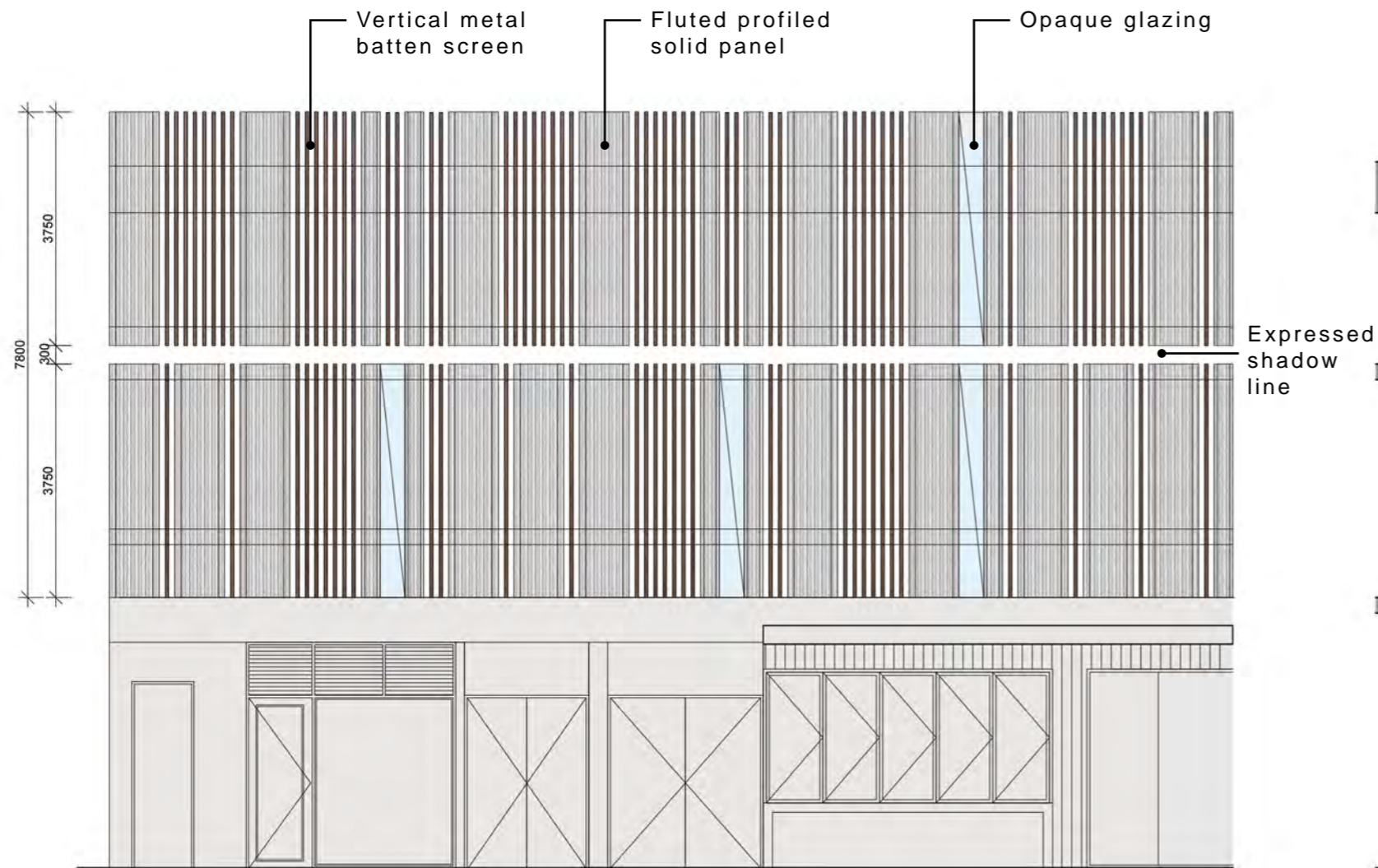
Car park screening



Opaque glazing

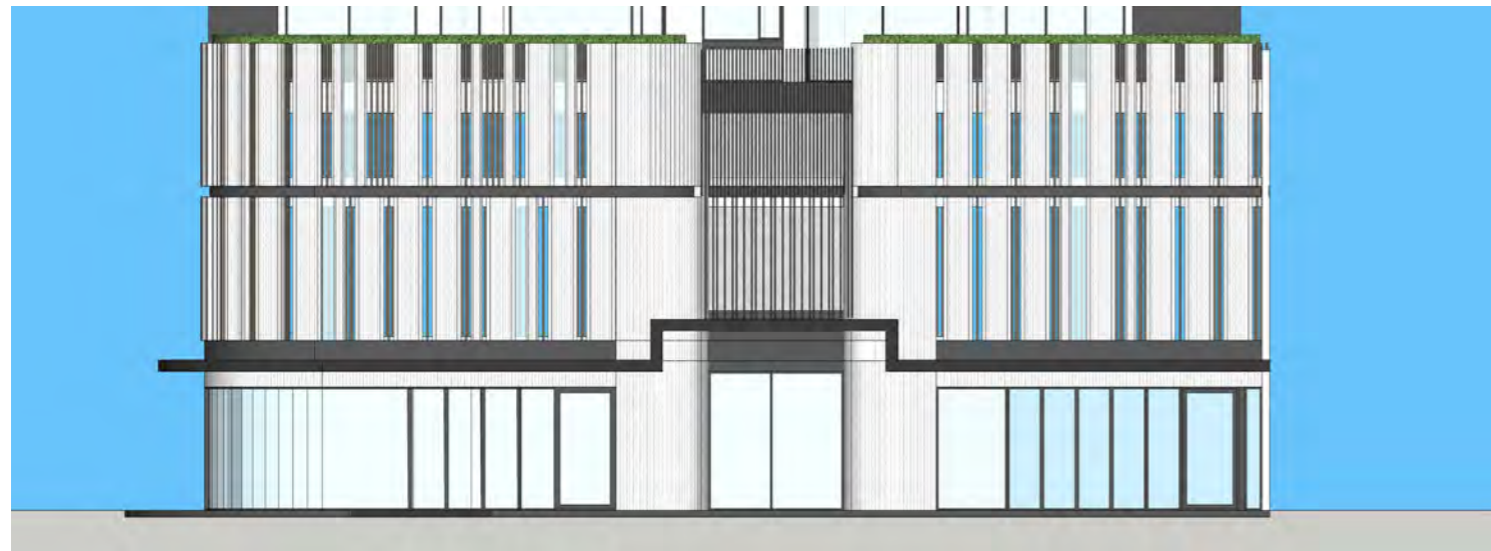
55 Hutt Street Adelaide

PODIUM FACADE



OPUS ON HUTT

PODIUM ELEVATIONS

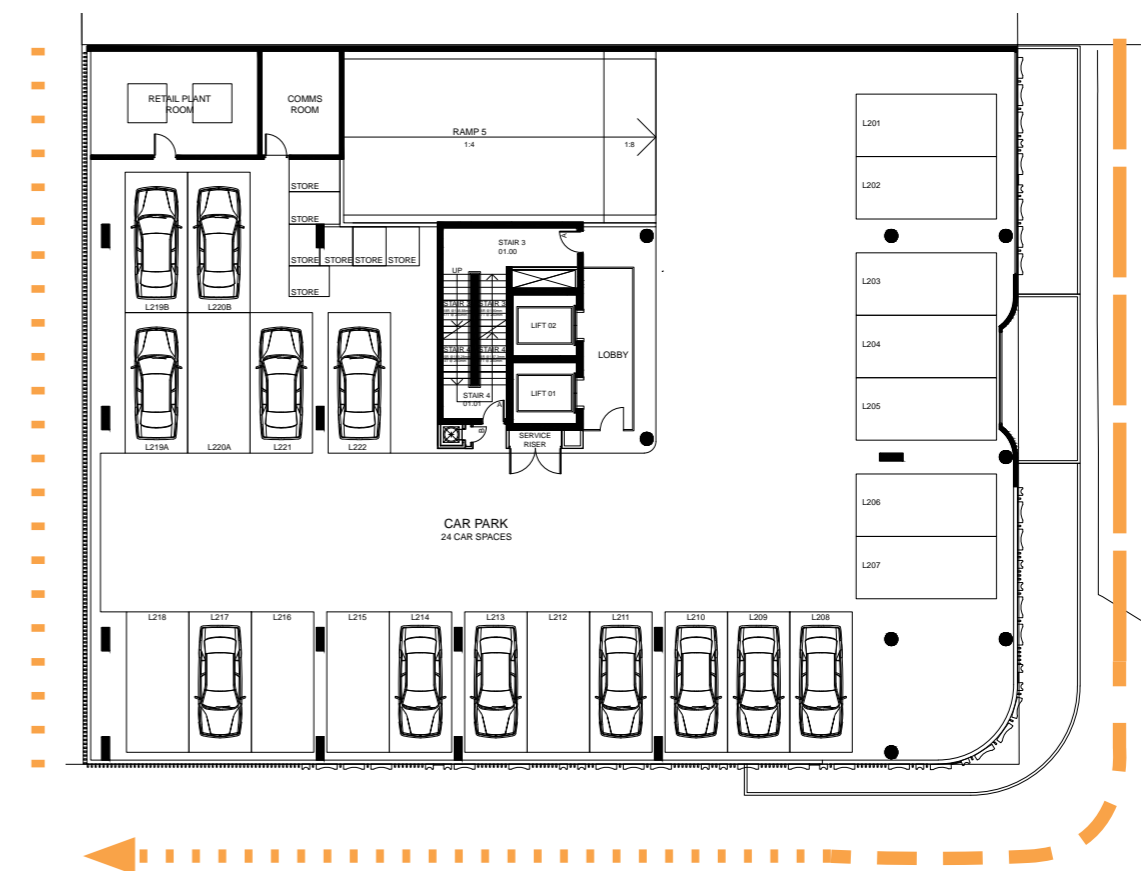


ELEVATION - EAST TERRACE



ELEVATION - IFOULD STREET

- Podium scale
- Podium material
- Podium articulation

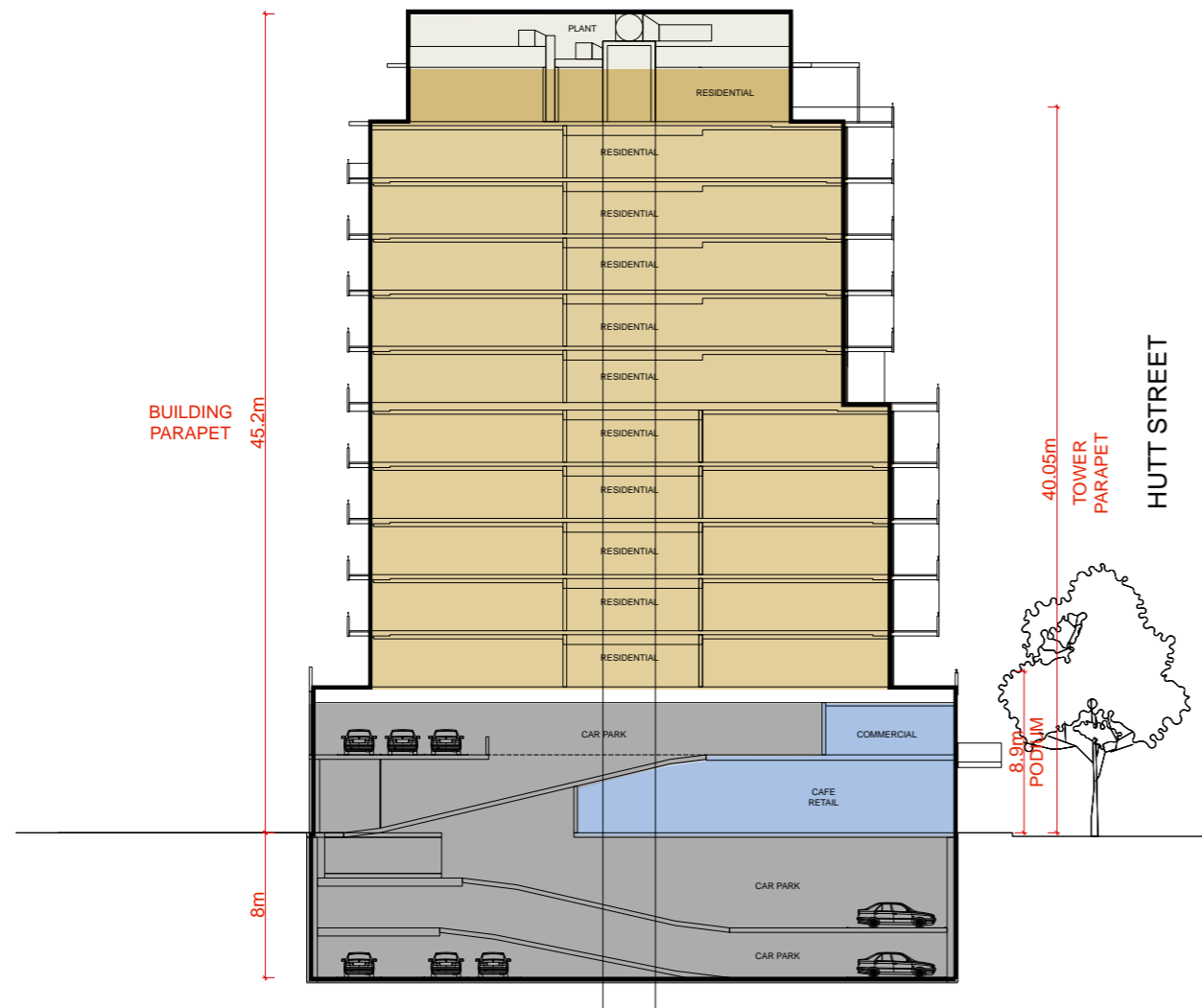


FACADE DIAGRAM

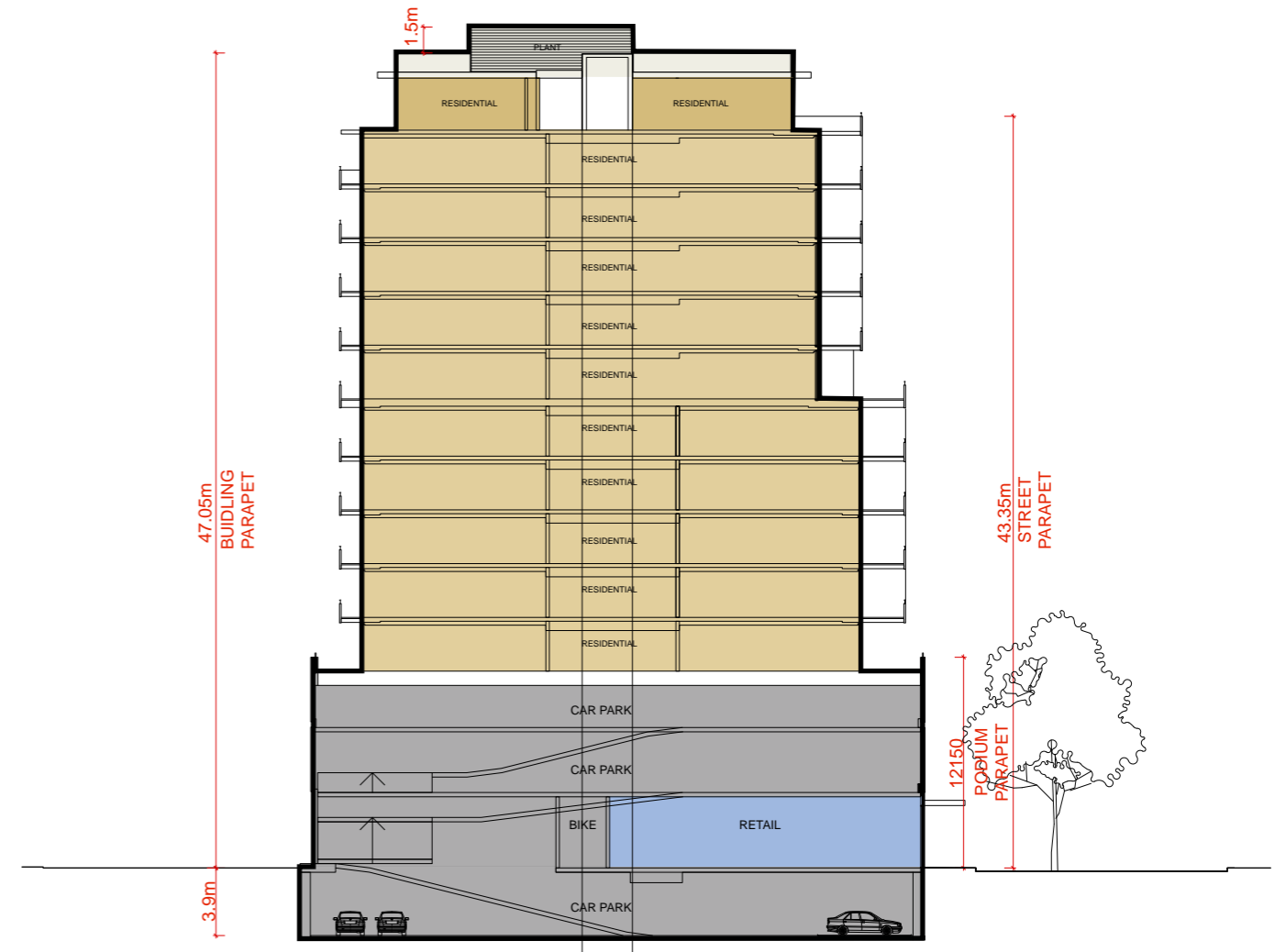
Facade articulation transitioning from a heavy screen to a lighter screen

OPUS ON HUTT SECTIONS

Building parapet height
increased by 1.85m



TENDERED SCHEME



PROPOSED SCHEME

OPUS ON HUTT

STREET PERSPECTIVES



Approved DA - Hutt Street looking north



Proposed amendment - Hutt Street looking north



Approved DA - Hutt Street looking south



Proposed amendment - Hutt Street looking south

OPUS ON HUTT STREET PERSPECTIVES



Approved DA - Hutt Street looking north



Proposed amendment - Hutt Street looking north



Approved DA - Pirie Street looking south



Proposed amendment - Pirie Street looking south

OPUS ON HUTT

STREET PERSPECTIVES



Approved DA - Hutt Street looking south



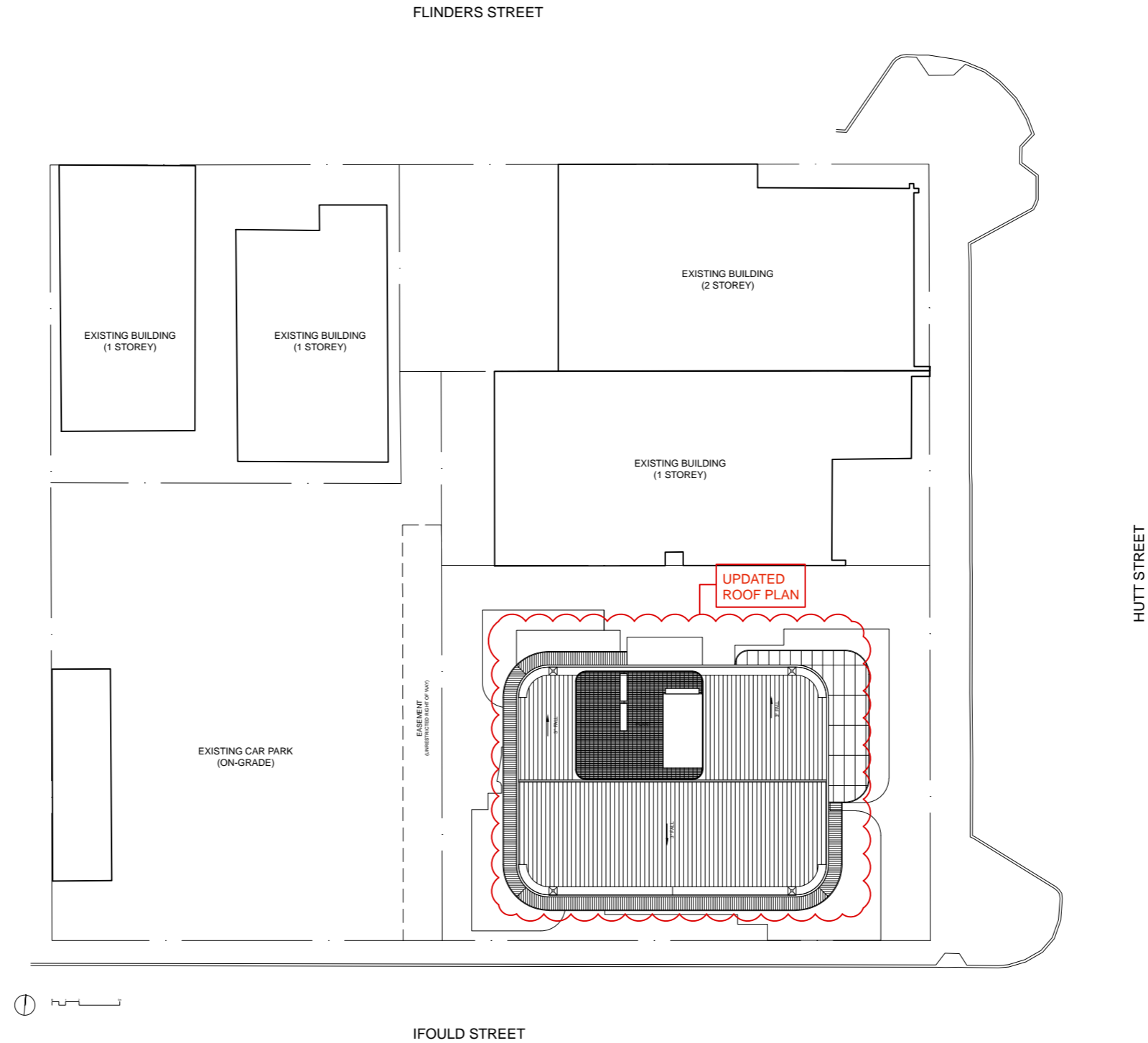
Proposed amendment - Hutt Street looking south



Approved DA - Bartels Road looking west



Proposed amendment - Bartels Road looking west



F PLANNING AMENDMENT 27.03.18



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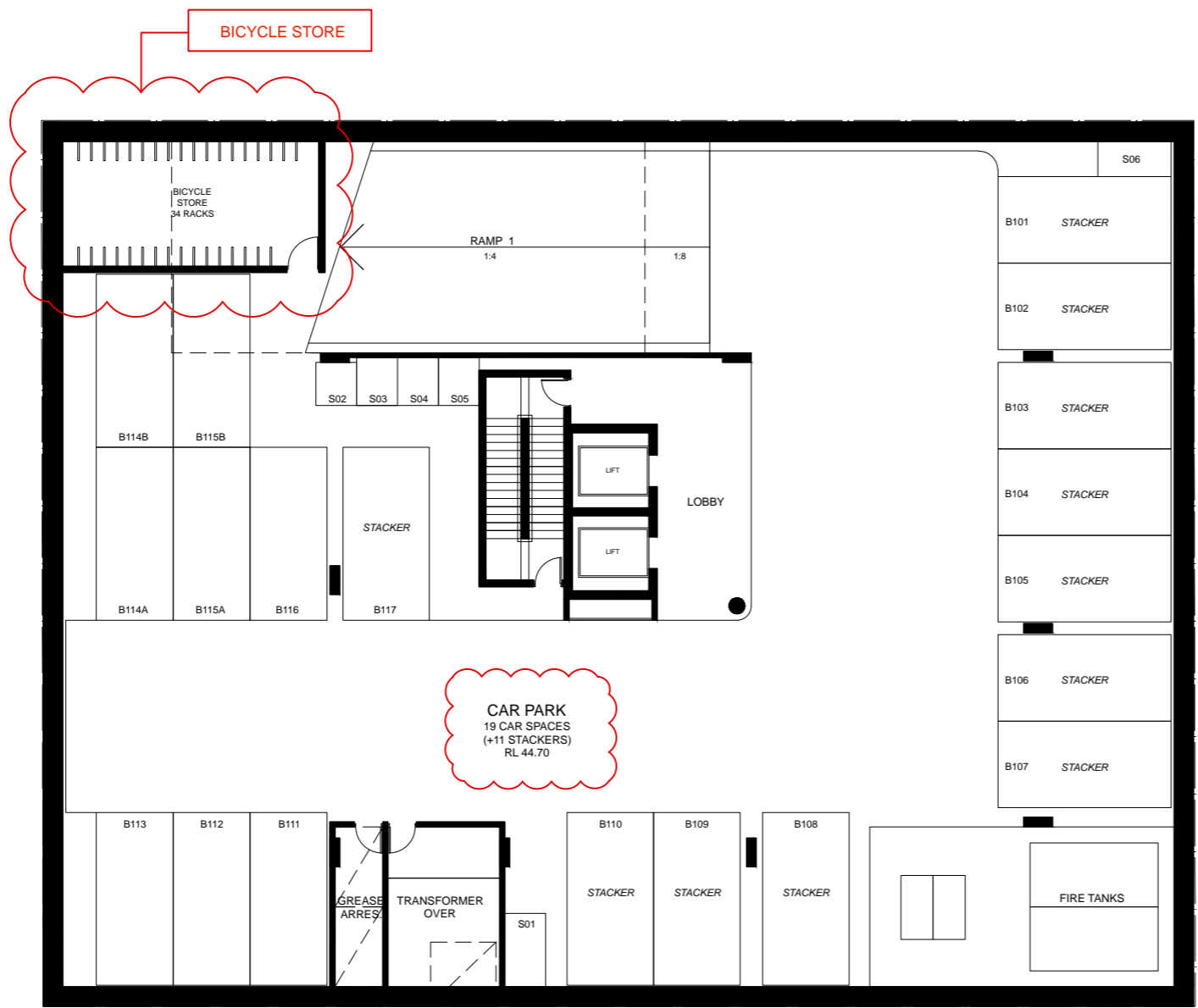
PROJECT NO. 16001

DRAWING NO. A1.01 [F]

CLIENT PROTON DEVELOPMENTS

PROJECT 55 HUTT STREET ADELAIDE SA

DRAWING SITE PLAN - PROPOSED WITH EXISTING SURROUNDINGS



BASEMENT 1

UPDATED BASEMENT 1 RAMP
CONFIGURATION & CAR PARKS
+ STACKERS

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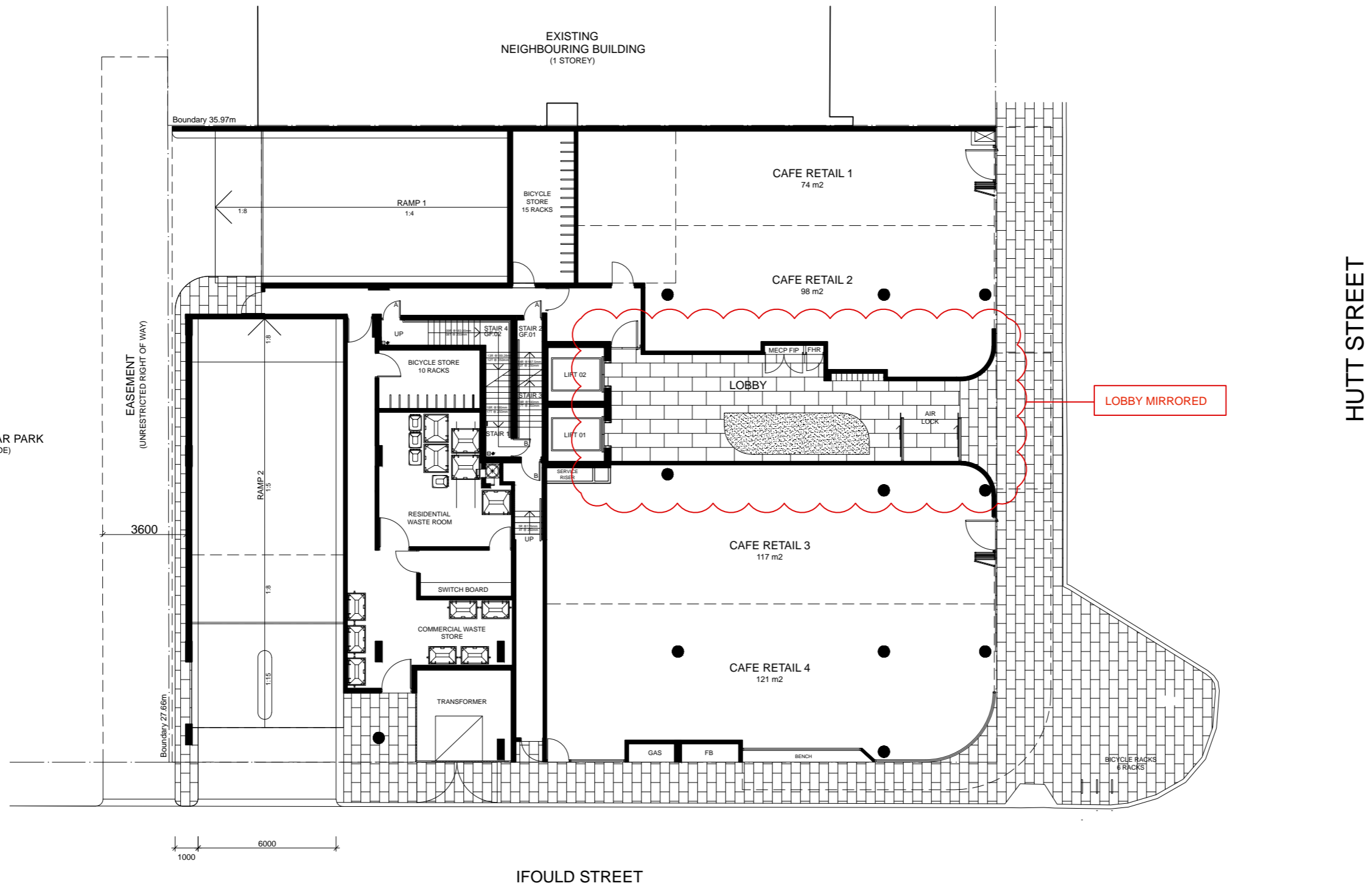
DRAWING NO. A2.00 [F]

CLIENT PROTON DEVELOPMENTS

PROJECT 55 HUTT STREET ADELAIDE SA

DRAWING BASEMENT 01

LEVEL GF



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CLIENT
PROTON DEVELOPMENTS

PROJECT
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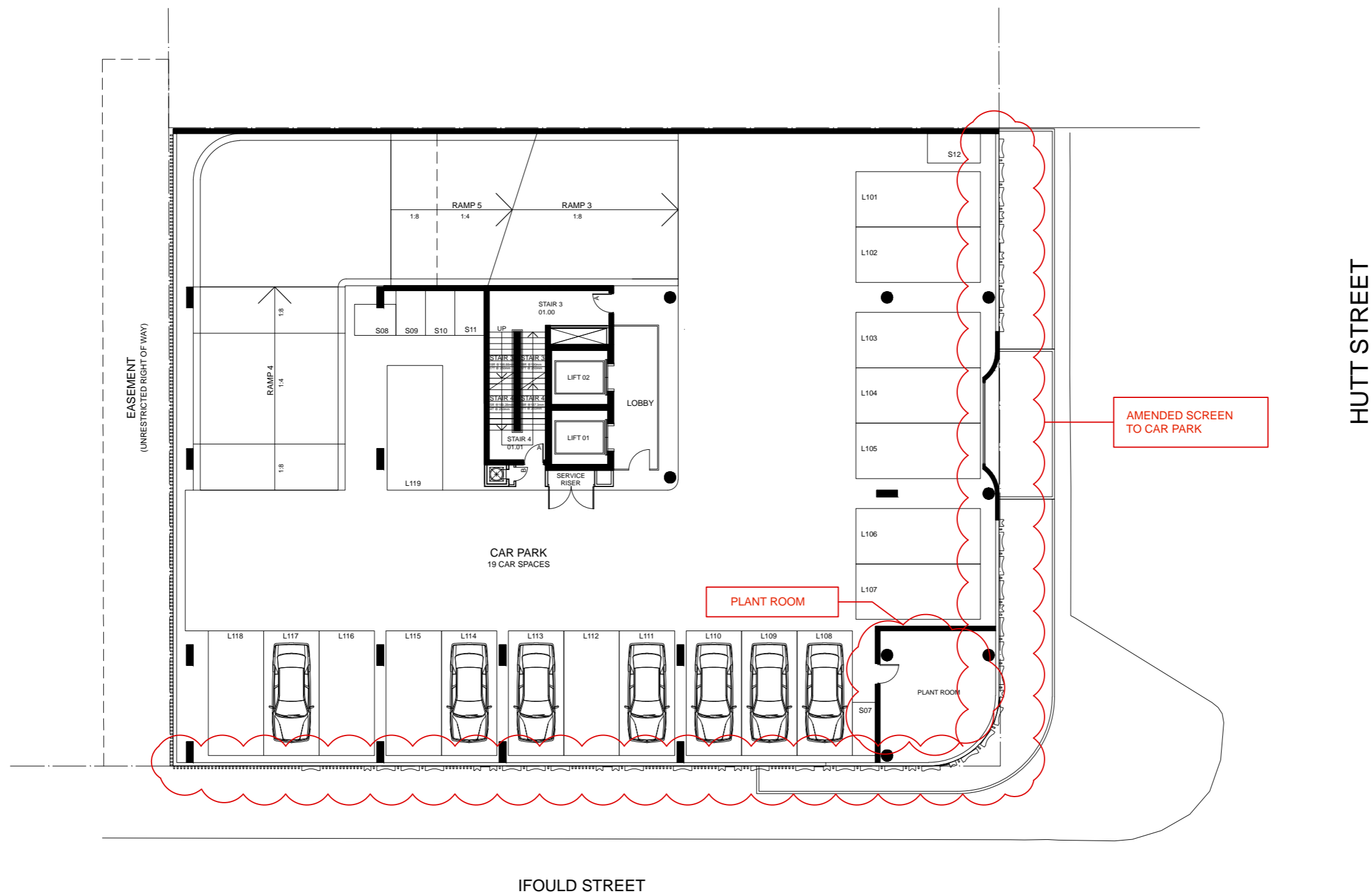
DRAWING
GROUND FLOOR

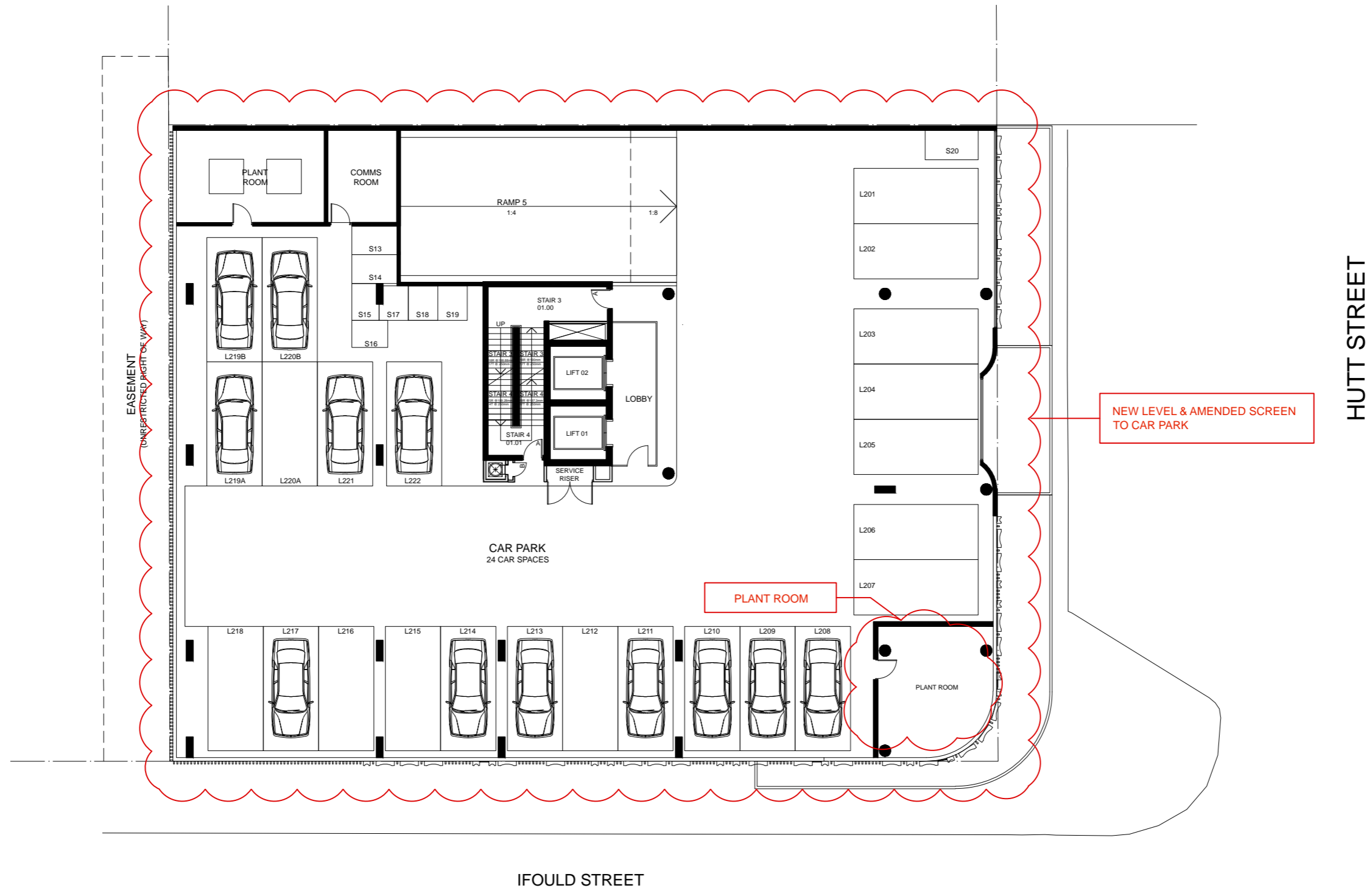
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27.03.18

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PROJECT NO.
16001

DRAWING NO.
A2.01[F]





LEVEL 02

UPDATED LEVEL 02 RAMP
CONFIGURATION & CAR PARKS





LEVEL 3

APARTMENT TYPES
RAISED 1 LEVEL

F PLANNING AMENDMENT 27.03.18

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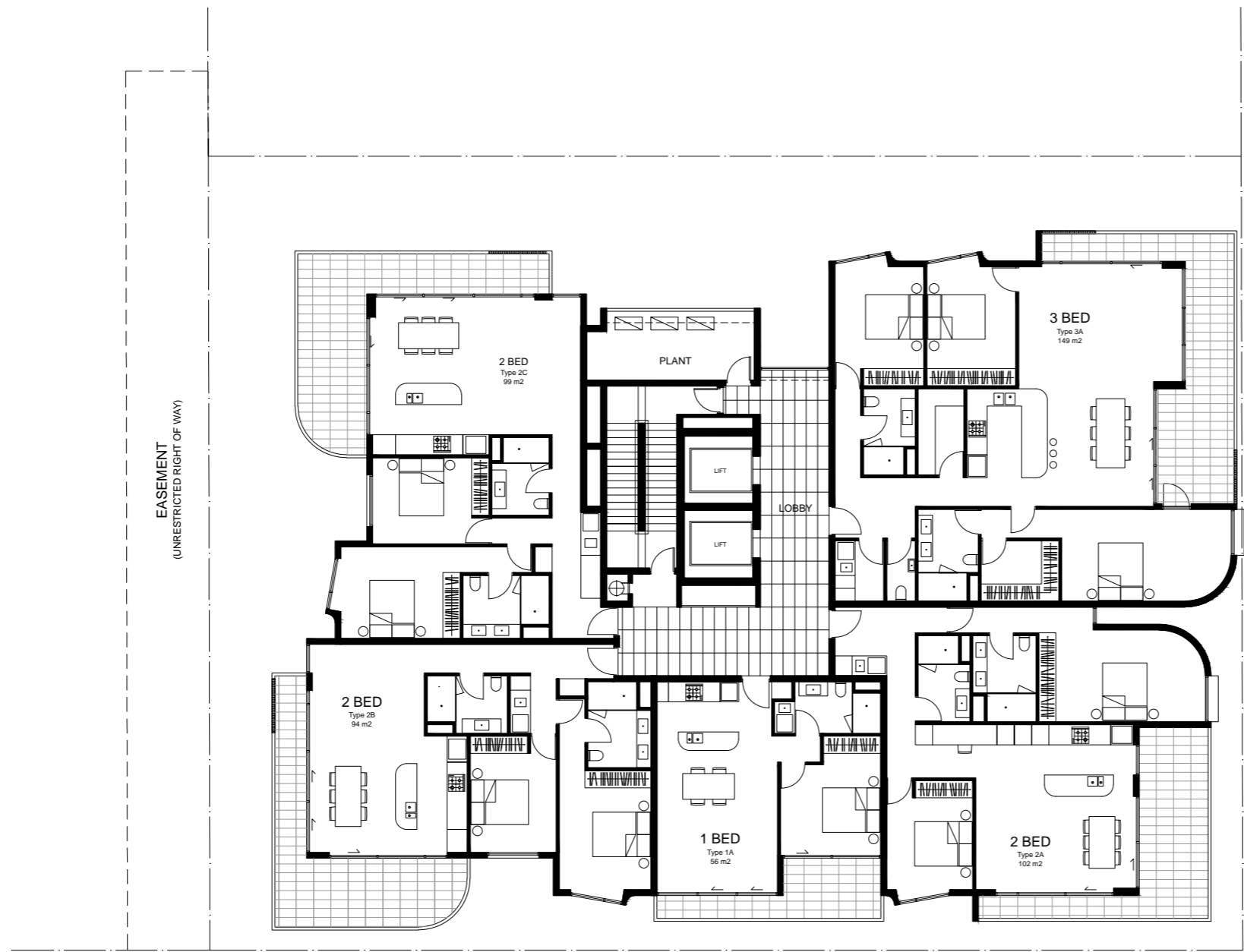
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PROJECT NO. 16001 DRAWING NO. A2.04 [F]

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PROJECT 55 HUTT STREET ADELAIDE SA

DRAWING APARTMENT PLAN - LEVEL 03



LEVEL 4 - 7

APARTMENT TYPES
RAISED 1 LEVEL

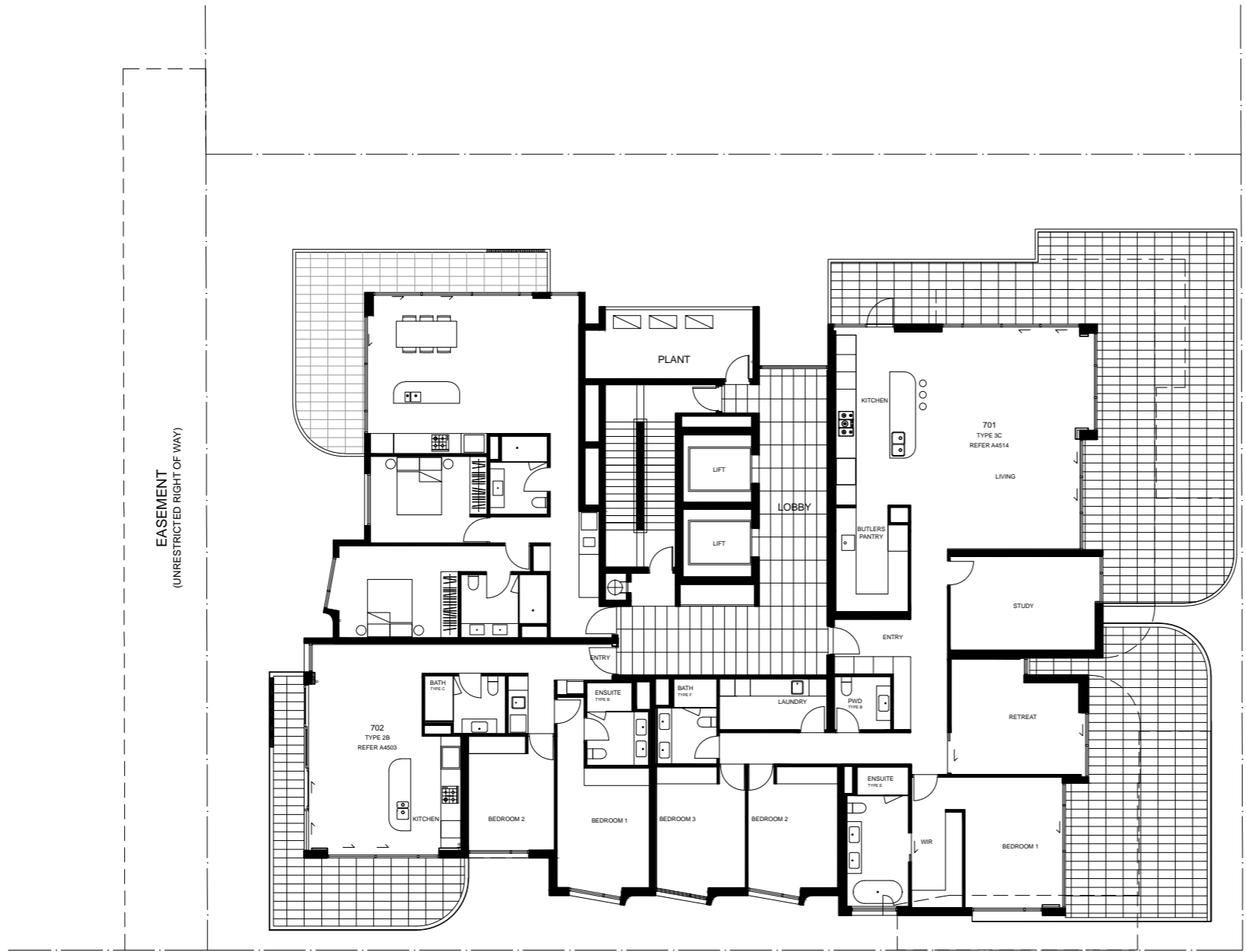


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LEVEL 8

APARTMENT TYPES
RAISED 1 LEVEL



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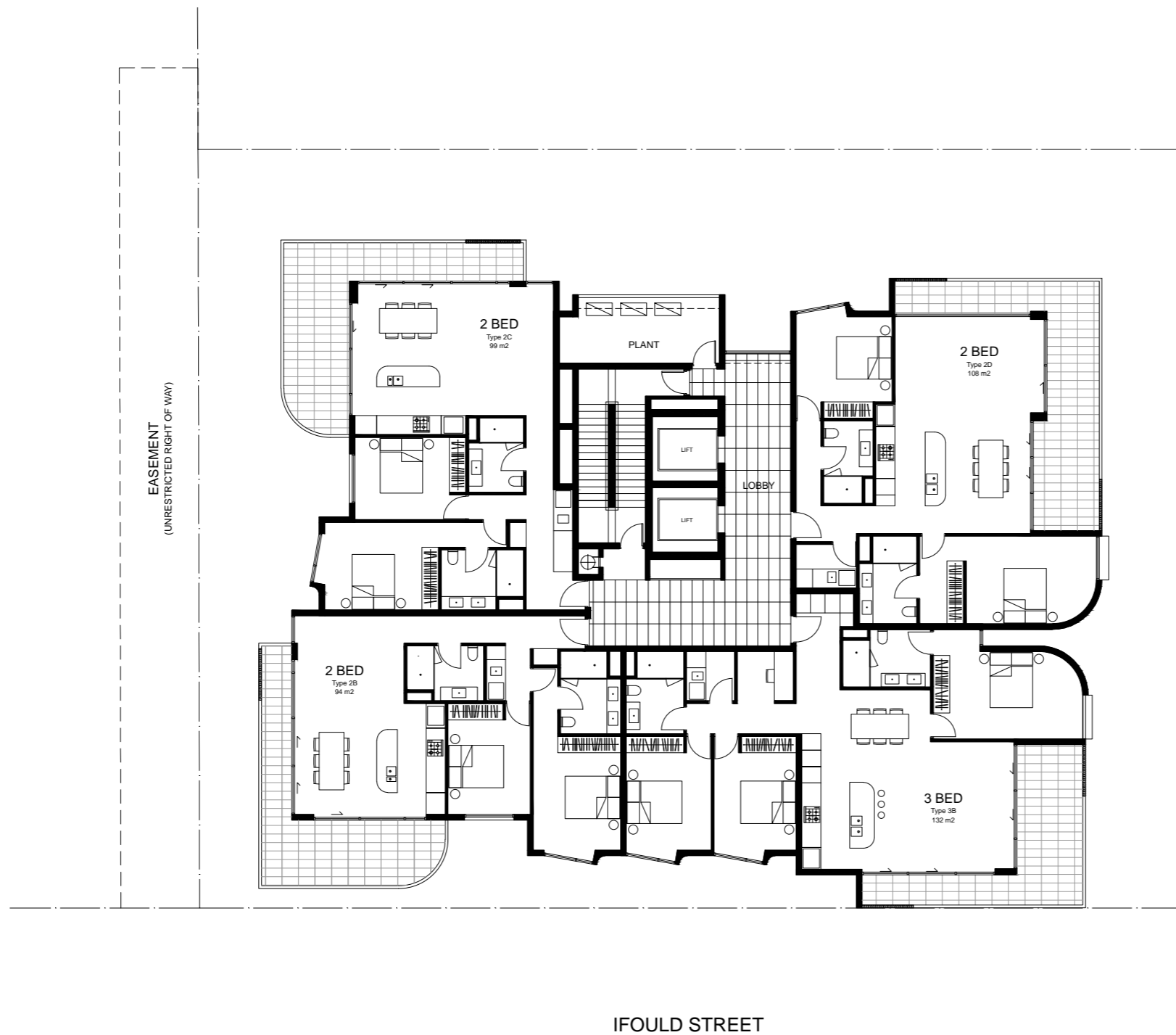
PROJECT NO. 16001

DRAWING NO. A2.06 [F]

CLIENT PROTON DEVELOPMENTS

PROJECT 55 HUTT STREET ADELAIDE SA

DRAWING APARTMENT PLAN - LEVEL 08



LEVEL 9 - 12

APARTMENT TYPES
RAISED 1 LEVEL

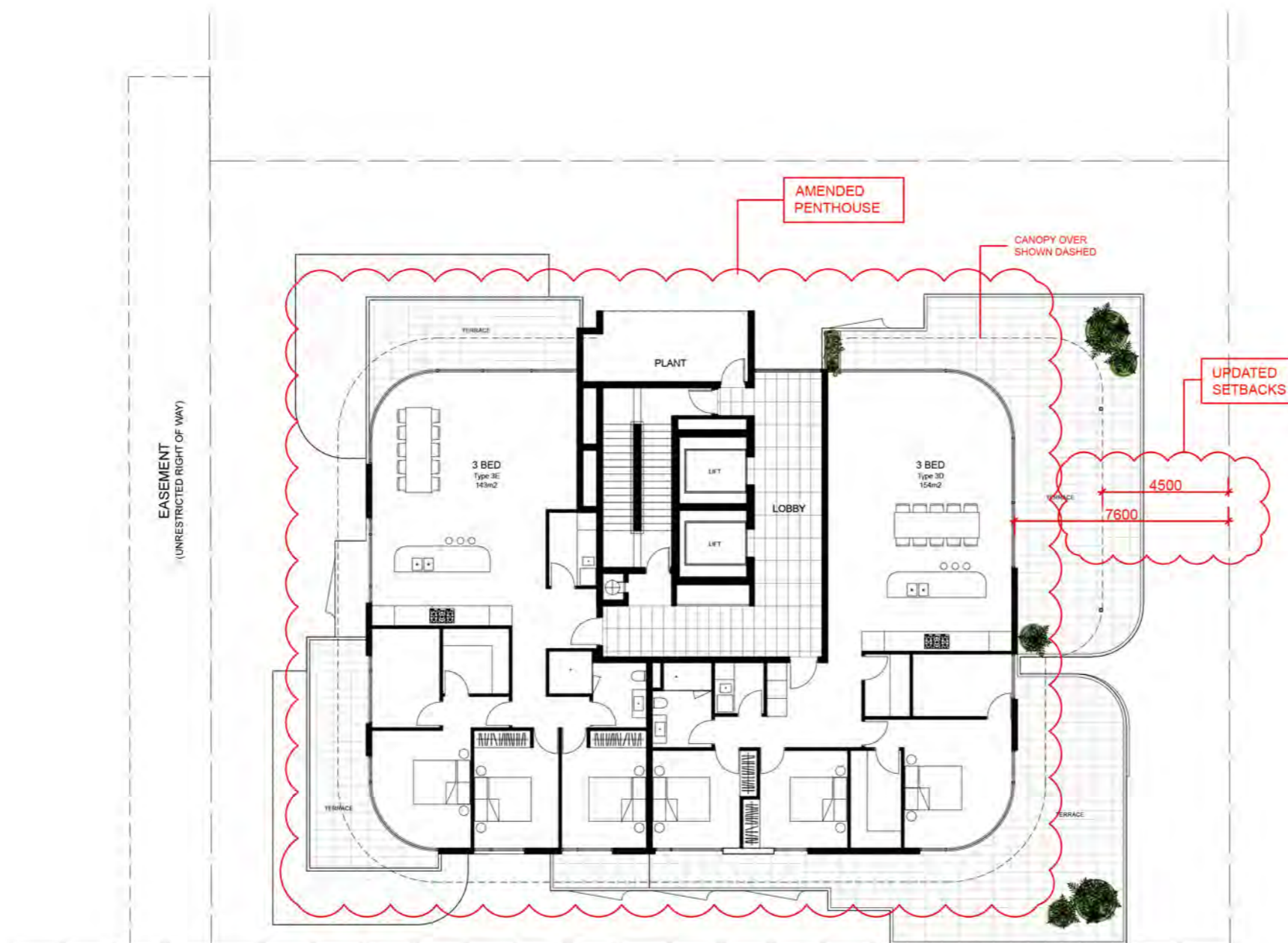
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LEVEL 13

UPDATED PENTHOUSE

F PLANNING AMENDMENT 27.03.18

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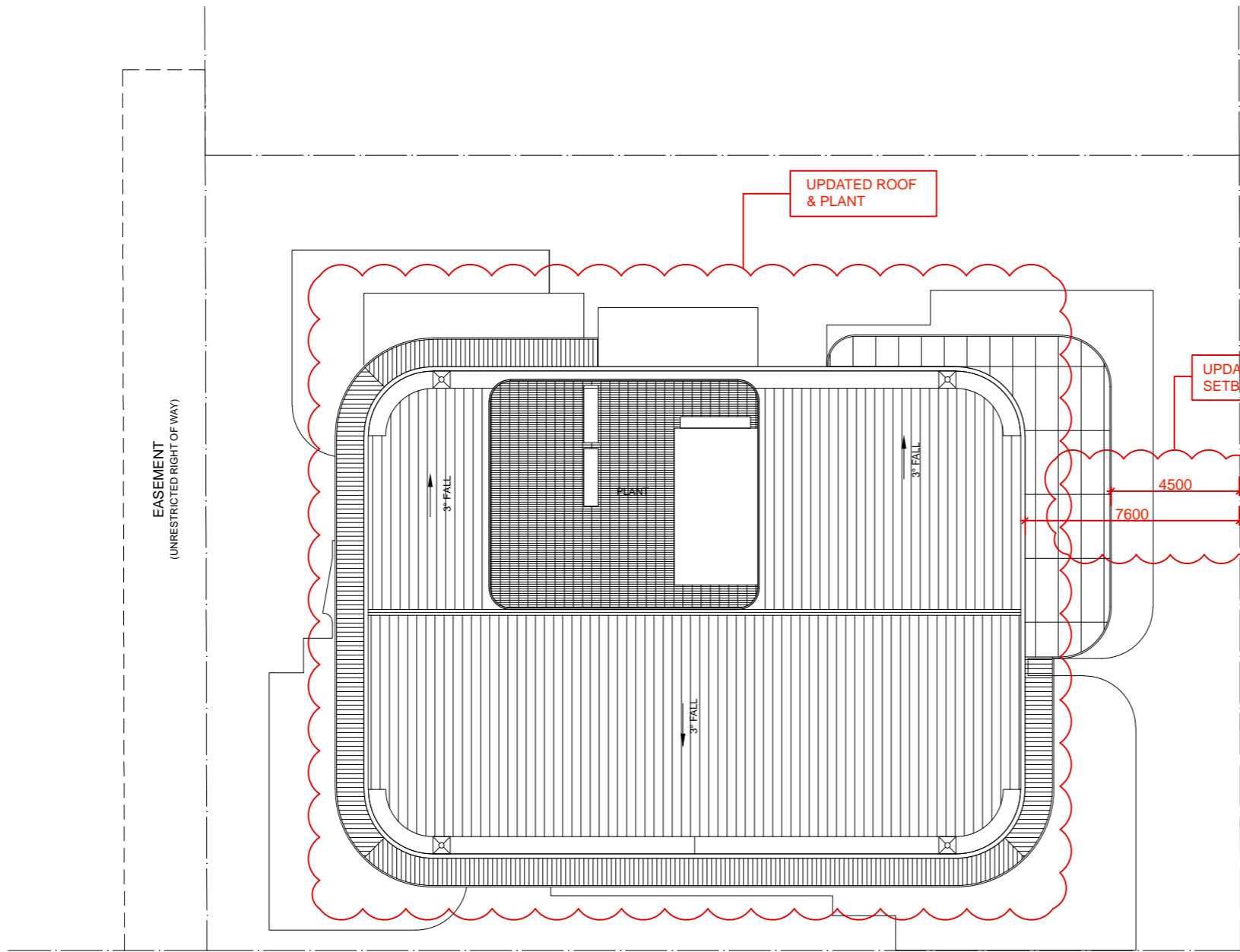
PROJECT NO. 16001

DRAWING NO. A2.08 [F]

CLIENT PROTON DEVELOPMENTS

PROJECT 55 HUTT STREET ADELAIDE SA

DRAWING APARTMENT PLAN - LEVEL 13



ROOF PLAN

UPDATED ROOF PARAPET & PLANT EXTENT



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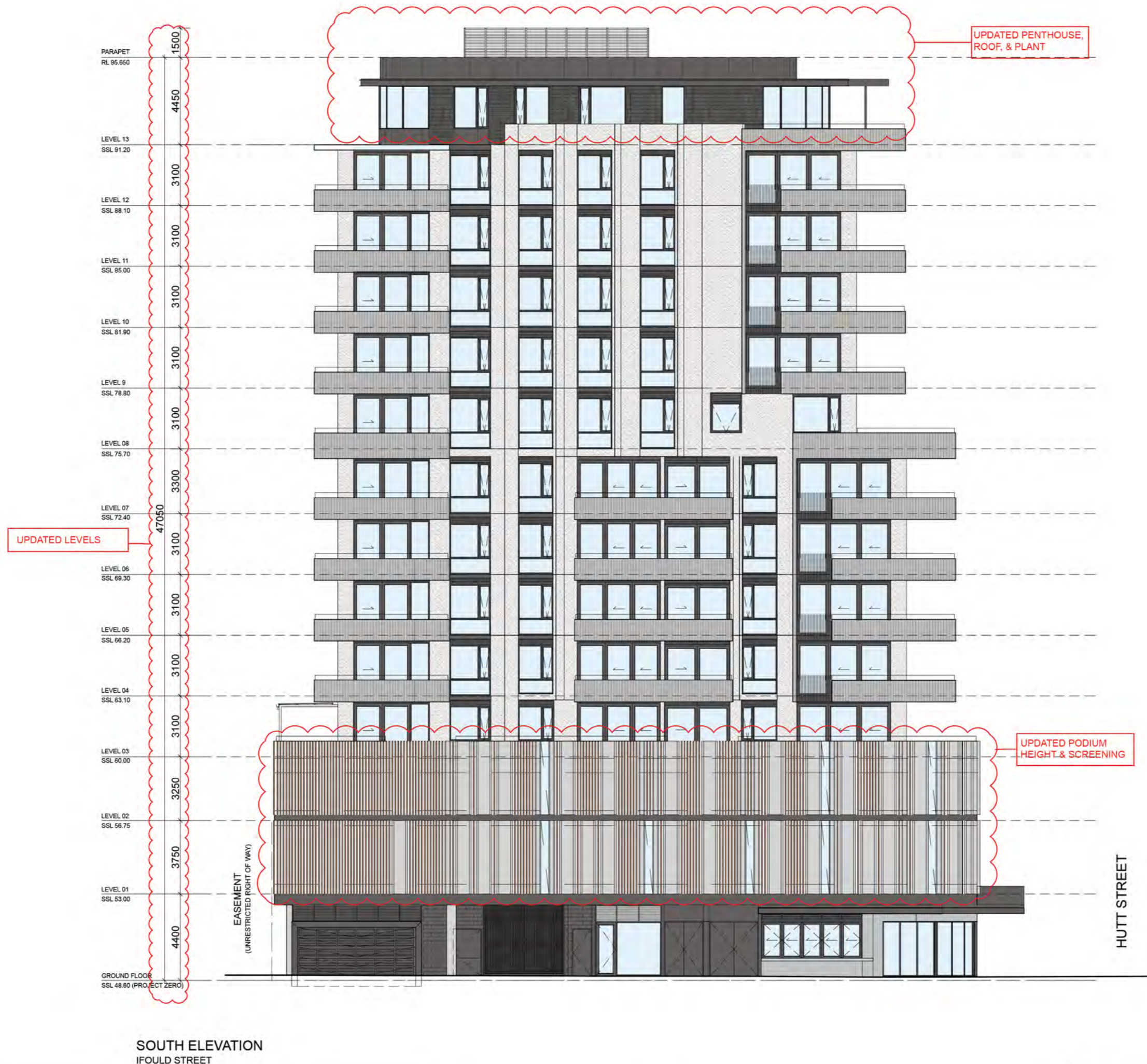
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PROJECT NO. 16001

DRAWING NO. A2.09 [F]



F PLANNING AMENDMENT 27.03.18

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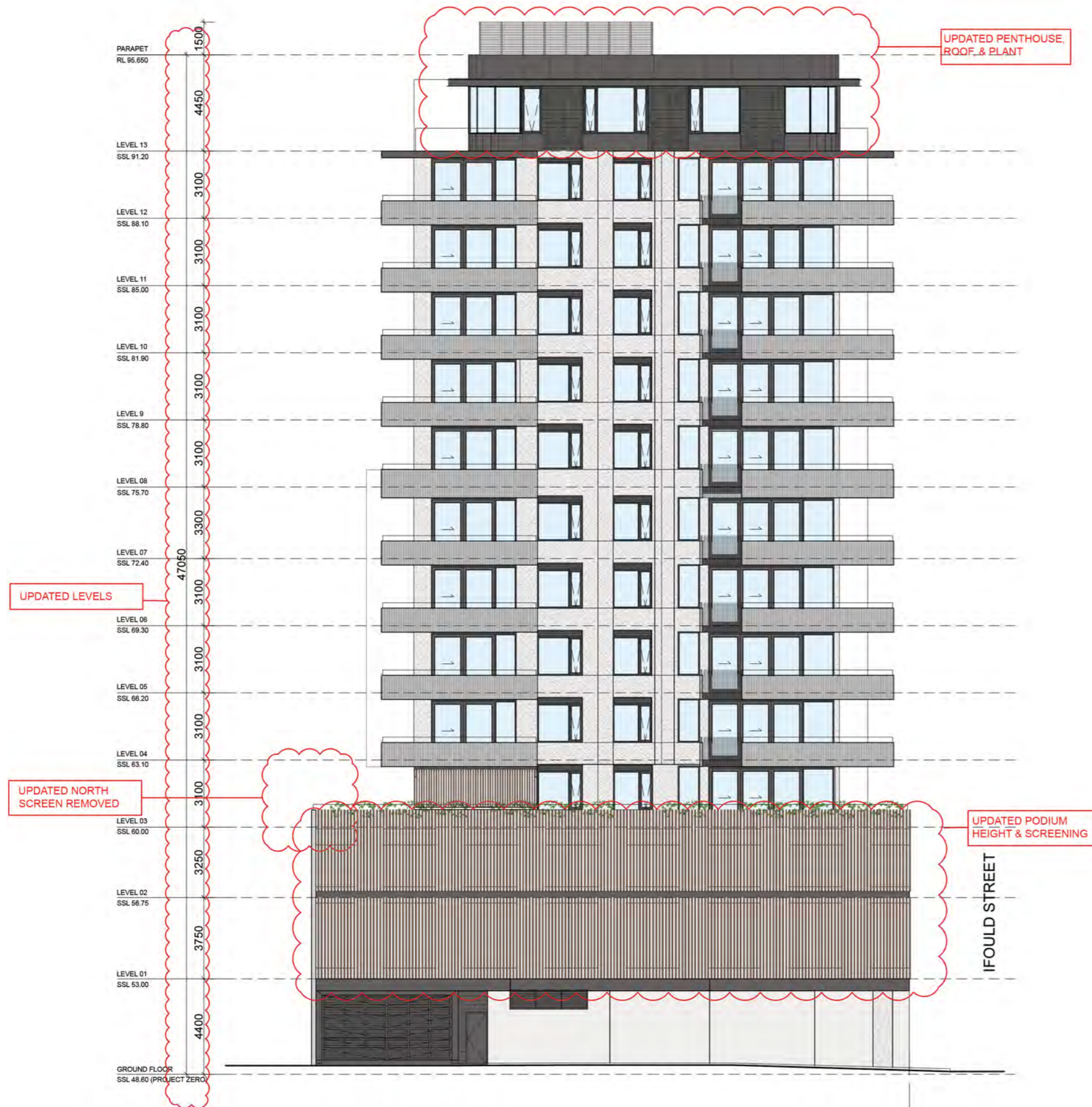
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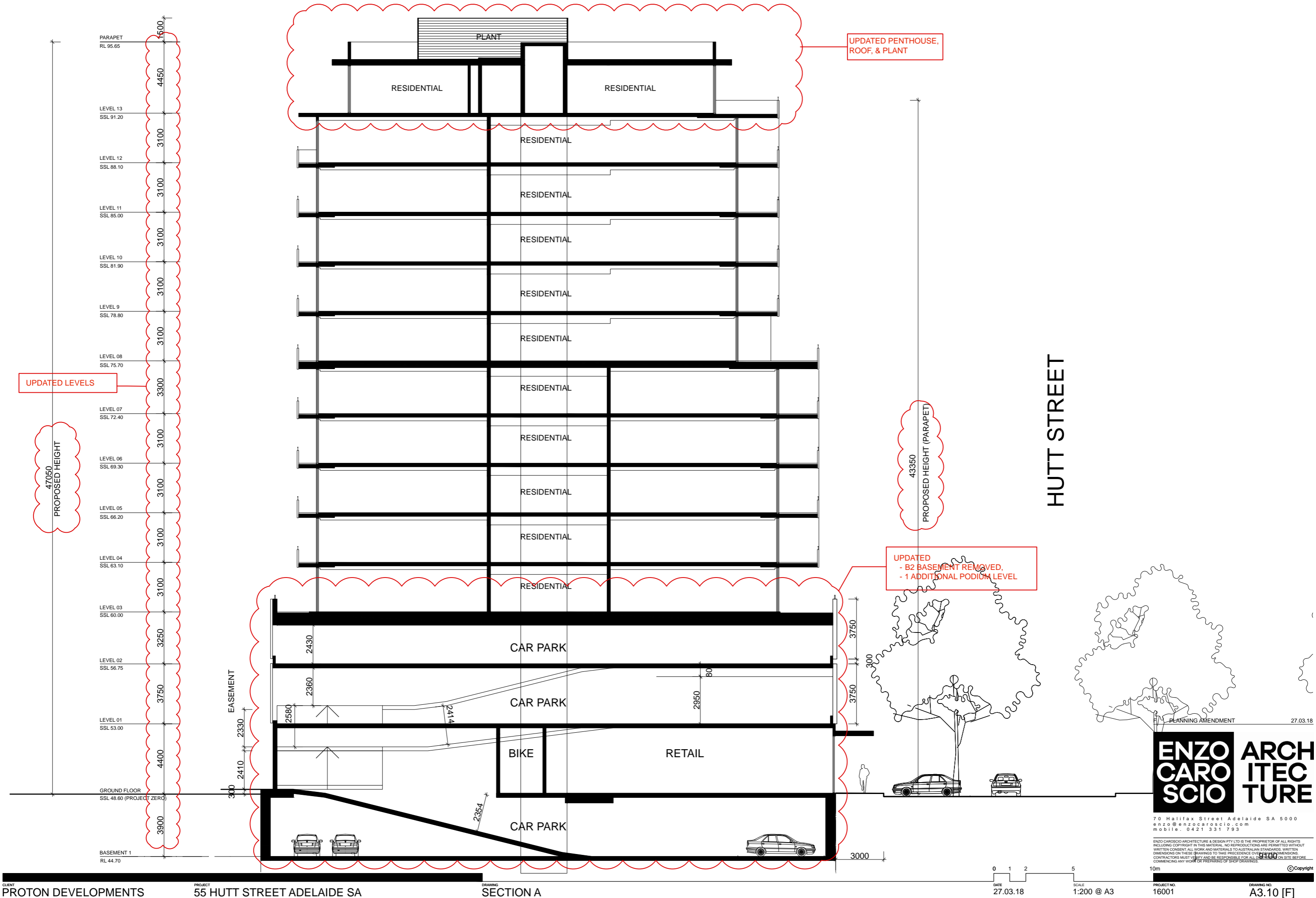
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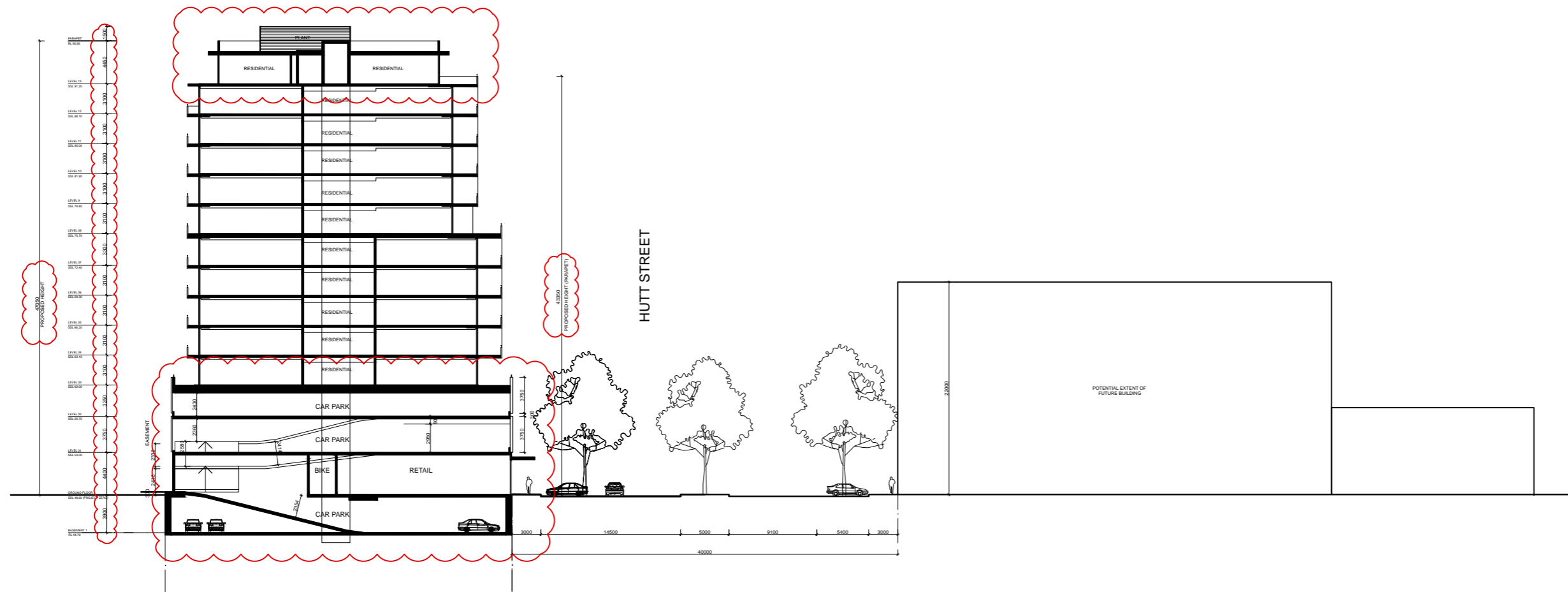
DRAWING SOUTH ELEVATION - IFOULD STREET



WEST ELEVATION

1:100





DEVELOPMENT APPLICATION FORM

AUTHORITY: STATE COMMISSION ASSESSMENT PANEL

APPLICANT: PROTON DEVELOPMENTS (SA) PTY LTD

Postal Address: C/- BOSCAINI COMMERCIAL PROPERTY CONSULTANTS PTY LTD

GPO BOX 2403, ADELAIDE, SOUTH AUSTRALIA, 5001

OWNER: REFER TO THE ACCOMPANYING CERTIFICATES OF TITLE

Postal Address:

BUILDER: TO BE CONFIRMED

Postal Address:

Licence No:

CONTACT PERSON FOR FURTHER INFORMATION:

Name: MR CHRIS VOUNASIS

Telephone: (08) 8221 5511

Email: CHRIS@FUTUREURBANGROUP.COM

Mobile: 0447 029 088

EXISTING USE:

COMMERCIAL

FOR OFFICE USE

Development No:

Previous Development No:

Assessment No:

☐ Complying

☐ Non-complying

☐ Notification Cat 2

☐ Notification Cat 3

☐ Referrals/Concurrence

☐ DA Commission

Application forwarded to DA

Commission/Council on:

/ /

Decision:

Type:

Date:

/ /

	Decision	Fees	Receipt No	Date
Planning:	YES			
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT:

VARIATION TO DA 020/A037/16

LOCATION OF PROPOSED DEVELOPMENT:

House No: 53 – 55 Lot No: 865 Road: HUTT STREET Town/Suburb: ADELAIDE

Section No (full/part): Hundred: ADELAIDE Volume: 5557 Folio: 16

House No: 53 – 55 Lot No: 867 Road: HUTT STREET Town/Suburb: ADELAIDE

Section No (full/part): Hundred: ADELAIDE Volume: 5851 Folio: 341

LAND DIVISION:

Site Area (m²): Reserve Area (m²): No of Existing Allotments:

Number of Additional Allotments - (Excluding Road and Reserve): Lease: YES: ☐ NO: ☐

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?

YES: ☐ NO: ☒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?

YES: ☐ NO: ☒

DEVELOPMENT COST (Do not include any fit-out costs): \$N/A

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

SIGNATURE:

Chris Vounasis

Dated: 3 APRIL 2018

ON BEHALF OF THE APPLICANT

Kuhar, Elysse (DPTI)

Subject: FW: 53-55 Hutt Street, Adelaide

From: Chris Vounasis [mailto:chris@futureurbangroup.com]

Sent: Tuesday, 24 April 2018 3:14 PM

To: Kuhar, Elysse (DPTI)

Subject: RE: 53-55 Hutt Street, Adelaide

Hi Elysse,

As identified on the drawings, the variations comprise of the following:

- Delete Basement Level 2
- Reconfigure Basement Level 1 as a consequence of removing Basement Level 2
- Provision of additional car park level above ground and resultant changes to the podium where the façade articulates from a heavy screen along Hutt Street to a lighter screen along Ifould Street
- Update Level 1 ramp as a result of the additional above ground car park level, introduction of plant room and amended car park screen
- Deletion of Level 1 commercial space
- Revise penthouse plan from 1 to 2 apartments including revised boundary setbacks and canopy over balconies
- Revise roof and parapet elements to reduce the overall scale, bulk and mass of the top of the building
- An overall increase in height from 45.2m to 48.55m
- Mirror Ground Floor lobby space
- Northern screen to Level 3 terrace replaced by concrete panelling

With respect to delegations, if ODASA support the changes could this application then be considered under delegation?

Regards

Chris Vounasis
Director



Level 1/89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: (08) 8221 5511
M: 0447 029 088
E: chris@futureurbangroup.com
W: www.futureurbangroup.com

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11 April 2018

Ms Elysse Kuhar
Planning Officer
Development Division
DPTI
Level 5, 50 Flinders Street
ADELAIDE SA 5000

Level 1, 89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
E: info@futureurbangroup.com
W: www.futureurbangroup.com
ABN: 34 452 110 398

Dear Elysse,

PROPOSED VARIATION TO DA/020/A037/16

We write further to our recent dealings in relation to the proposed variation to DA/020/A037/16 at 53-55 Hutt Street, Adelaide.

The purpose of this correspondence is to respond to a matter raised during our meeting held on 7 March 2018. This matter related to the recent amendments made to the Adelaide (City) Development Plan since the development was approved and particularly the changes made to the “over-height” criteria.

As you are aware, the development has been approved at a height of 45.2m which was higher than the stipulated maximum height limit of 22m. The development satisfied the relevant “over-height” criteria at that point in time. You will recall that the previous “over-height” criteria which the development satisfied was based primarily on its locational attributes. A Pre-Lodgement Agreement from ODASA was also received as the development represented “design excellence”.

As a result of the variation application the height of the building will increase to 48.55m. Acknowledging that the variation application seeks additional height you have requested an assessment of the proposal against the current “over-height” criteria applicable to the proposed variation application. The “over-height” criteria are specified under Capital City Zone PDC 21 which states:

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.

In our opinion the proposed variation achieves the following:

- the development reinforces the anticipated city form in Concept Plan Figures CC/1 and 2 by being lower than the adjacent 53m high prescribed area
- a total of three features are provided under part b(i) being:
 - » the development provides an orderly transition up to a prescribed maximum building height in an adjoining Zone or Policy Area;
 - » car parking areas are adaptable to future uses;
 - » a range of dwelling types are provided where substantially more than 10% are 3+ bedroom apartments;
- the following sustainable design measures are provided:
 - » a rooftop garden covering all of the available roof area at Level 3 is supported by services that ensure ongoing maintenance. The planters are proposed to be irrigated automatically from common area supply and the Community Corporation will be responsible for ongoing maintenance;
 - » private open space is provided in excess of the minimum requirements, natural light and ventilation is provided to all habitable spaces and common circulation areas;

- » the majority of the western façade windows are shaded by the deep balconies/canopies. The only windows which are not entirely shaded are the bedroom windows that are centrally located between Levels 3 to 12 however these will be the beneficiaries of shade created by the balconies/canopies to the immediate northwest.

In our opinion, the proposed development achieves the majority of criteria to qualify for over-height. The only criteria not achieved is that which relates to the provision of a green roof, green walls/façades.

In our opinion, the failure to satisfy this particular design feature is not fatal. First, incorporating a meaningful green roof, green wall or façade will require a significant re-design. It is not a matter of simply incorporating greenery to built form elements to satisfy this criteria. To incorporate these types of greening elements, particularly those which are to be supported by services that ensure ongoing maintenance, requires an integrated solution which needs to be considered at the beginning of the design process. And secondly, the inclusion of a green roof, green wall or façade will not in our view further enhance the design or sustainability credentials of the development noting that a Pre-Lodgement Agreement has already been successfully obtained.

In addition, it is important to note that the additional height sought as part of this variation application represents only a 7.4% increase in height. The additional height is not significant in the context of the approved development nor is it significant in the context of that part of PDC 21 which speaks to the form of the building. The height of the building will still be lower than the 53m desired to the immediate west (noting that adjacent sites also have the potential to exceed 53m). Furthermore, the height increase will hardly be noticeable at the short and long-range views primarily because of the upper level setbacks and the reduced scale, bulk and mass of the roof plant.

On another matter it is also important to acknowledge that the applicant has acted on the development by undertaking demolition (the first stage of the current authorisation). In our opinion this adds considerable weight to view the variation application in a balanced and sensible manner. That is, it would be unreasonable to force compliance with all sustainable design measures under PDC 21(b)(ii) when:

- the development which has been acted on already exceeds the applicable height limit and can be built as of right with no green roof, green walls/facades;
- is the subject of a Pre-Lodgement Agreement which confirms its design credentials;
- the proposed variations when viewed as a whole do not compromise in any way the high level of amenity that would be experienced by occupiers of the development, as approved or as proposed.

Whilst some weight must be given to PDC 21, it must be balanced against the historical and factual context of the active approval which has been acted upon.

Should you need to discuss any of the matters raised above please do not hesitate to contact our office.

Yours sincerely

A handwritten signature in black ink, reading 'Chris Vounasis'.

Chris Vounasis
Director

File No:
2014/11234/01

26 April 2018

Ref No:
12562159

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

elysse.kuhar@sa.gov.au

For the attention of the State Commission Assessment Panel

53-55 Hutt Street, Adelaide

Further to the referral 020/A037/16 V4 received 24 April 2018 pertaining to the application to vary the development previously granted Development Consent DA 020/A037/16 V2 at the above address, I would like to offer the following comments for your consideration.

The proposed variation includes relocation of one level of car parking from the basement to above ground, resulting in the increase of the podium height from 8.9 metres to 12.15 metres. The amendments also include the increase of the overall building height from 45.2 metres to 48.15 metres, including the rooftop plant.

The proposed rearrangement of car parking floors also includes removal of the first floor commercial tenancy, which was provided to sleeve the above ground car parking behind with an active use space fronting to Hutt Street. While I do not welcome the proposed changes, I support the proposed car parking arrangement on balance. I am of the view that the proposed screening is highly detailed and articulated to respond to the scale and rhythm of the existing streetscape. The success of the proposed screens as part of the overall architectural expression relies on precise and high quality material selection and detailing. My support for the variation is contingent on full delivery of the high quality design outcome as proposed.

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I support the increase of the overall building height on balance. While it does not affect the overall architectural expression as originally intended, I note that the previously approved variation (V2) has already increased the building height by 2.9 metres from the original scheme. As such, any further increase of the building height beyond the proposed height of 48.15 metres will not be supported.



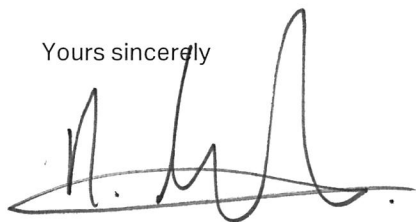
File No:
2014/11234/01

Ref No:
12562159

A reduction of the roof top parapet height is proposed and aluminium louvered screen is provided to conceal the roof top plant deck. While the new arrangement does not integrate the plant enclosure into the roof structure as originally intended, I support the proposed variation on balance, as the plant enclosure is setback from the roof parapet edge to minimise its visual impact.

The amendments include the conversion of the top floor from one three-bedroom penthouse apartment to two three-bedroom penthouse apartments. While the changes have resulted in the reduction of balcony and building face setbacks, they do not raise any concern, as I consider the setbacks still sufficient.

Yours sincerely

A handwritten signature in black ink, appearing to read 'N. Tridente', with a long horizontal flourish extending to the right.

Nick Tridente
Associate Government Architect

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of South Australia



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ABN 20 903 762 572

Enquiries: Seb Grose 8203 7195
Reference: S10/26/2016/C

22 May 2018

State Commission Assessment Panel
By email: elysse.kuhar@sa.gov.au
Cc: scapadmin@sa.gov.au

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/26/2016/C
Applicant: PROTON DEVELOPMENTS (SA) P/L
Address: Development Site, 51-57 Hutt Street, ADELAIDE SA 5000
Description: Vary previous authority demolish existing building and structures, and construction of a 14 level mixed use building - Variation - removal of basement 2; additional car park level above ground; increased height; removal of commercial use; internal alterations; revised roof parapet and varied materials

Council has the following comments to make on the above application:

TECHNICAL COMMENTS

ROADS / FOOTPATHS ENGINEERING

- Any damage caused to Council's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.
- Council will inspect the works after completion for standards and specification compliance.
- Any pavement reinstatements associated with works will need to match surrounding pavements.
- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following:



- If the level difference between top of kerb and back of path is less than 50 mm
- If the existing cross fall(s) exceed 4% (1:25)

If any of the above conditions exist for any footpath infrastructure at the perimeter of the site boundary then please contact the Council prior to setting finished floor levels.

- All new or alterations to existing crossovers require Council approval outside of the development application process and must be to Council's standards and specifications via the City Works Guidelines.

TORRENS & STORM WATER

- Stormwater runoff from the proposed development must be maintained within property boundaries, collected and discharged to the Hutt Street road reserve. Stormwater runoff must not be discharged to the proposed easement off Ifould Street. Council will accept a small proportion of stormwater runoff discharge to Ifould Street.
- The levels of any proposed stormwater grated pits or openings within the building must be designed with an adequate freeboard to the 1% AEP flood level in Hutt Street and Ifould Street assumed to be equivalent top of kerb level adjacent to each stormwater connection in Hutt Street and Ifould Street.
- Boundary levels of the proposed basement carpark ramp in Ifould Street must provide an adequate freeboard to the 1% AEP flood level in Ifould Street assumed to be equivalent top of kerb level in Ifould Street adjacent to the driveway ramp.
- Council's stormwater management system in Ifould Street and Hutt Street has been designed for vertically generated gravitational runoff flows only. Any proposed roof siphonic drainage systems must be designed to discharge equivalent gravitational flows to Hutt Street/Ifould Street.

**LIGHTING /
ELECTRICAL / CCTV**

- Any collected ground water seepage from the basement carpark must be either discharged to sewer or a building recycled water reuse system.
- Council supports the reuse of collected stormwater runoff for irrigation and toilet flushing purposes throughout the proposed residential apartment building.
- The proposed development works may impact public lighting within the proximity of the development site. The existing street lighting installed along Hutt Street is owned and maintained by Council and consists of street lighting columns and underground electrical cabling and pits. The existing street lighting installed in Ifould Street is owned and maintained by SA Power Networks and consists of street lighting columns and underground electrical cabling and pits.
- All works to be undertaken are to be fit for purpose in the public realm.
- All modifications requiring temporary, removal, relocation, provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc) shall meet Council's requirements and all costs borne directly by the developer.
- If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) these shall meet Council's requirements.
- Obtrusive Lighting – Lighting design and installation to be fully compliant with Australian Standard - AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting. Sign off by consultant required to confirm compliance. In addition, provide relevant lighting calculation grid detailing property boundary lines for Councils review and records.

- The proposed canopies must include lighting to meet Council's under veranda requirements.
- Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- Damage to Council's infrastructure, including damage to public lighting and underground ducting caused by projects works or loading of site crane onto pathways will be repaired to meet Council's requirements at the cost of the developer.
- If building mounted lit signage is to be installed on the building, further review and approvals will be required by Council.
- All assets to be handed over to Council to own and maintain shall be constructed to Council's requirements and applicable legislative standards and requirements. All equipment gifted shall be Council's standards and applicable requirements.

TRAFFIC / TRANSPORT

- Traffic controls, parking layout and line marking must comply with the requirements of AS2890 and AS1742.
- It is noted that bicycle rails are proposed on the corner of Ifould Street and Hutt Street. These items fall outside of the development application and will require a separate application to Council.
- Each set of stacked parking spaces (one space behind another) will need to be allocated to a single owner or occupier.
- Whilst waste vehicles can park on street to collect waste, there is no guarantee that parking space will be available at all times.
- Residents will not be eligible for residential on-street parking permits.
- The traffic restrictions at this site for the annual Clipsal 500 event should be noted and potential residents/owners should be adequately informed of this.

- It is noted that a boom gate is currently used to control access to the adjacent right of way. The applicant will need to negotiate an agreed form of shared access arrangement for this access from Ifould Street.

STREET TREES

- Hutt Street includes mature Plane Trees & irrigated garden beds which are highly valued and **MUST NOT** be impacted.
- No consideration for removal of street trees will be considered for this development.
- Project methodology should focus on retention of all of these landscape elements.

Yours faithfully

Helen Dand
ACTING MANAGER - PLANNING ASSESSMENT

AMENDED PLANNING APPLICATION

PROJECT:

HUTT STREET APARTMENTS

ADDRESS:

55 HUTT STREET
ADELAIDE SA 5000

PREPARED FOR:

PROTON DEVELOPMENTS

JOB NO:

16001

DATE:

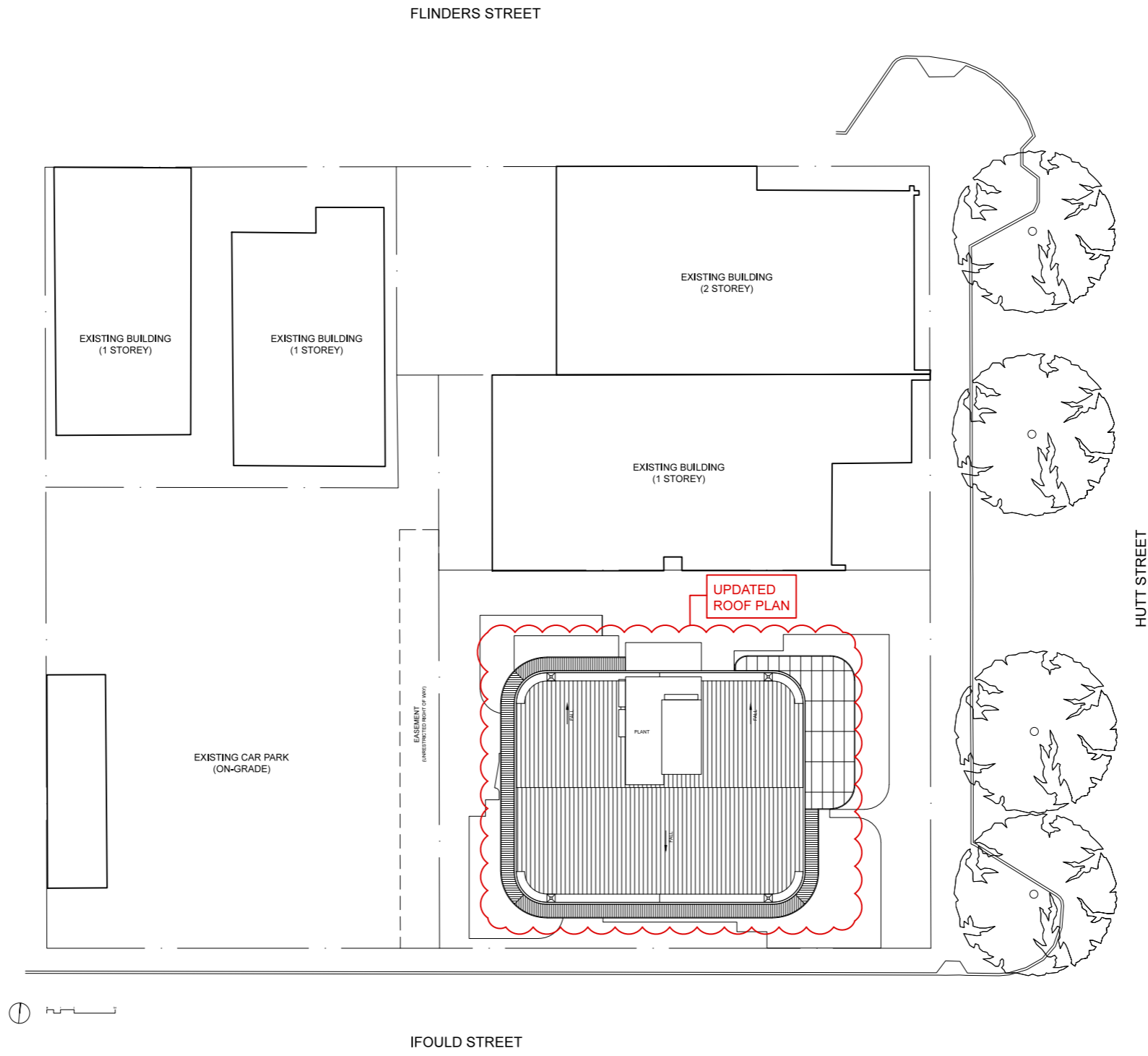
18.04.2017

REVISION:

[D]



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D	UPDATED PENTHOUSE ROOF	18.04.17
C	UPDATED PENTHOUSE ROOF	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
P1	PRELIMINARY	22.08.16
A	PLANNING APPLICATION	04.07.16

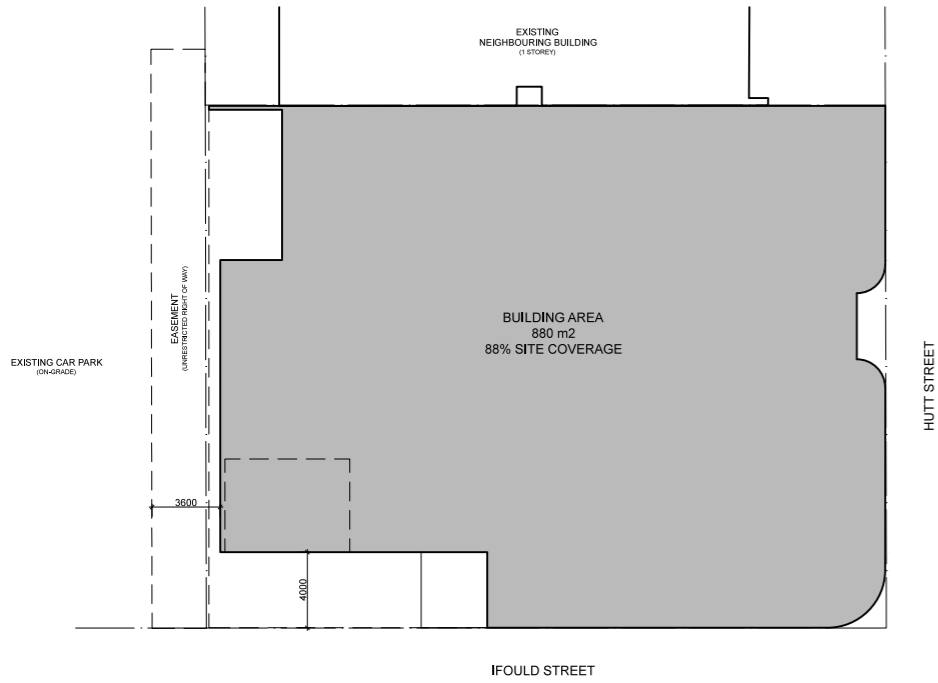
D.A.C.
Development Plan Consent

Date: 16 May 2017
Signature: Elysse Kuhar 16/05/17, 4:07 pm

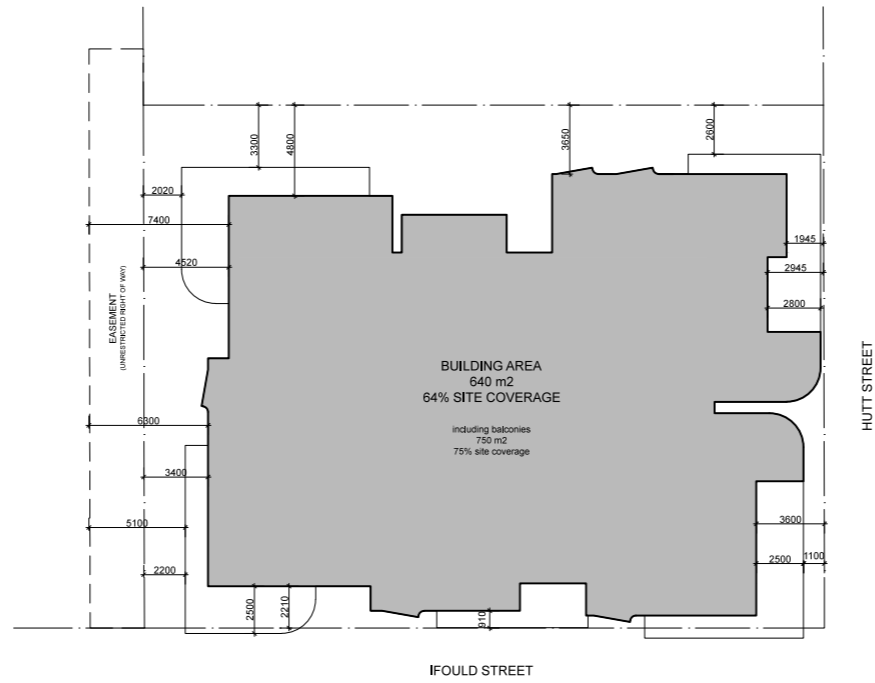
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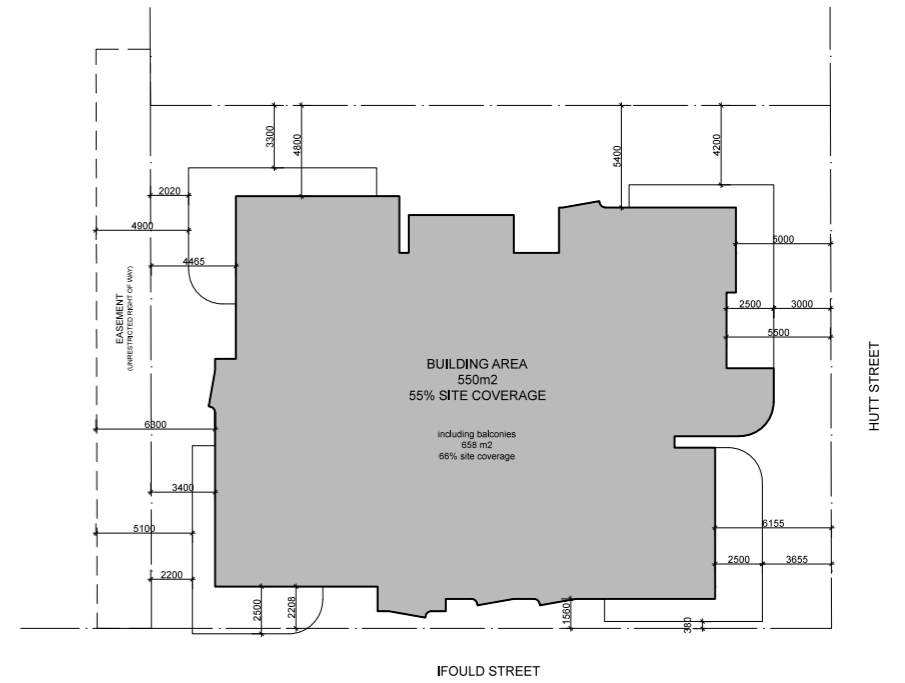
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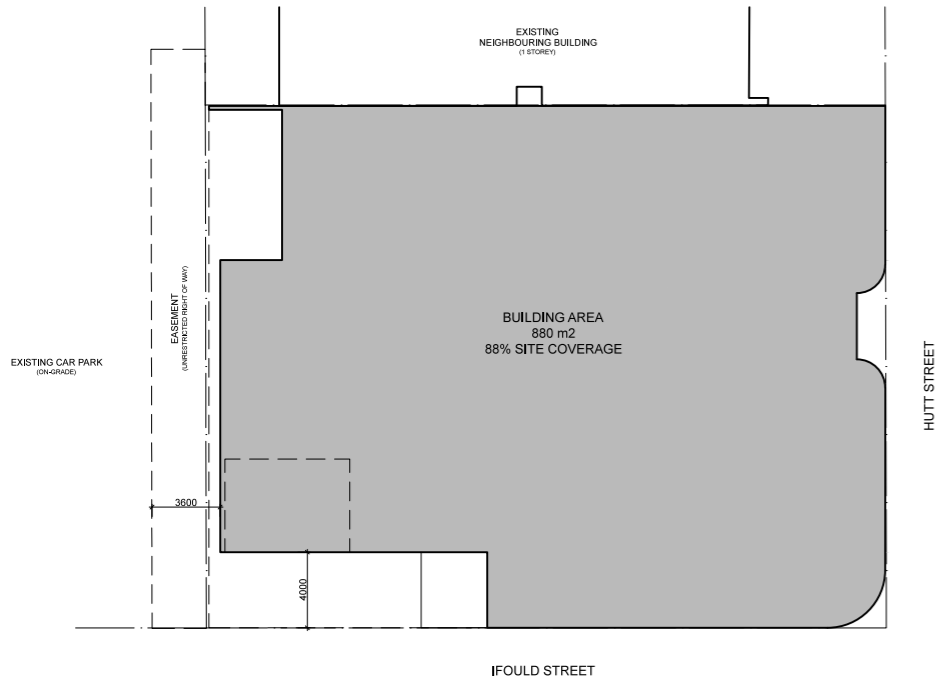
LEVEL GF
DA APPROVED SETBACKS (REVISION A - DATE 04/07/16)



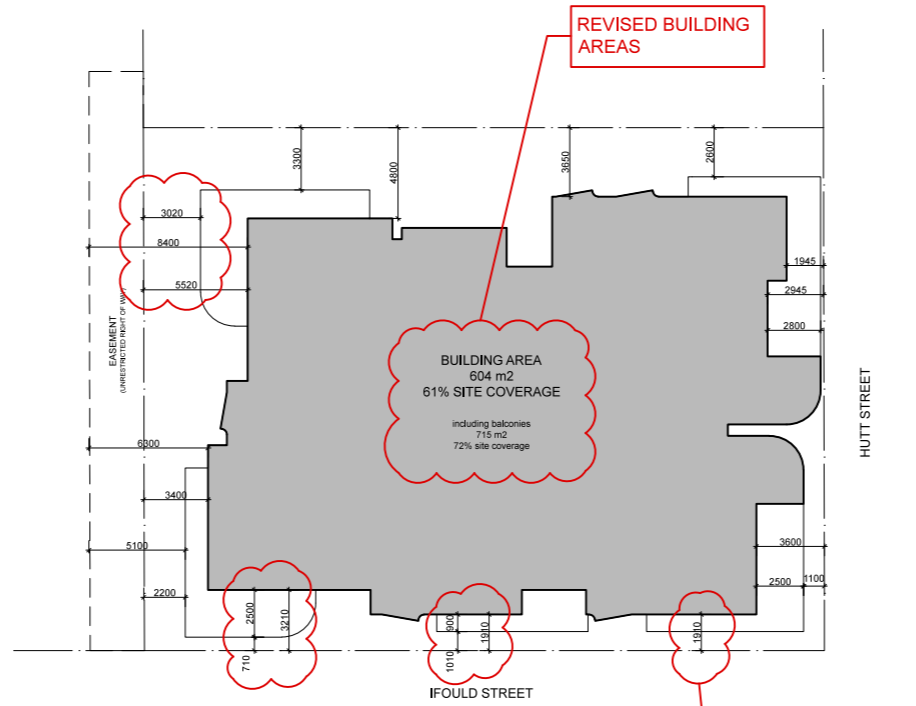
LEVEL 3 - 5



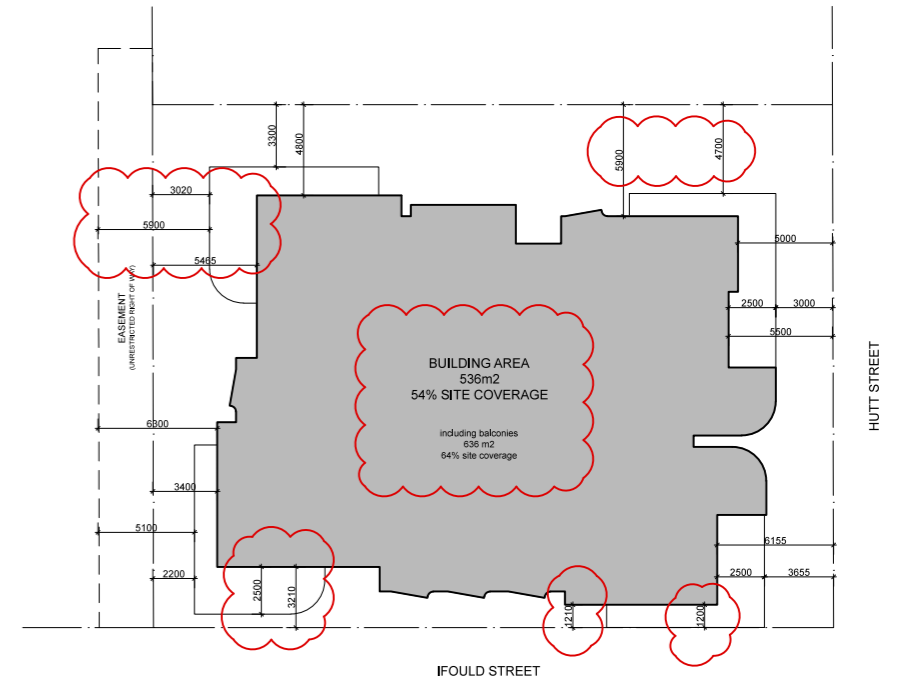
LEVEL 7 - 10



LEVEL GF



LEVEL 3 - 6



LEVEL 8- 11

PROPOSED SETBACKS OF UPDATED PLANS

D	UPDATED PENTHOUSE ROOF	18.04.17
C	UPDATED PENTHOUSE ROOF	05.04.17
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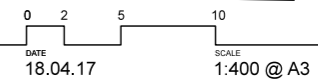
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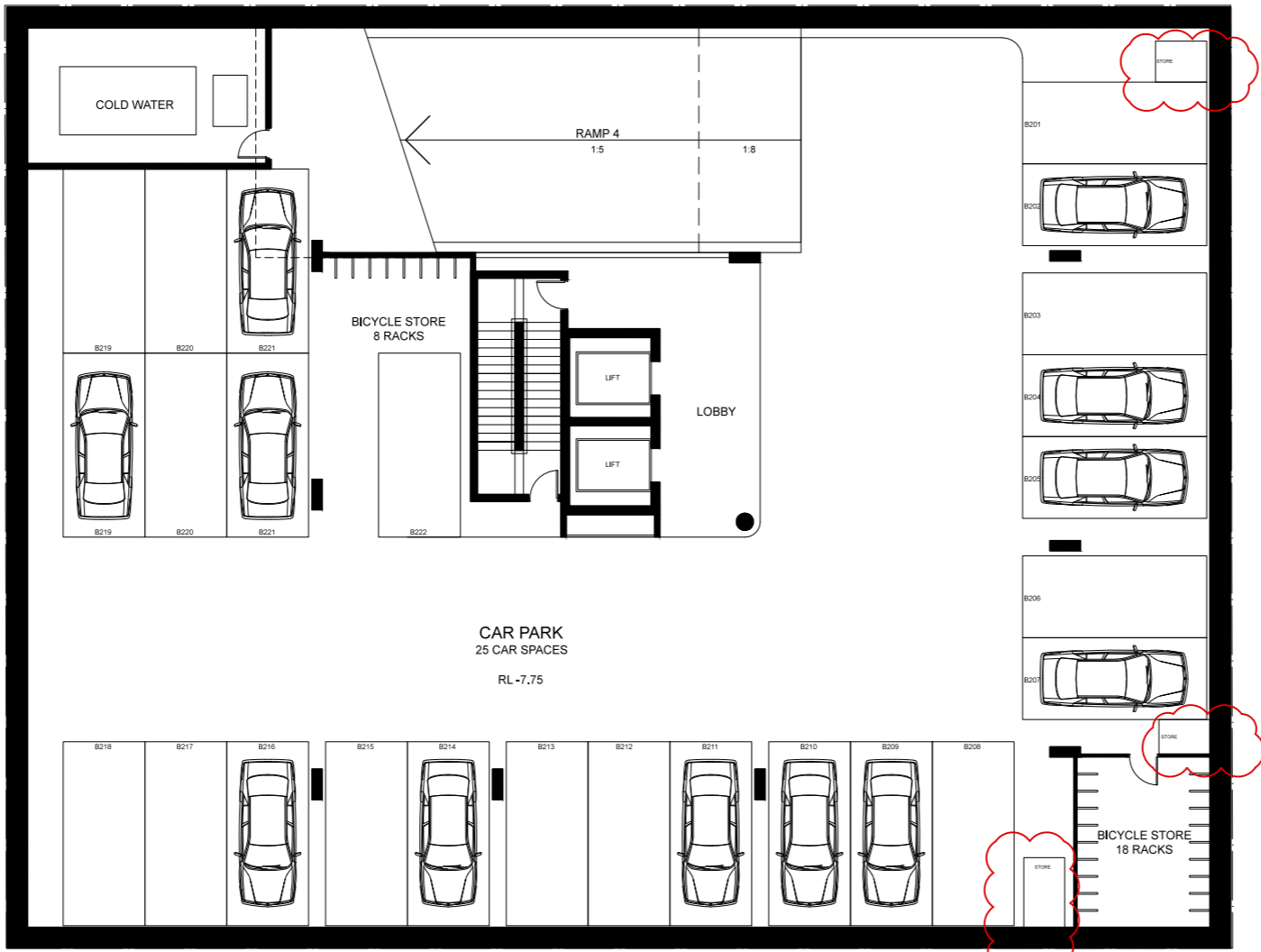
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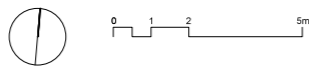
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PROJECT NO.	DRAWING NO.
16001	A1.10 [D]



ADDED STORAGE
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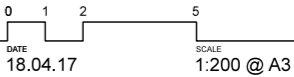


BASEMENT 2

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D	UPDATED PENTHOUSE ROOF	18.04.17
C	UPDATED PENTHOUSE ROOF	05.04.17
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P3	PRELIMINARY	22.02.17
P2	PRELIMINARY	16.09.16
P1	PRELIMINARY	22.08.16
A	PLANNING APPLICATION	04.07.16

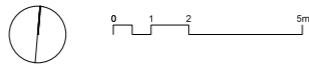
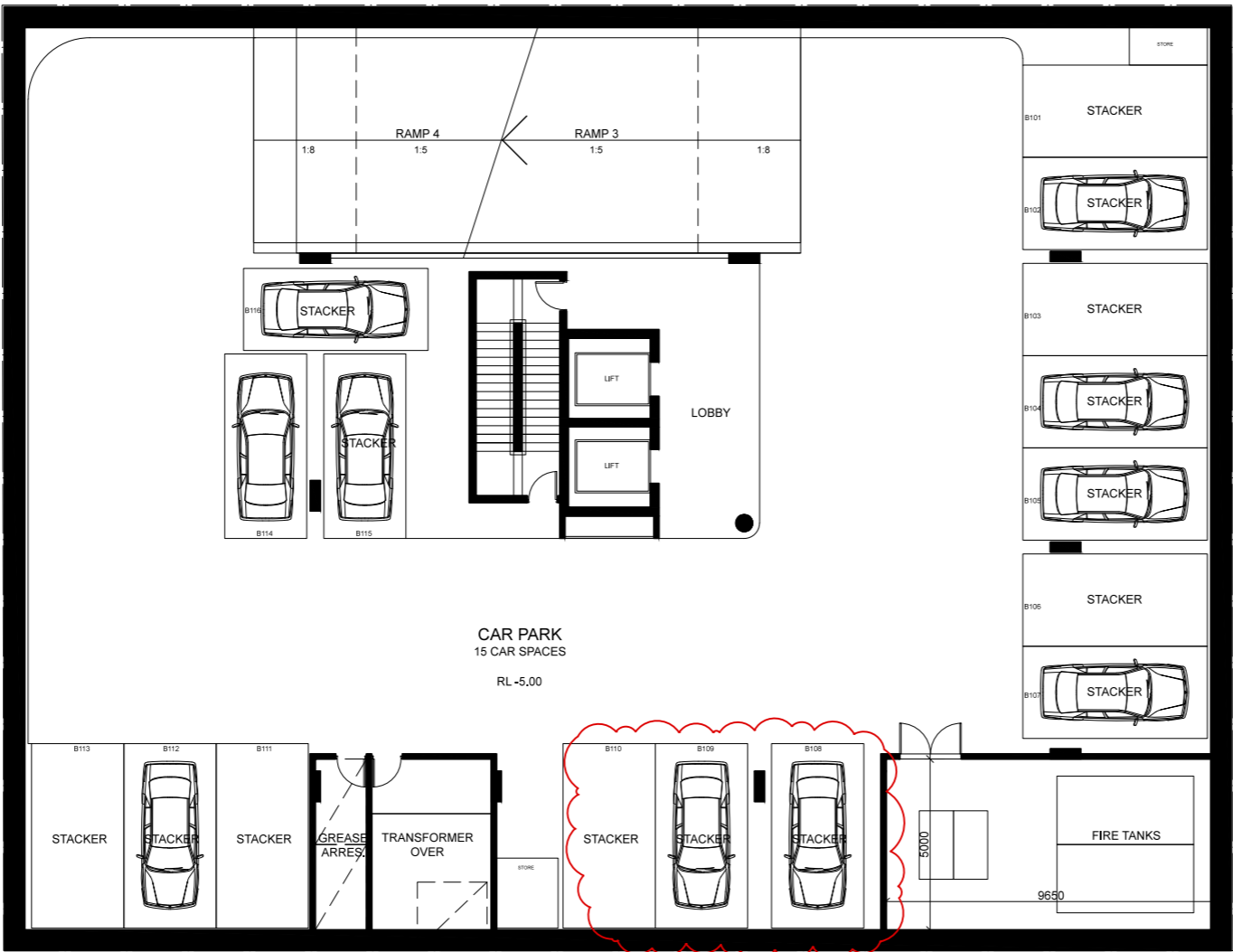
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16001	A2.00 [D]



BASEMENT 1

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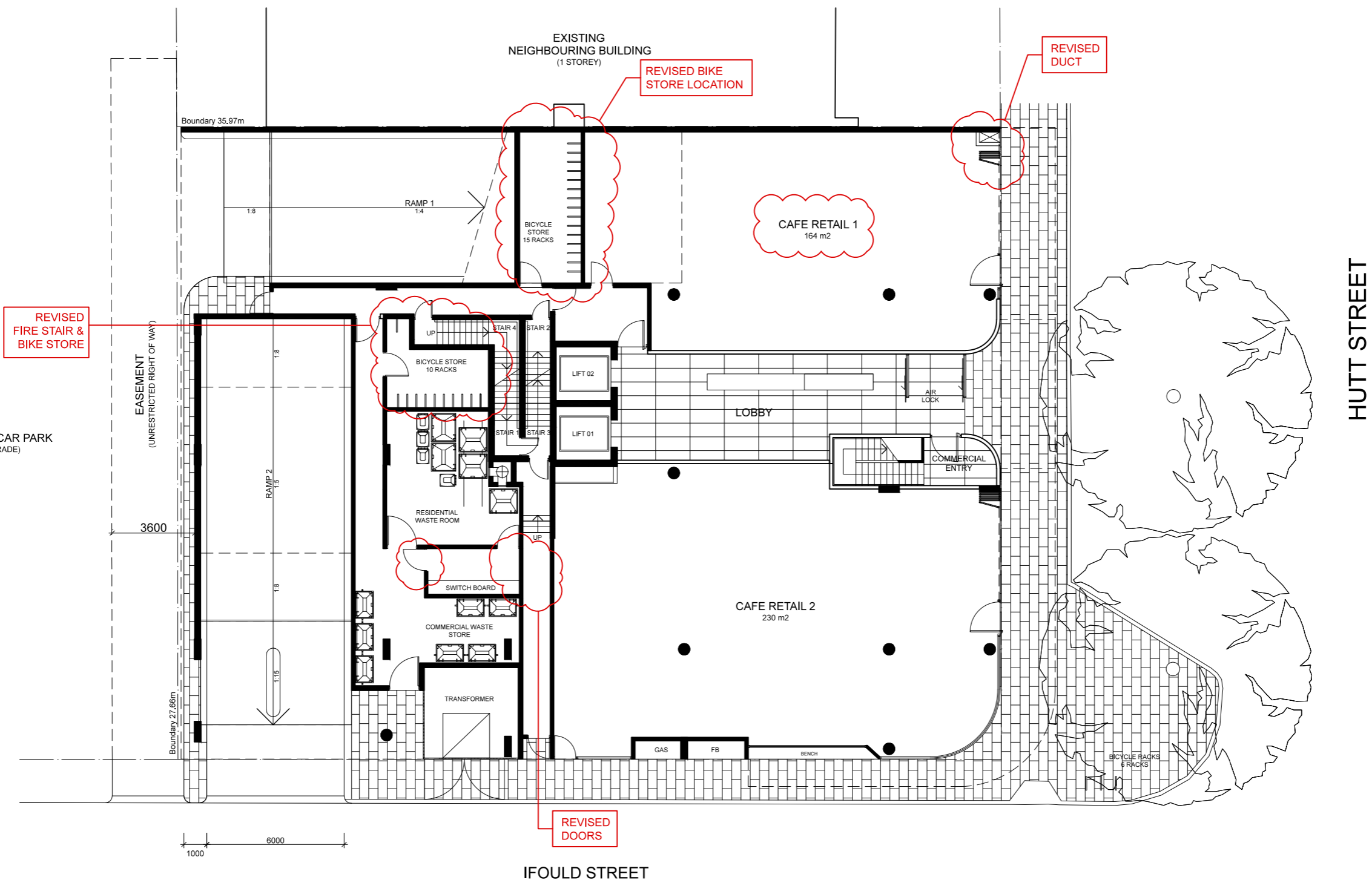
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A.	PLANNING APPLICATION	04.07.16

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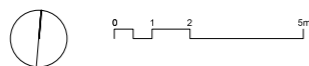
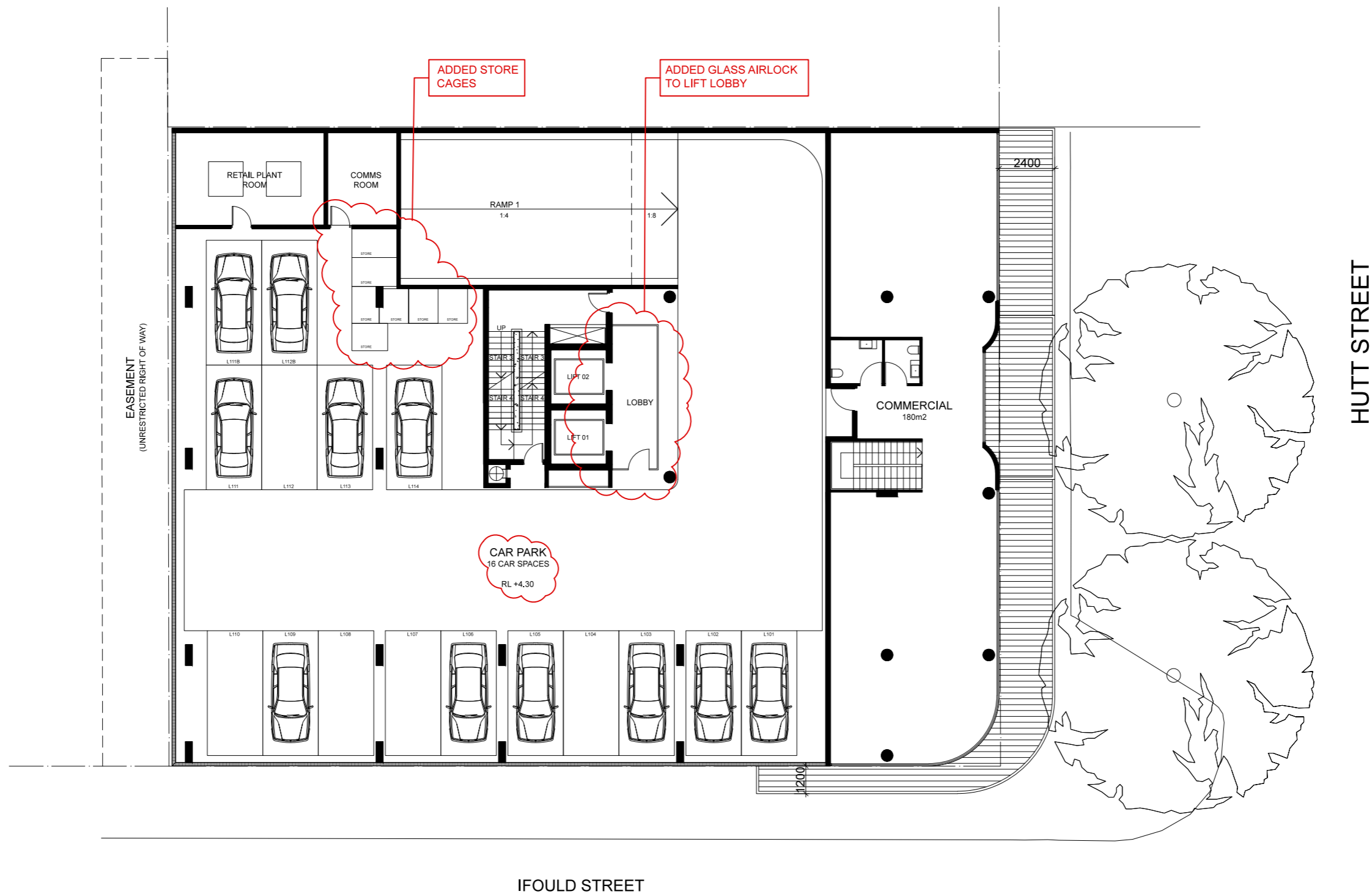
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PROJECT NO. 16001 DRAWING NO. A2.02 [D]



LEVEL 01

D	UPDATED PENTHOUSE ROOF	18.04.17
C	UPDATED PENTHOUSE ROOF	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
P3	PRELIMINARY	22.02.17
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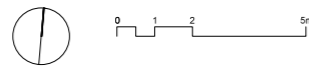
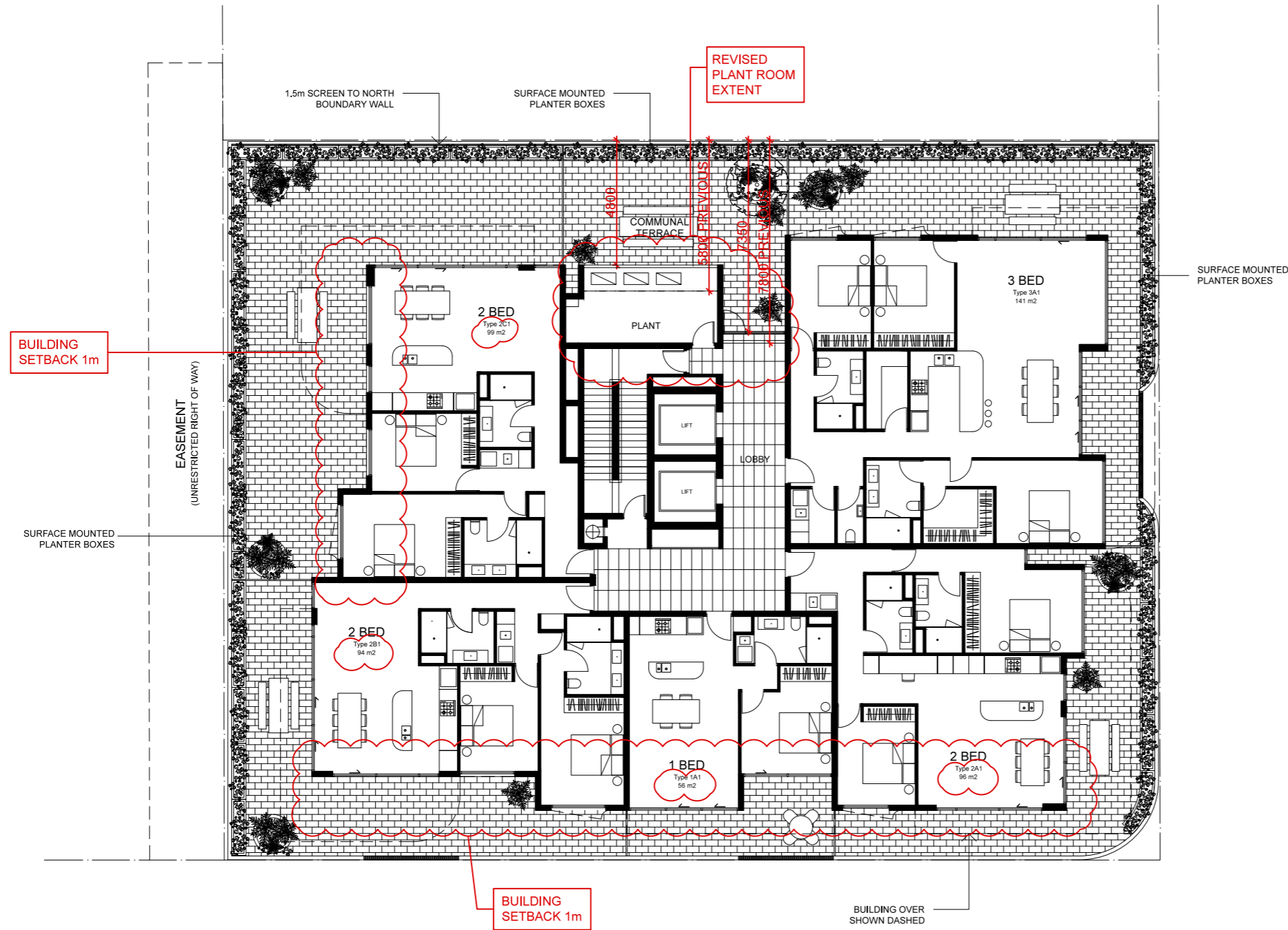
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LEVEL 2

D	UPDATED PENTHOUSE ROOF	18.04.17
C	UPDATED PENTHOUSE ROOF	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
P3	PRELIMINARY	22.02.17
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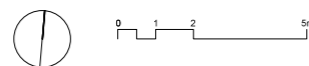
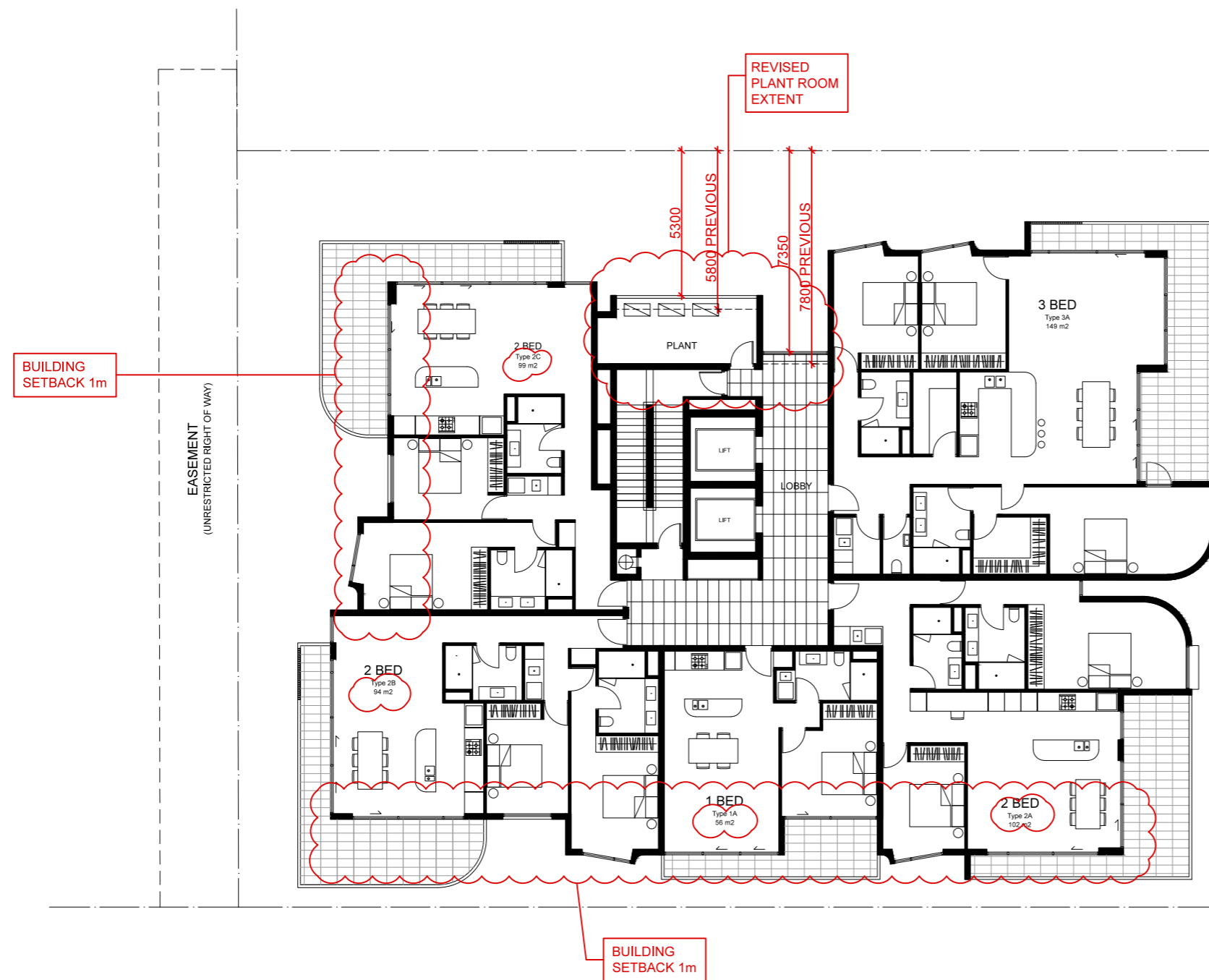
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PROJECT NO. 16001 DRAWING NO. A2.04 [D]



LEVEL 3 - 6

D.A.C.
Development Plan Consent

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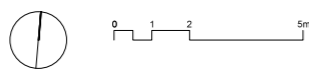
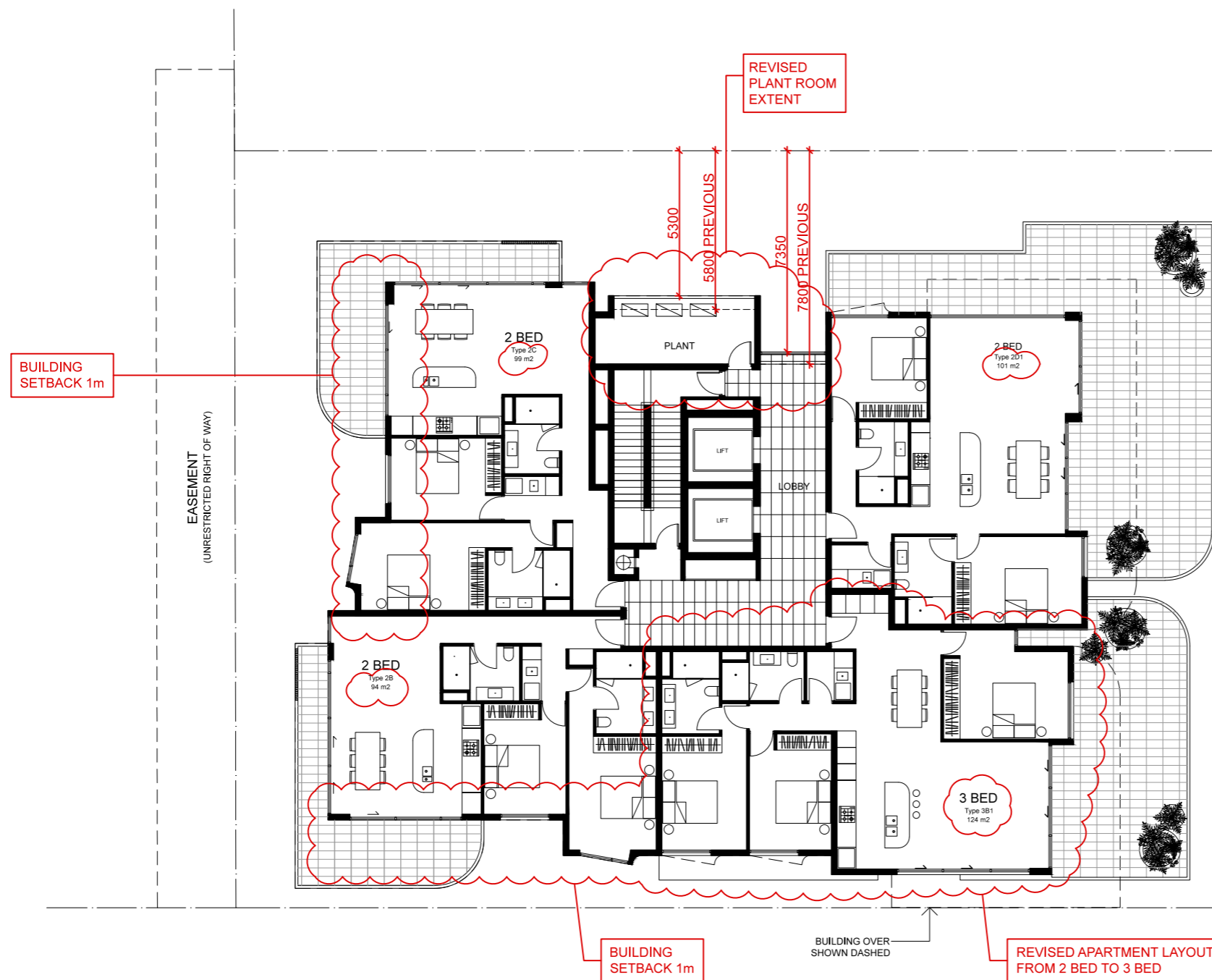
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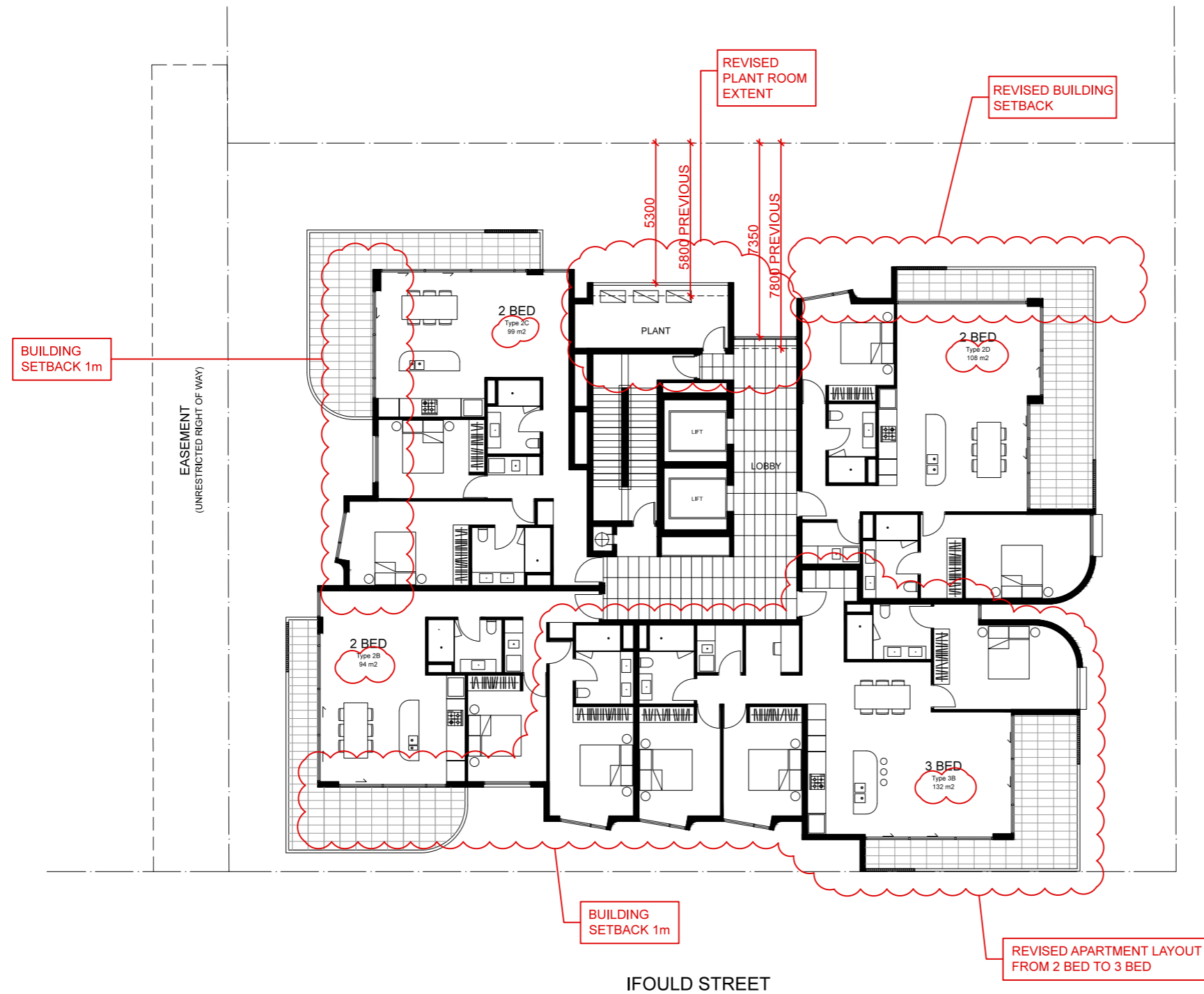
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P3	PRELIMINARY	05.04.17
P2	PRELIMINARY	16.09.16
P1	PRELIMINARY	22.08.16
A	PLANNING APPLICATION	04.07.16

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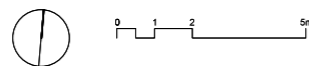
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HUTT STREET

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LEVEL 8 - 11

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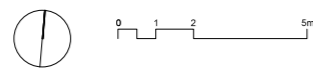
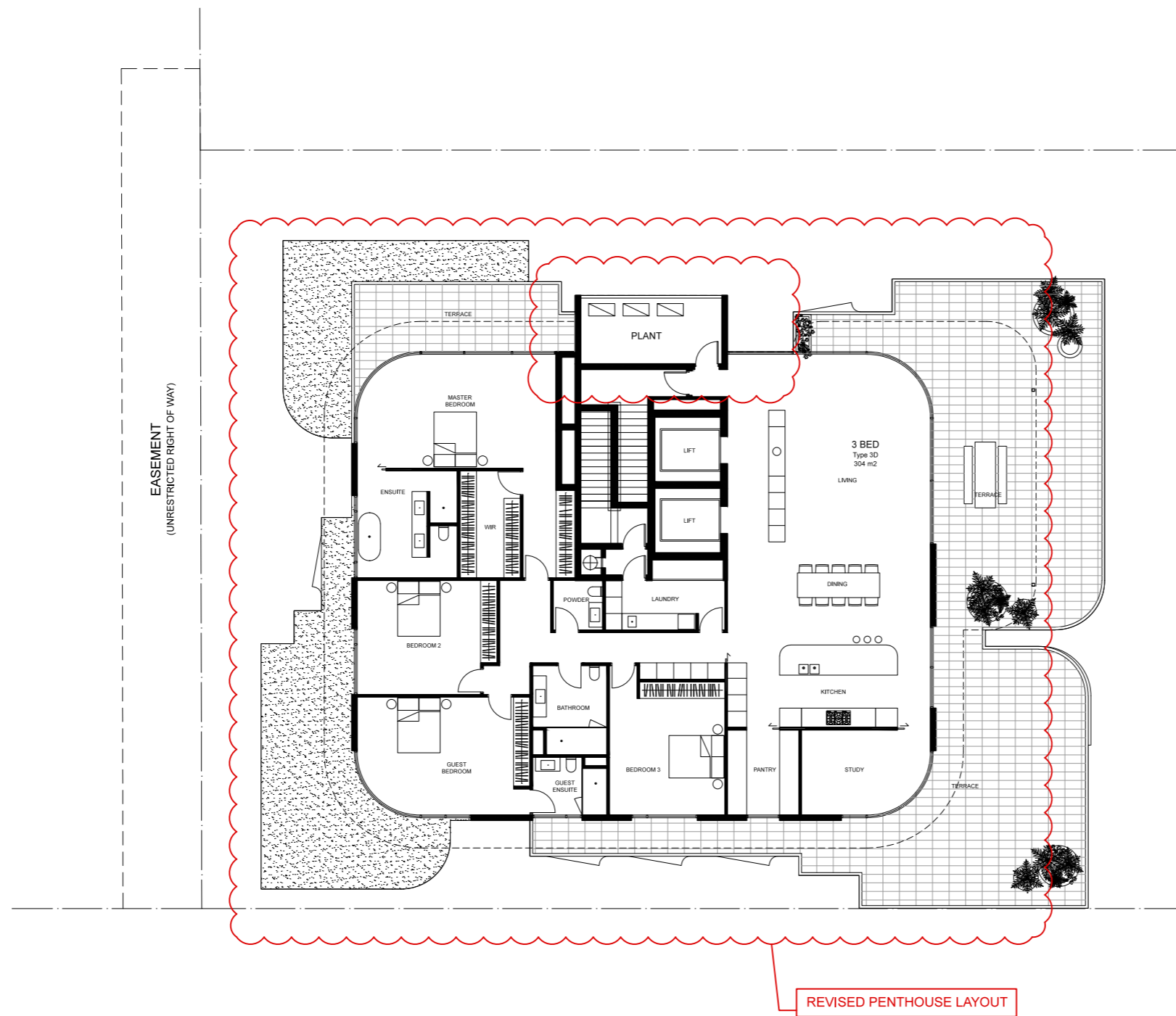
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B	AMENDED PLANNING APPLICATION	24.02.17
P3	PRELIMINARY	22.02.17
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LEVEL 12

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C	UPDATED PENTHOUSE ROOF	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
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P1	PRELIMINARY	22.08.16
A	PLANNING APPLICATION	04.07.16

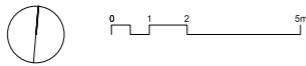
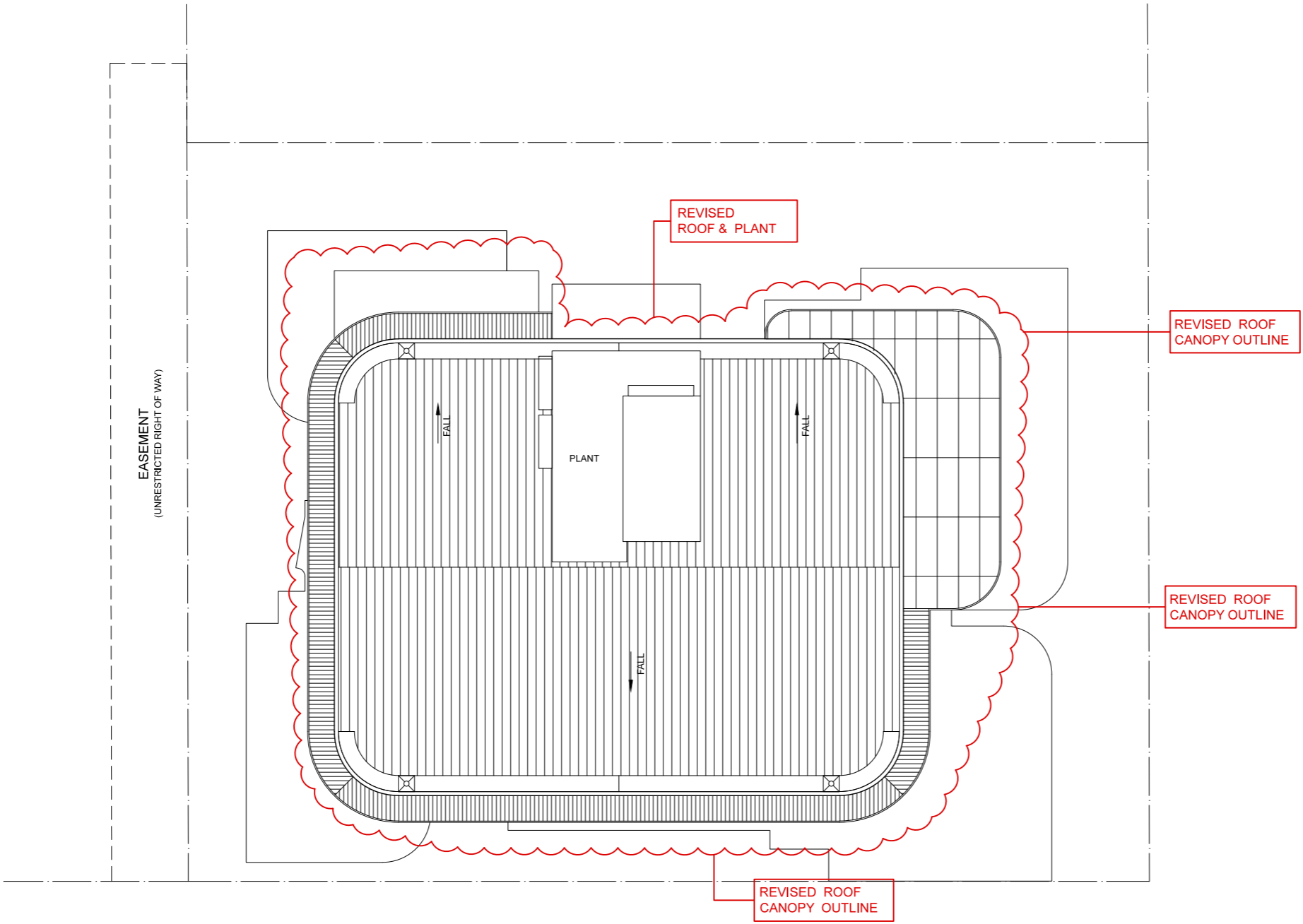
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ROOF PLAN

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P2	PRELIMINARY	16.09.16
P1	PRELIMINARY	22.08.16
A.	PLANNING APPLICATION	04.07.16



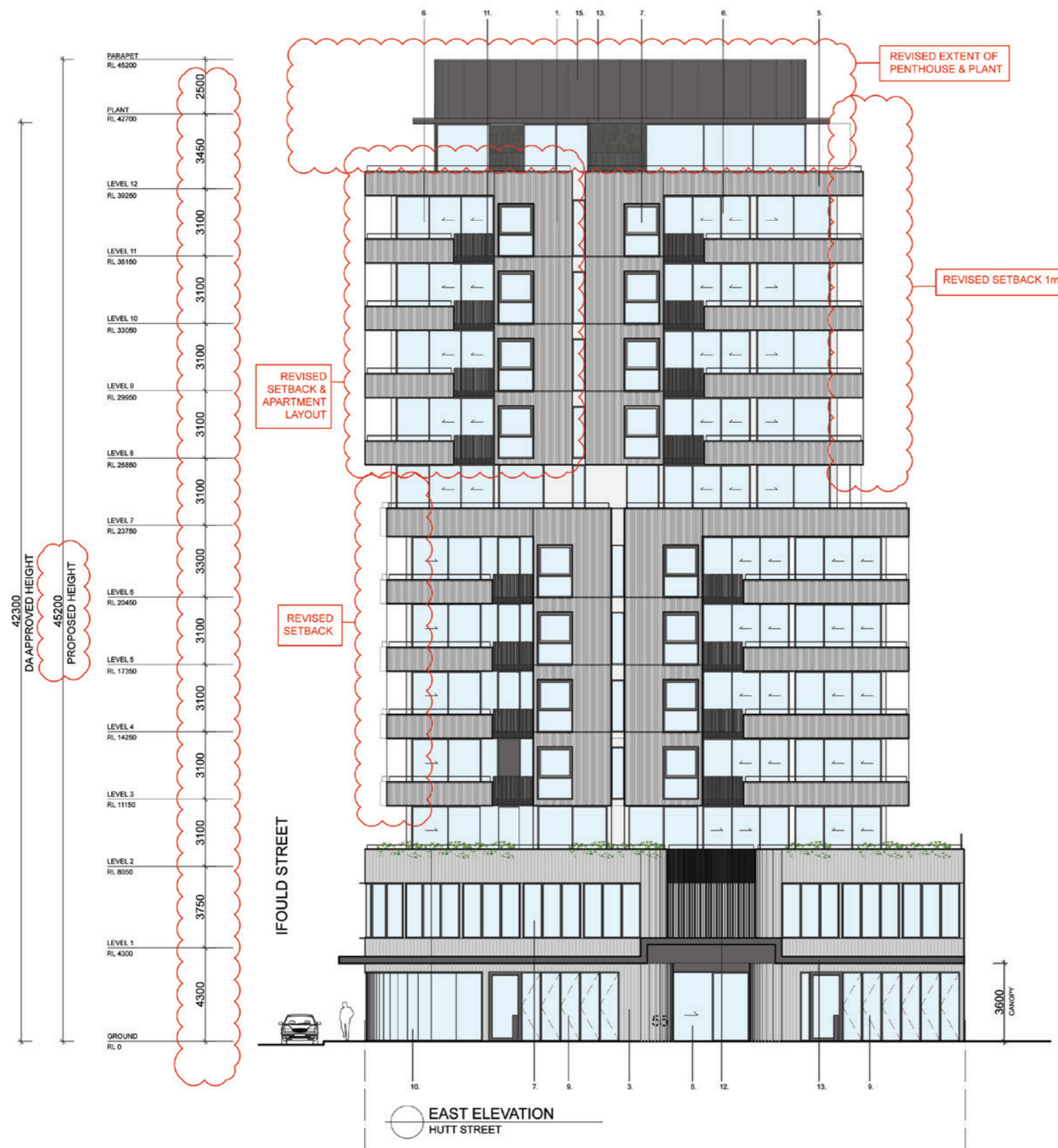
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FINISHES :

1. FLUTED PRE-CAST CONCRETE (WHITE - BRIGHT & LIGHT)
2. HONED PRECAST CONCRETE (WHITE - BRIGHT & LIGHT)
3. FLUTED CERAMIC TILE
4. MOULD PRECAST AND WINDOW
5. FLUTED PRECAST CONCRETE BALUSTRADE WITH METAL HANDRAIL (WHITE - BRIGHT & LIGHT)
6. ALUMINUM GLAZED SLIDING DOORS
7. GLAZED WINDOW WITH EXPRESSED METAL SURROUND
8. GLAZED SLIDING ENTRY DOOR
9. GLAZED ALUMINUM B-FOLD DOORS
10. CLEAR GLAZING TO SHOP FRONT
11. METAL VERTICAL BATTEN BALUSTRADE
12. METAL VERTICAL BATTEN SCREEN
13. STEEL FRAMED CANOPY
14. HORIZONTAL ALUMINUM SHADE LOUVRES
15. VERTICAL ALUMINUM CLAD FASCIA
16. HORIZONTAL ALUMINUM LOUVRES
17. GLAZED BALUSTRADE

D	UPDATED PENTHOUSE ROOF	18.04.17
C	AMENDMENTS - COLOUR & PENTHOUSE	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
P1	PRELIMINARY	22.08.16
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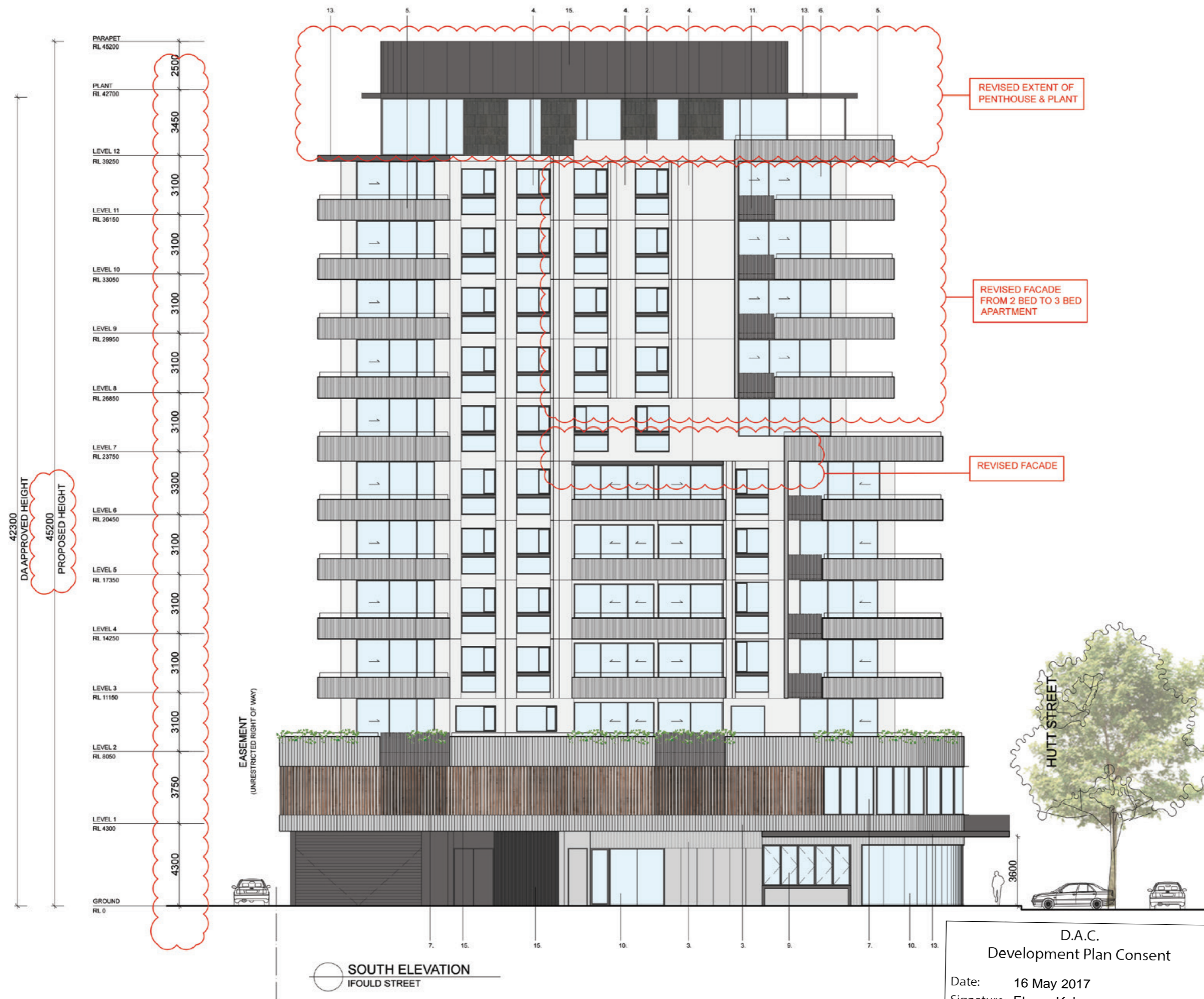
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CLIENT: PROTON DEVELOPMENTS PROJECT: 55 HUTT STREET ADELAIDE SA DRAWING: EAST ELEVATION - HUTT STREET



- FINISHES :**
1. FLUTED PRE-CAST CONCRETE (WHITE - BRIGHT & LIGHT)
 2. HONED PRE-CAST CONCRETE (WHITE - BRIGHT & LIGHT)
 3. FLUTED CERAMIC TILE
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 16. HORIZONTAL ALUMINUM LOUVRES
 17. GLAZED BALUSTRADE

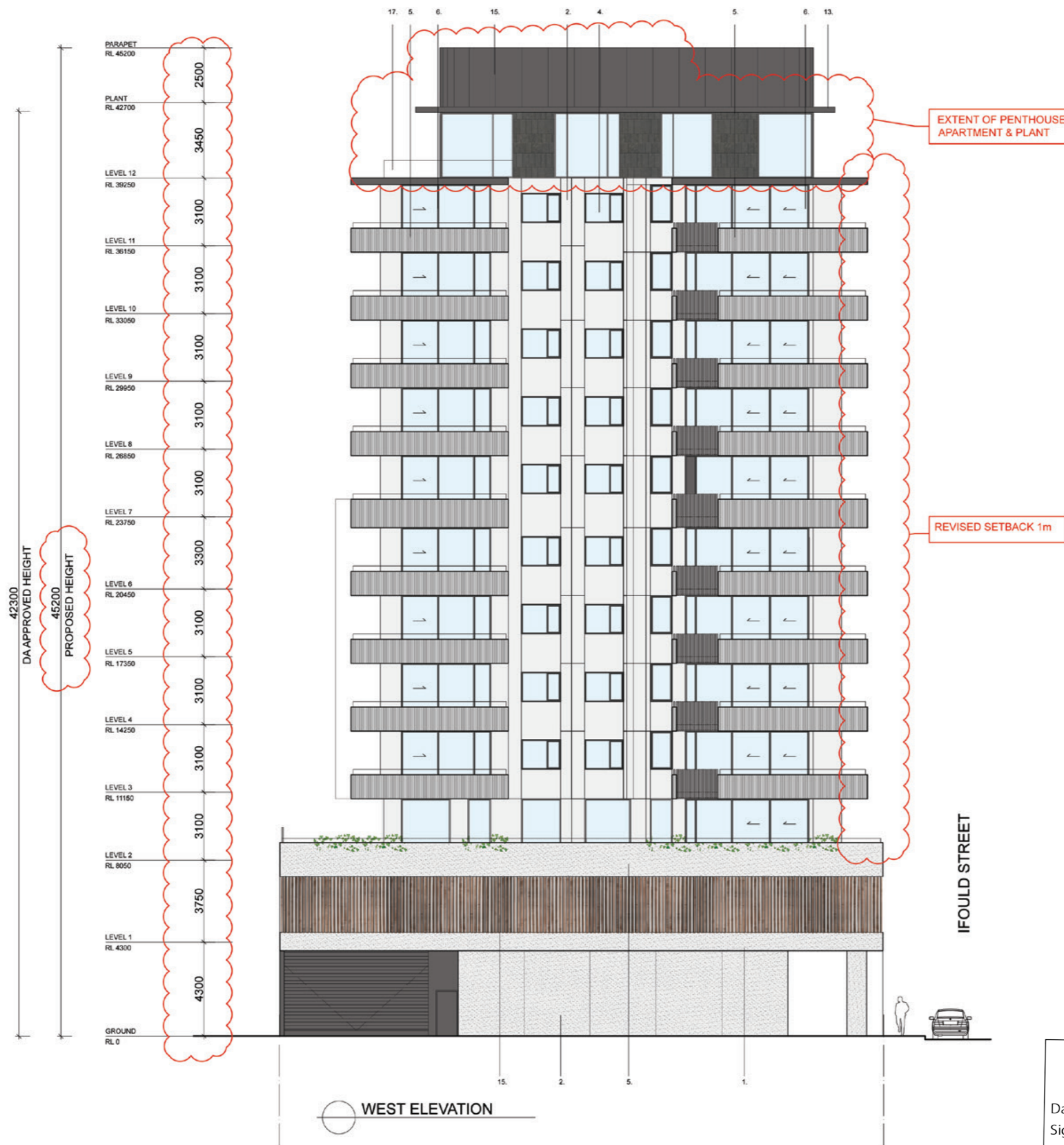
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2. HONED PRECAST CONCRETE (WHITE - BRIGHT & LIGHT)
3. FLUTED CERAMIC TILE
4. MOULD PRECAST AND WINDOW
5. FLUTED PRECAST CONCRETE BALUSTRADE WITH METAL HANDRAIL (WHITE - BRIGHT & LIGHT)
6. ALUMINUM GLAZED SLIDING DOORS
7. GLAZED WINDOW WITH EXPRESSED METAL SURROUND
8. GLAZED SLIDING ENTRY DOOR
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15. VERTICAL ALUMINUM GLAD FASCIA
16. HORIZONTAL ALUMINUM LOUVRES
17. GLAZED BALUSTRADE

D	UPDATED PENTHOUSE ROOF	18.04.17
C	AMENDMENTS - COLOUR & PENTHOUSE	05.04.17
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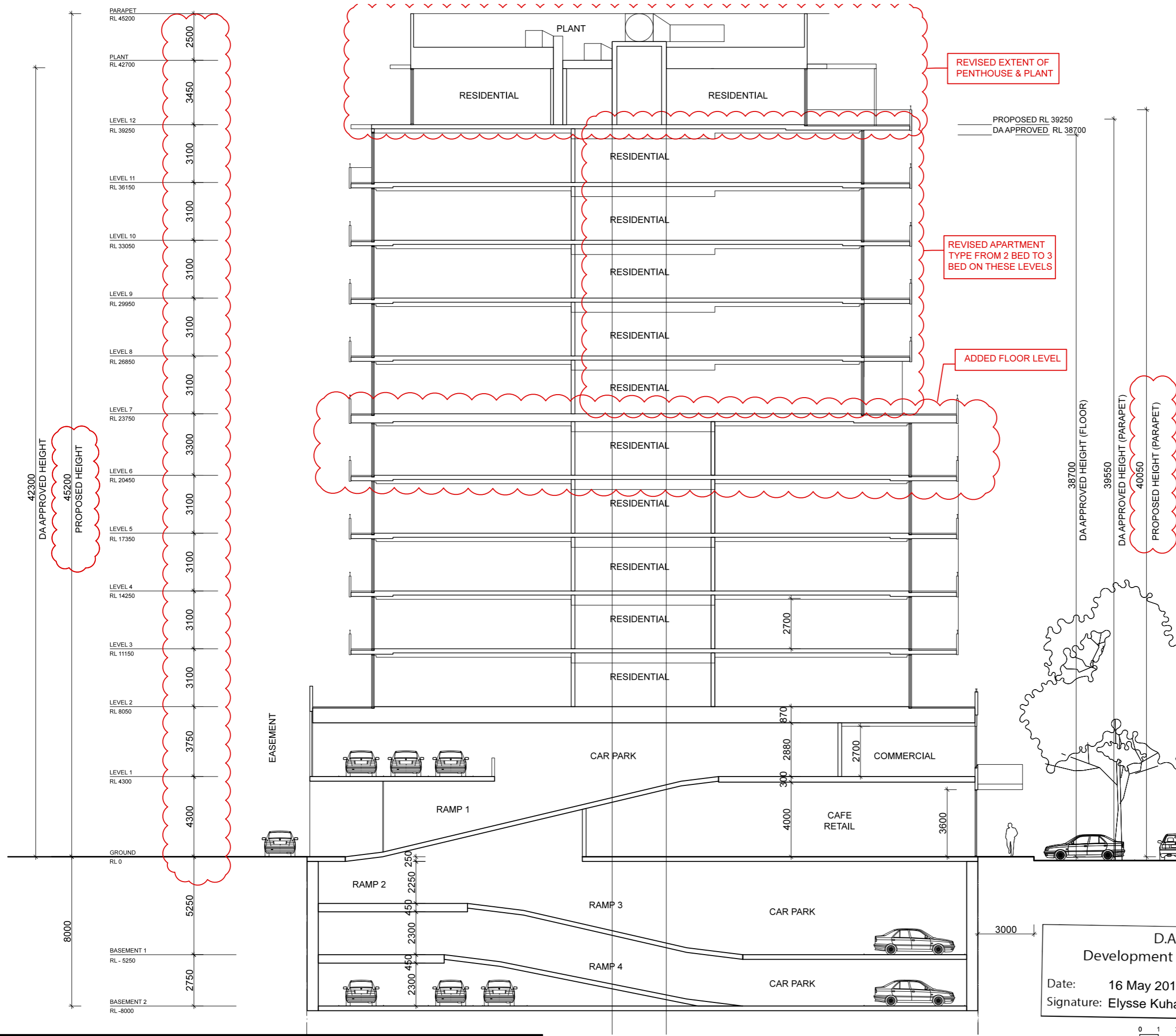
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HUTT STREET

D	UPDATED PENTHOUSE ROOF	18.04.17
C	AMENDMENTS - COLOUR & PENTHOUSE	05.04.17
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P1	PRELIMINARY	22.08.16
A	PLANNING APPLICATION	04.07.16

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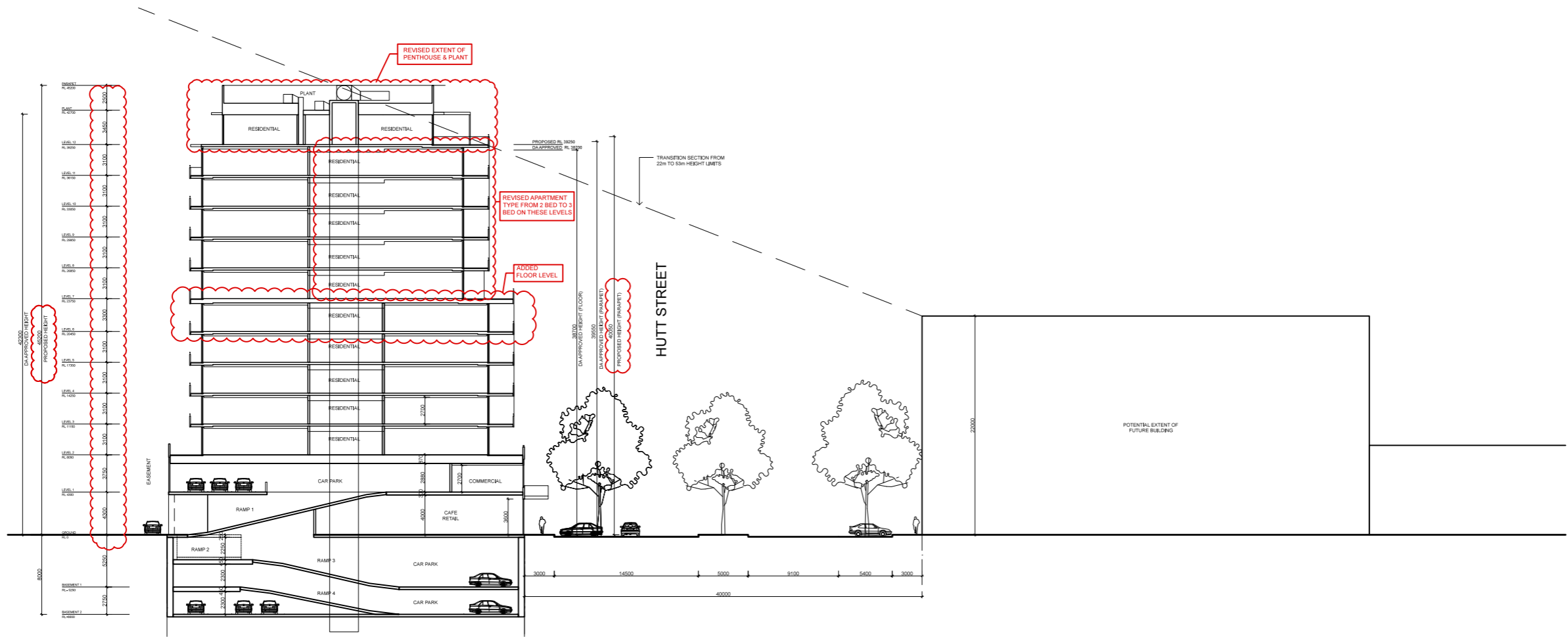
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SECTION A
EAST - WEST

D	UPDATED PENTHOUSE ROOF	18.04.17
C	AMENDMENTS - COLOUR & PENTHOUSE	05.04.17
B	AMENDED PLANNING APPLICATION	24.02.17
P1	PRELIMINARY	22.08.16
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SOUTH WEST AXONOMETRIC



SOUTH EAST AXONOMETRIC

D.	UPDATED PENTHOUSE ROOF	18.04.17
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B.	AMENDED PLANNING APPLICATION	24.02.17
A.	PLANNING APPLICATION	04.07.16



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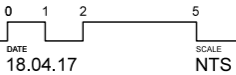
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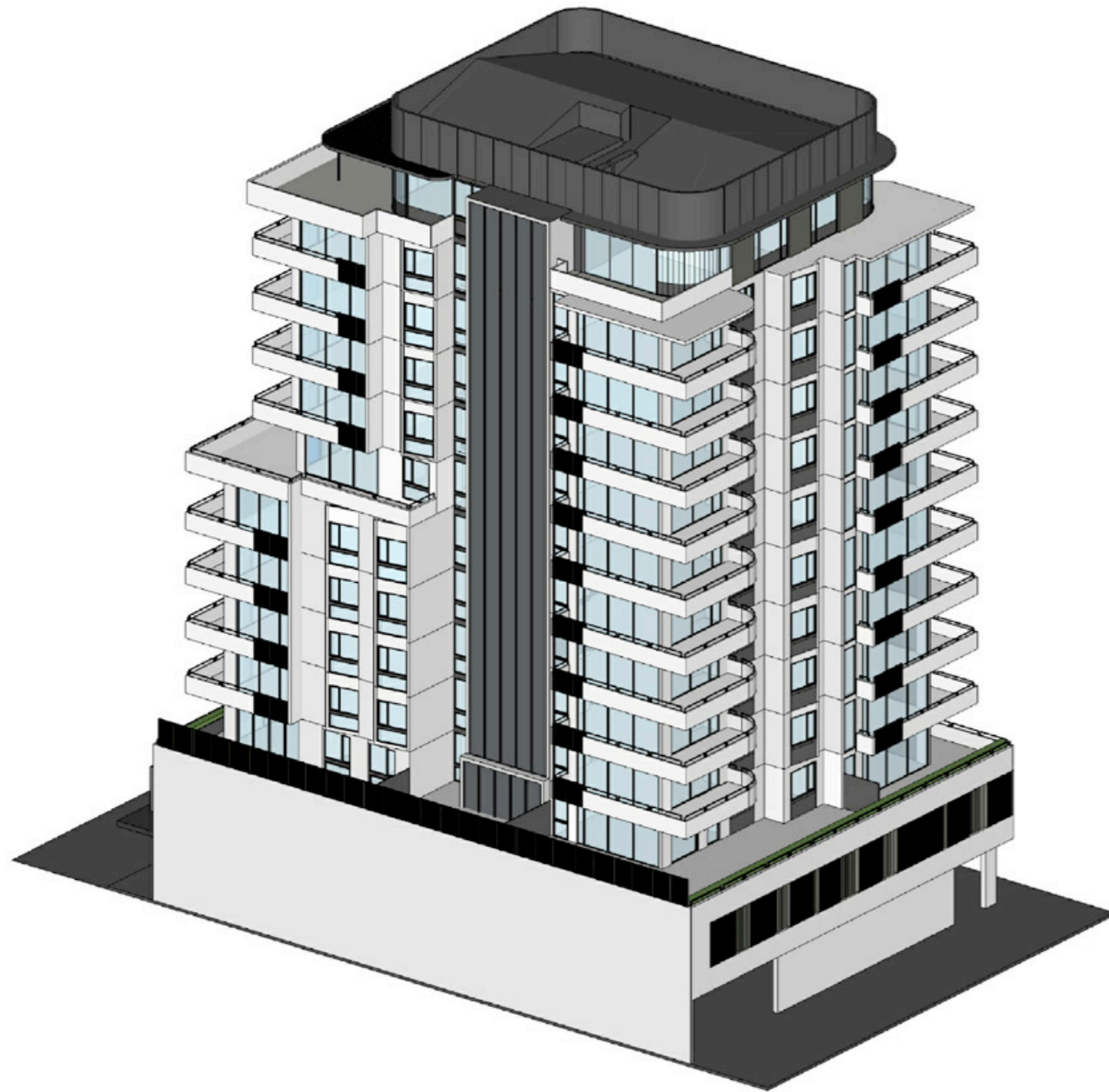
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NORTH WEST AXONOMETRIC



NORTH EAST AXONOMETRIC

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CAPITAL CITY ZONE

Introduction

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

DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

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

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

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

Adelaide's pattern of streets and squares

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

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

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

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

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

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

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

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

A comprehensive, safe and convenient movement network throughout the City will develop, focusing on the provision of linkages on both public and private land between important destinations and public transport. A high quality system of bicycle or shared pedestrian and bicycle routes will be established within the Zone.

OBJECTIVES

General

- Objective 1:** The principal focus for the economic, social and political life of metropolitan Adelaide and the State.
- Objective 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

Form and Character

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

Design and Appearance

- 6** Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.

- 7** Buildings should achieve a high standard of external appearance by:
- (a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;
 - (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;
 - (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and
 - (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.
- 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.

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

- 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

- 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 \(Overlay 1\)](#).

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.

PROCEDURAL MATTERS

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

Height, Bulk and Scale

- 1 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.
- 2 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 \(Overlay 1\)](#).
- 3 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.

Composition and Proportion

- 4 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.
- 5 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

- 6 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.

Materials, Colours and Finishes

- 7 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.
- 8 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
- 9 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 10 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).

Car Parking

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

- (g) minimise loss of existing on-street parking spaces arising through crossovers and access;
- (h) incorporate secure bicycle parking spaces and facilitate convenient, safe and comfortable access to these spaces by cyclists; and
- (i) provide landscaping, such as semi-mature trees, to shade parked vehicles and reduce the visual impact of the car parking area while maintaining direct sight lines and informal visual surveillance.