Adelaide 108 Pty Ltd
Construction of two towers above a common podium for hotel and serviced apartment use, along with porte cochere.

108 Franklin Street, Adelaide
020/A048/19

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OVERVIEW

Application No	020/A048/19
Unique ID/KNET ID	2019/11316/01
Applicant	Adelaide 108 Pty Ltd
Proposal	Demolition of existing buildings (excluding a majority the existing brick facades at ground along Cannon and Tatham Streets which are to be retained) and construction of two towers above a common podium for hotel and serviced apartment use, along with porte cochere off Cannon Street and ancillary car parking
Subject Land	108 Franklin Street, Adelaide
Zone/Policy Area	Capital City Zone
Relevant Authority	State Planning Commission
Lodgement Date	27 August 2019
Council	Adelaide City Council
Development Plan	Adelaide (City) Development Plan Consolidated 25 July 2019
Type of Development	Merit
Public Notification	Category 1
Representations	N/A
Referral Agencies	Government Architect, Airports, Adelaide City Council (informal)
Report Author	Lauren Nicholson (AURECON)
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

This development application (DA) seeks approval for a mixed-use development on the site of 108 Franklin Street, Adelaide (the site). The site is of approximately 2,112m^2 in area and has secondary street frontages to Cannon Street to the east and Tatham Street to the west, with Franklin Street comprising the primary site frontage to the south. The applicant is Adelaide 108 Pty Ltd.

The primary use of the proposed development is as a hotel and serviced apartments with ancillary retail, restaurant and licenced areas, a gym and pool, function spaces and an outdoor terrace. The proposed development features 19 building levels and has an overall building height of 68 metres. The built form consists of two tower elements above a shared podium structure.

The proposed development is subject to a 'merit' assessment and is considered a Category 1 development for the purposes of public notification. The application required referral to the Government Architect of South Australia, the Commonwealth Secretary for the Department of Transport and Regional Service (via Adelaide Airport) and the City of Adelaide. Comments were received from the Government Architect and Council and have been considered in the assessment.

The proposed development is located within the Capital City Zone under the Adelaide (City) Development Plan Consolidated 25 July 2019 (the Development Plan). Under the Development Plan, the site is subject to a 53m maximum building height provision.

The proposed hotel, serviced apartments and ancillary uses are consistent with the envisaged land use for the Capital City Zone and the proposal is generally considered to exhibit a suitable built form within the urban locality. Notwithstanding, the proposal's exceedance of the applicable 53m building height provision forms a key planning consideration. The proposed development broadly satisfies the criteria for development which exceeds the building height as prescribed by the Development Plan.

In addressing the overall built form, the Government Architect noted the proposal's exceedance of the building heights prescribed by the Development Plan and the separation distance of the two tower elements, stating that 'key view perspectives that demonstrate the effectiveness of the building separation from street level including oblique views' should be developed. These perspectives were not provided by the proponent but this is not considered to hinder the assessment of the application.

Both the Government Architect and Council have identified the proposal's potential to significantly improve the public domain of Franklin Street, Tatham Street and Cannon Street. The applicant seeks to further engage with Council in achieving these improvements. In response to form and materiality, the Government Architect generally supports the retention of existing masonry walls at the podium level, the angled façade of the southern tower (hotel), balcony design of the northern tower (serviced apartments) and general façade treatments. Council is generally supportive of the retention of masonry walls along Tatham Street and Cannon Street, including the proposed openings and the use of Corten screens. Council found that the proposed development's northern tower is not considered to impact the heritage significance of the local heritage item located adjacent to the site.

Concerning other aspects of the Development Plan, the proposed development is generally consistent with the applicable objectives and principles of development control. The proposal is not considered to be seriously at variance with the relevant provisions of the Development Plan. The proposed development is considered to demonstrate sufficient merit such that it is recommended that the Panel resolve to grant Development Plan Consent to DA 020/A048/19, subject to Planning Conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

On 30 May 2017, the Minister for Planning approved the Capital City Policy Review (Design Quality) Development Plan Amendment. The purpose of the DPA was to introduce and reinforce design quality within the Capital City Zone in order to:

- Reinforce design quality for new development;
- Establish additional requirements for over-height development including zone interface treatments and triggers for over-height allowances;
- Increase greening policy provisions for over-height development and;
- Strengthen the Desired Character Statement along Rundle Street to recognise its important character.

Since 2017, there have been several amendments to the Development Plan, including amendments to reinforce height limits within the CBD. Notably, the City of Adelaide Minor Amendments Development Plan Amendment was approved by the Minister for Planning and gazetted on 16 January 2020. This amendment sought to strengthen design standards and remove policy ambiguity in relation to over-height development in the Capital City Zone. The amendment acts to:

- ensure that proposals for over-height development have appropriate regard to positive local context and are sympathetic to desired character and city form, including a transition of building heights
- refine design and sustainability policy measures to improve policy expression and ensure their practical application to over-height development proposals in the zone, while ensuring higher standards of design and sustainability and a greater contribution to the public realm than for proposals that are within prescribed height limits; and
- elevate the provision of affordable housing and the retention, conservation and re-use of heritage buildings and important character elements as standalone incentives to achieving over-height development

Accordingly, relevant provisions of the Development Plan were amended to reflect this intent. The proposed development's building height is addressed in the Planning Assessment section of this report.

1.2 Pre-Lodgement Process

The applicant participated in the Pre-Lodgement Service, with two Pre-Lodgement Panel meetings, one Design Review session and one Desktop Design Review session held early 2019.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The proposed development seeks approval for a mixed-use development on the site of 108 Franklin Street, Adelaide (the site), for primary use as a hotel and serviced apartments. The proposed development includes the following elements:

- Demolition of existing structures on the site, excluding masonry facades along the site's east and west elevations which are to be incorporated into the proposed built form;
- Construction of two towers connected by one podium structure;
- The use and operations of a hotel and serviced apartments, including:
  - apartments;
  - a functions and events space;
  - gym and spa facilities;
  - café, restaurant and bar spaces;
  - three retail tenancies;
  - outdoor terrace with an outdoor swimming pool;
  - storage and back-of-house areas and separate loading dock;
  - car parking (vertical stacking system) and bicycle store; and
  - a porte-cochere for hotel guest pick-up/ drop-off.

The proposed development will operate 24 hours, 7 days. Individual retail tenancies will seek approval of their operational hours under a future development application.

Pedestrian access to the proposed development is provided by all three street frontages. Hotel guests access the proposal from entrances at Franklin Street and through the porte cochere area along Cannon Street. Residents and visitors to the serviced apartments are provided access via a foyer with frontage to Tatham Street. Retail tenancies on the ground floor are accessed by their respective road frontages along Tatham Street and Cannon Street.

Vehicle access to the proposed development is provided by Cannon Street and Tatham Street. The porte cochere aligning with Cannon Street provides direct vehicle access to the hotel's lobby, while the hotel's loading dock is accessed by Tatham Street. Car parking (by way of a car stacking system) associated with the serviced apartments is accessed by an internal driveway from Tatham Street.

The site is located immediately south of a listed item of heritage significance (local) under the Adelaide (City) Development Plan Consolidated 25 July 2019 (the Development Plan). The item is known as the Federation Trading (former Aerated Bread Factory) and is located at 127-133 Waymouth Street.

Figures 01-04, provide selected excerpts from the Proposal Plans prepared by HASSELL (Appendix B of Planning Report).

A summary of the proposal is as follows:

Land Use Description	Hotel and serviced apartments with ancillary retail, restaurant and licenced areas, a gym and pool, function spaces and an outdoor terrace
Building Height	66-68m/112.20AHD
Site Access	Vehicles - Porte cochere off Cannon Street, on-site car parking access and waste loading via Tatham Street Pedestrians – Hotel - Franklin Street, Serviced Apartments – Tatham Street
Car and Bicycle Parking	Cars - 104 Bicycles - 28
Encroachments	Canopy over Franklin, Cannon and Tatham Streets (meets Council's Encroachment Policy)
Staging	Stage 1: Demolition Stage 2: Substructure Stage 3: Superstructure Stage 4: Fitout

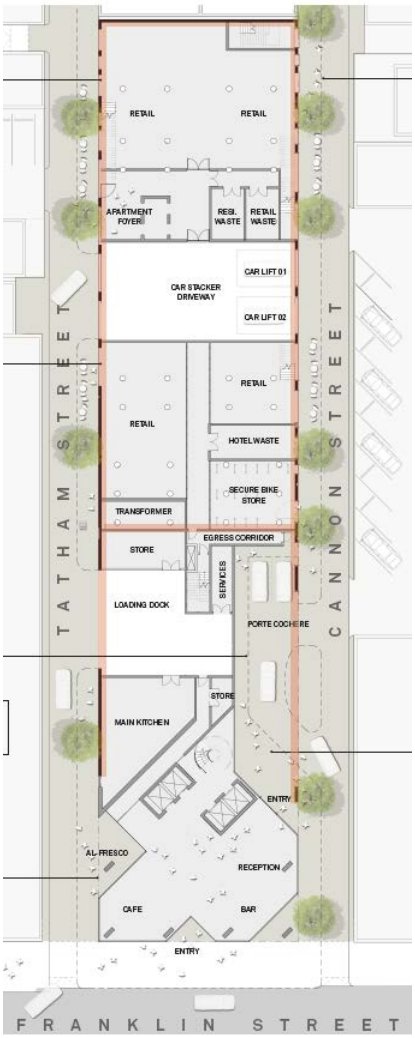


Figure 01 – Ground Floor Plan
Source: Hassell

Figure 02 – Visualisation of the proposed development from Franklin Street
Source: Hassell

Figure 03 – Podium and tower typical floor plan
Source: Hassell

Figure 04 – West elevation of the proposed development
Source: Hassell

3. SITE AND LOCALITY

3.1 Site Description

The development site is located at 108 Franklin Street, Adelaide, within the City of Adelaide Council Area. Comprising four separate allotments (described in Table 01), the site is regular in shape and generally level, and is approximately 2,112m^2 in area. The site is bound by Cannon Street to the east (frontage of 98.9m), Franklin Street to the south (frontage of 21.34m) and Tatham Street to the west (frontage of 98.9m). Immediately adjacent the site to the north is an item of local heritage significance under the Development Plan, known as the Federation Trading (former Aerated Bread Factory) and is located at 127-133 Waymouth Street.

Figure 05 – The site and its surrounding context
Source: URPS

Lot No	Plan No	Suburb	Hundred	Title
Allotment 7	Filed Plan 137745	Adelaide	Adelaide	CT5253/876
Allotment 3	Filed Plan 105000	Adelaide	Adelaide	CT5980/624
Allotment 2	Filed Plan 104999	Adelaide	Adelaide	CT5156/499
Allotment 1	Filed Plan 105143	Adelaide	Adelaide	CT5156/498

Table 01 – Description of lots that form the site

Existing on the site is a range of built form including single-storey shopfronts along Franklin Street and a former warehouse building fronting Tatham Street and Cannon Street. The existing site of development is previously operated as The Publishers Hotel (licensed premises) and ancillary entertainment facility. The site is shown in Figures 06-11.

3.2 Locality

The site is located within an area of the Adelaide CBD that exhibits a variety of built form and land use in the vicinity to the site of development;

- North – Immediately north of the site is an item of local heritage significance. Further north of the site is various developments of an urban typology and public open space including Light Square.

- South – South of the site are various developments of an urban typology, including the Adelaide Central Bus Station (interstate depot) As well as vacant or underutilised land. Further south of the site are landmarks including the Adelaide Central Market and Gouger Street Precinct.
- East – East of the site is urban development ranging in height and scale, with smaller development ranging from 1-5 storeys located immediately east of the site and much larger urban developments located east of Young Street. Victoria Square is also located east of the site.
- West – West of the site is urban development ranging in height and scale, including recently completed large scale developments such as Central Adelaide Apartments (student accommodation). Areas west of the site will further transition into higher-density in the coming years with multiple developments proposed in this area.

Figure 06 – View of the site, corner of Cannon Street and Franklin Street
Source: Google

Figure 07 – View of the site, corner of Tatham Street and Franklin Street
Source: Google

Figure 08 – The site's (right) frontage to Cannon Street, looking south
Source: Google

Figure 09 – The site's (left) frontage to Cannon Street, looking south
Source: Google

Figure 10 – The site's interface with Federation Trading building, from Tatham Street
Source: Google

Figure 11 – The site's interface with Federation Trading building, from Cannon Street
Source: Google

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 Adelaide City Council

Council provided technical advice regarding stormwater, roads/footpath, lighting, street trees, waste and traffic and can be found in ATTACHMENT 4.

Council has indicated support for the retention of the historic (but unlisted) brick warehouse fabric and considered that the development (northern tower) will not impact on the heritage significance of the Local Heritage places on Waymouth Street (which will be separated from the principal facades).

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

Referral Agency	Type	Response	Link to advice
Government Architect	Mandatory - Regard	Supports the aspiration to deliver a large scale mixed use development in this location, with recommended consideration of some aspects of the proposal	Page 135-138
Adelaide Airport	Mandatory - Direction	The proposed height at RL 112.20m AHD will penetrate the Adelaide Airport Obstacle Limitation surfaces (by approx. 25.2m). The application will require approval in accordance with the *Airports Act 1996* and the Airports (Protection of Airspace) Regulations 1996 with final approval by the Department of Infrastructure and Regional Development.	Page 139

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to PDC 40 of the Capital City Zone that prescribes that *'All forms of development other than where it is assigned Category 2'* are assigned Category 1. No public notification was therefore required.

7. POLICY OVERVIEW

The Adelaide (City) Development Plan Consolidated 25 July 2019 (the Development Plan) is the applicable planning instrument for this application. It is noted that the proposed development is not located within a specific policy area under the Development Plan.

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

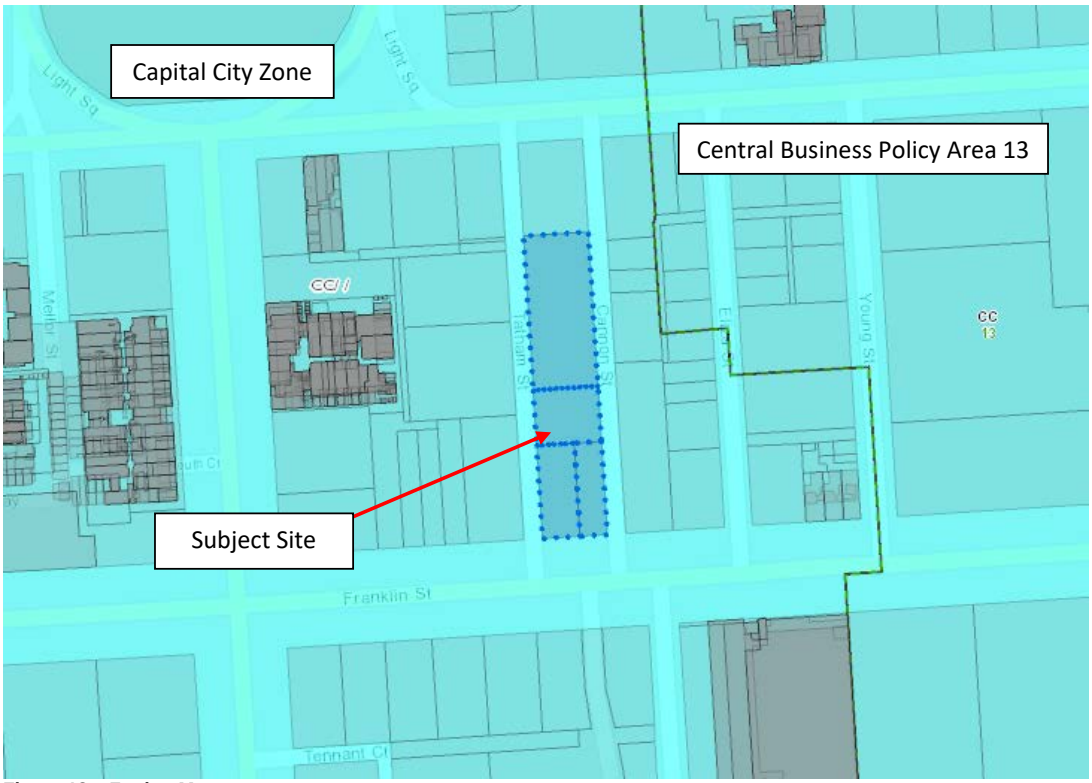


Figure 12 – Zoning Map

7.1 Capital City Zone

- High-scale development is envisaged in the Capital City Zone with high street walls that frame the streets and an interesting pedestrian environment and human scale created at ground level.
- 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.
- 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.
- 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.

7.2 Council Wide

Council Wide provisions provide guidance on the desire for increased levels of activity and interest at ground level; a high standard of design; appropriate bulk and scale of buildings and positive contribution to streetscapes including interfaces with places of heritage significance. Multi-level car parks and short stay public use of ancillary car parking spaces are discouraged at ground floor street frontages within the Primary Pedestrian Area.

7.3 Overlays

7.3.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.3.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound.*

7.3.3 Adelaide City Airport Building Heights

Prescribed height limits are specified for the subject land under the Adelaide (City) Airport Building Heights Map Adel/1 (Overlay 5).

The application is currently going through the airspace approval process in accordance with the Airports Act Protection of Airspace Regulations 1996 given the development exceeds the Obstacle Limitation Surface prescribed in the Development Plan by 25 metres.

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	53m max	66-68 metres/112.20AHD	YES ☒ NO ☐ PARTIAL ☐	The proposal is considered to meet the relevant over-height policies See section 8.3
Land Use	A wide range of land uses are envisaged, intended to support the objectives of the Capital City Zone	Tourist accommodation, serviced apartments, restaurant and shops	YES ☒ NO ☐ PARTIAL ☐	The land uses proposed are expressly desired in the Zone, with the active uses located at ground
Car Parking	No minimum requirement	104 car parking spaces	YES ☒ NO ☐ PARTIAL ☐	While on-site car parking is not required by the DP, 104 spaces are provided
Bicycle Parking	25 bicycle spaces, based on MFY's assumptions and calculations	28 bicycle spaces	YES ☒ NO ☐ PARTIAL ☐	Bike parking in excess of the minimum DP rate will be provided

8.2 Land Use and Character

The proposed development is located within the Capital City Zone. Envisaged within this Zone are a range of land uses that support the eminent role of the CBD as an economic centre of South Australia. The proposed development, incorporating both tourist accommodation, serviced apartments, restaurant and shops is consistent with the Zone and its envisaged uses. Further, the proposal's use, form and architectural design are broadly consistent with the objectives for the Zone, including:

Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.

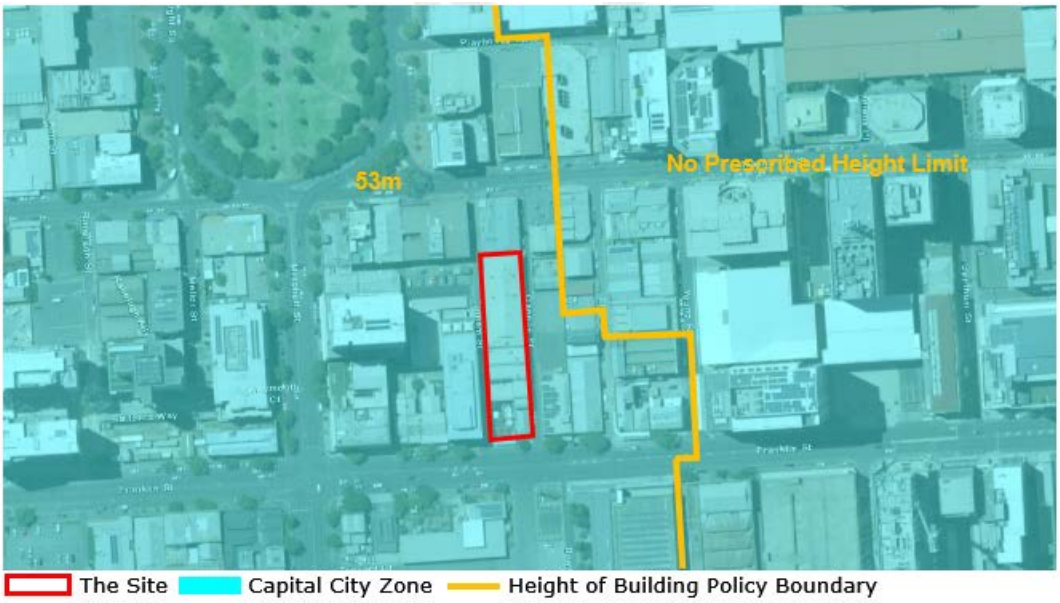
Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.

Objective 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 8: Development that contributes to the Desired Character of the Zone.

These objectives are addressed further throughout this report.



8.3 Design and Appearance

The overall design and appearance of the proposed development are generally consistent with the provisions of the Development Plan (which inform design and appearance), the broader locality and the Capital City Zone. The proposed development demonstrates high quality design by:

- Providing a built form and architectural design that is consistent with a capital city – The proposed built form consisting of two tower structures above a shared podium is consistent with development in the Zone and the wider City.
- Including high quality materials and finishes – The proposed development incorporates materials which reflect the built form history of the site such as the masonry walls of the former warehouse, materials of visual interest such as Corten steel and contemporary building materials such as glass and aluminium. The quality and variety of materials supports the high-quality architectural design.

- Providing a degree of visual interest to the site and the surrounds – Collectively, the built form, architectural features and material selection act to achieve a development which has visual interest. This is further supported by its integration with the surrounds.
- Providing uses on the ground floor which are integrated with the surrounds – The proposed development incorporates active uses along the ground floor which act to integrate the proposal with the surrounds. Further, active uses along Cannon Street and Tatham Street are unprecedented on the site. These uses also support greater pedestrian activity along Franklin Street, Cannon Street and Tatham Street.
- Siting the building appropriately on the site – the development proposes to fully utilise the subject site (as is envisaged within this part of the CBD) and has afforded appropriate care in ensuring that each of the building frontages respond to the surrounding locality.
- Providing an appropriate street wall height – the proposed development achieves a street wall height that is appropriate for the surrounds and informed by the retention of the existing masonry walls. Upper levels of the proposed development are set back or angled to avoid an overbearing street wall.

The factors are further discussed throughout this assessment in relevant sections. The proposed development's high-quality design informs the assessment of building height, discussed further below.

Building Height

The Development Plan prescribes a maximum building height of 53m on the site. The proposed development exceeds this height with a maximum building height of 68m. The Development Plan provides criteria for which an exceedance of the building height would be considered acceptable. The proposed development satisfies many of these criteria, as summarised below.

Development Plan Requirement	**Comment**
Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and	The proposed development is consistent with the desired character of the Capital City Zone and the proposed use will facilitate tourism within the city as envisaged by the Development Plan. The built form includes elements that are inspired by or reflective of the locality (i.e. retention of the existing masonry wall)
if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or	The proposed development involves the retention of an existing masonry wall – part of the warehouse structure on the site, proposed to be demolished. While the warehouse is not a listed item of heritage significance, the retention of the wall demonstrates the intent to preserve site history and built form fabric. The proposed development does not include works to the adjacent heritage item located immediately north of the site.
c) only if: *(i) at least three of the following are provided:*	
(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;	Noting the building height limit of 53m which applies to the site, the development is located within immediate proximity of land with no prescribed height limit. The Development Plan specifically seeks that future development within the no-height-limit zone pursues a built form that incorporates taller building heights. Therefore, the proposed development at 68m will provide an effective transition to taller development within the adjacent no-height-limit zone (**Figure 12**). Further, the proposed

	development is located south of existing or approved, high-density residential development or public open space. Therefore, overshadowing impacts associated with the 15m exceedance is likely to be negligible on surrounding amenity.
(3) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street	The proposed development incorporates a ground floor entry/lobby space that is integrated with its frontage to Franklin Street and is universally accessible. The retail tenancies along Cannon Street and Tatham Street and hotel lobby along Franklin Street will further integrate the proposed development and the surrounding streetscape. There are opportunities for the development to facilitate improvements to the public realm of Cannon and Tatham Streets, which is outside the scope of the site and subject to agreement with the City of Adelaide council staff.
(5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind.	Noting site access constraints and vehicle manoeuvrability, a significant proportion of the development's street frontages (at ground floor) features active uses. The inclusion of an aboveground car stacking system which is set back from the site boundary allows a greater proportion of the building's ground floor to be dedicated to active uses. This is further enhanced by the adaptive reuse of the existing masonry walls.
(ii) at least three of the following sustainable design measures are provided	
(1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance	The proposed development includes a rooftop garden at the podium level, with mechanical plant services located at the roof of the tower elements. The rooftop garden will be accessible to both hotel and serviced apartment guests.
(2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance	The proposed development includes significant aboveground, vertical and cascade plantings, which are accessible for maintenance. (see **Figure 13**)
(3) passive heating and cooling design elements including solar shading integrated into the building;	The proposed development features passive cooling elements by way of fixed and operable screens (applied to the exterior balcony spaces of serviced apartments) and angular building articulation (applied to the hotel room configuration) to achieve solar shading.
(5) solar photo voltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance	The proposed development has designated the rooftop areas of the two tower elements to facilitate solar PV cells.

It is also noted that the proposed development exceeds the OLS value (80m AHD) as prescribed by the Development Plan, with the proposal currently going through the airspace approval process in accordance with the Airports Act Protection of Airspace Regulations 1996.

Through having regard to the above provisions, the proposed exceedance of the applicable height control is considered appropriate in context to the overall design of the proposal (subject to obtaining the relevant airspace consent via AAL).

Figure 12 – Height of the proposed development in the context of surrounding development
Source: Hassell

Figure 13 – Existing masonry facades to be incorporated into podium
Source: Hassell

Figure 14 – Section illustrating concealed car stacking system
Source: Hassell

Solar Access and Overshadowing

The proposed development is subject to provisions of the Development Plan which seek to ensure serviced apartments achieve adequate solar access. Specifically, PDC 57 of the Development Plan (council-wide section) specifies that where possible, at least one habitable room, at least 20 percent of the private open space and communal open space should achieve at least two hours of direct sunlight on 22 June (Winter Solstice). While the proposed development is not supported by solar access diagrams which show internal spaces, the external solar access diagrams (shown in Figures 15-19) demonstrate that the northern and western elevations of the serviced apartment tower achieve reasonable solar access on 22 June.

The eastern elevation will be impacted during the morning period by taller development located north-east of the site and is unlikely to meet direct sunlight access after mid-morning. However, this is not considered to be detrimental to the proposed development noting that the serviced apartments on the eastern side of the building will still maintain access to ambient light due to Cannon Street below.

It is noted that these provisions do not apply to the hotel component of the proposal.

The proposed development is located within the Capital City Zone where taller built form is envisaged. Accordingly, the zone and the envisaged height of buildings acknowledges that overshadowing to surrounding buildings and public spaces will occur. However, as shown in Figures 15-19, the proposed development is not anticipated to cause undue overshadowing to public open space or land uses that require solar access within the immediate surrounds.

Figure 15 – Solar access on 22 June 10.00am
Source: Hassell

Figure 16 – Solar access on 22 June 11.00am
Source: Hassell

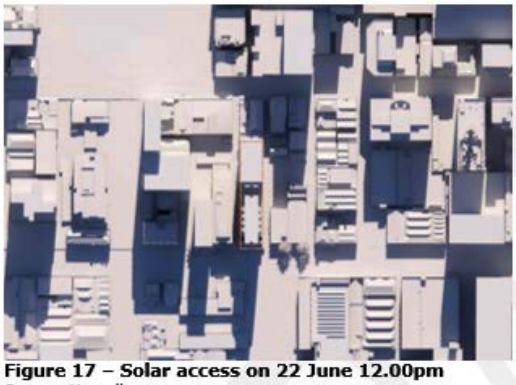


Figure 17 – Solar access on 22 June 12.00pm
Source: Hassell

Figure 18 – Solar access on 22 June 01.00pm
Source: Hassell

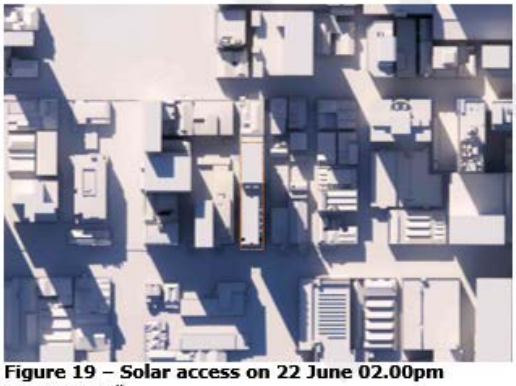


Figure 19 – Solar access on 22 June 02.00pm
Source: Hassell

Figure 19 – Solar access on 22 June 03.00pm
Source: Hassell

Room Size

The proposed development is subject to provisions of the Development Plan which seek to ensure a minimum floor area for serviced apartments. Specifically, PDC 70 of the Development Plan (council-wide section) specifies the following provisions for serviced apartments:

> *70. Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:*
>
> *(a) studio (where there is no separate bedroom): 35 square metres.*
>
> *(b) 1 bedroom dwelling/apartment: 50 square metres*
>
> *(c) 2 bedroom dwelling/apartment: 65 square metres*
>
> *(d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.*

While the majority of serviced apartments within the northern tower meet these provisions, it is noted that 'Apartment Type 06' does not meet the minimum spatial requirements. Within a typical floor layout, 'Apartment Type 06' represents one of the ten rooms per floor and has a total floor area of 33.8m2 (with a minimum area of 35m2 for studios, this results in a shortfall of 1.2m2). While 'Apartment Type 06' does not meet the minimum requirements, this should be considered in the context of use. Serviced apartments are intended to provide short-term accommodation and are not intended to become a primary residence. Accordingly, it is considered appropriate that some serviced apartments reflect room sizes similar to other short-term accommodation, such as hotel rooms. Acknowledging this minor departure from the PDC requirements, this effects 13% (16 out of 128) of the total number of serviced apartments. The departure is considered appropriate in the context of the broader development.

Materials and Finishes

The proposed built development incorporates materials which reflect the built form history of the site such as:

- Masonry walls of the former warehouse – demonstrating site history and the reuse of building materials in contemporary architecture;
- Corten steel – a material of visual interest and unique finish; and
- Contemporary building materials such as glass and aluminium – consistent with contemporary architecture and juxtaposing masonry and Corten steel elements.

The quality and variety of materials supports high quality architectural design and are generally considered appropriate for the surrounds, mirroring the historic use of masonry and the contemporary use of metal finishes and glazing. This is to be confirmed with the submision of a materials board.

8.4 Heritage

The proposed development will retain the masonry facades of the existing warehouse, along Tatham Street and Cannon Street. The remaining warehouse structure will be demolished. While the existing warehouse is not a listed item of heritage significance, the retention of the existing fabric will preserve a connection to the site's former use and history. Further, the retention of the walls demonstrates adaptive re-use as they will be repurposed into the facades of new retail tenancies. Adaptive re-use of building elements is recognised as having numerous benefits, including the lesser consumption of new building materials and fostering design excellence. The retention of these masonry walls is supported.

Figure 23 – Incorporation of existing masonry façade and proposed façade
Source: Hassell

The site is located immediately south of a listed item of heritage significance (local) under the Development Plan. The item is known as the Federation Trading (former Aerated Bread Factory) and is located at 127-133 Waymouth Street. To ensure the proposed development can

appropriately avoid or mitigate impacts to the adjacent heritage item, it is recommended that a Construction Management Plan (CMP) be developed that specifies how the heritage item will be preserved during the construction period. The proponent should appoint an appropriately qualified and experienced contractor to develop the CMP. It is noted that the podium is the only element that will abut the heritage item, with the upper levels of the serviced apartment tower set back 3m from the boundary line.

8.5 Traffic Impact, Access and Parking

The proposed development is supported by a Traffic and Parking Report (prepared by MFY Pty Ltd). The report considers the existing transport context and the proposed development's access and parking provisions.

The report defines Franklin Street as a major road which has an AADT volume of 14,300 vehicles per day, while both Tatham Street and Cannon Streets experience minimal traffic activity due to their narrow width. Likewise, Franklin Street can accommodate significant pedestrian traffic, while minimal pedestrian capacity is achieved in both Tatham Street and Cannon Streets.

In addressing the proposed development, the report recognises the need to accommodate domestic vehicles, service vehicles and bicycle and pedestrian access.

For domestic vehicles accessing the car stacker system and parking, the report finds that the proposed driveway from Tatham Street provides an appropriate access solution, noting the Council has informed its development. For commercial vehicles, the report finds that a 10m service vehicle is capable of manoeuvring to and from the loading dock following the applicable Australian Standards.

The report notes that further design of the porte-cochere would be required to address turning paths and sight distance requirement, requiring discussions with the Council to develop an agreed design outcome for the porte-cochere. Further, the design of the entry and the porte-cochere will need to incorporate Disability Discrimination Act compliant pedestrian facilities and 'be open and inviting to encourage pedestrians to access the development at this primary location'. It is recommended that a condition be imposed on the provision of final plans addressing this point.

In response to pedestrian access, the report states:

The proposed access regime for the site will provide an opportunity to minimise pedestrian conflict along Cannon Street. Opportunities will exist to negotiate with Council to improve the footpath along this road although the design intent to focus pedestrian access at the southern end and to use existing facilities on Cannon Street will minimise any pedestrian use of Tatham Street which is the desirable outcome. (Page 8)

The applicant has indicated that they wish to liaise with the Council to provide a design strategy for the shared spaces along Cannon Street and Tatham Street.

In addressing parking, the report notes that the Development Plan does not specify a parking rate for the proposed use within the Capital City Zone. Accordingly, MFY finds that the 104 car parking spaces provided will cater to the demand associated with hotel and serviced apartment use, with ample off-site parking options within proximity of the site.

The report finds that the proposed development is adequately serviced by public transport and the design of the porte-cochere accommodates taxi/rideshare access.

Regarding bicycle facilities, MFY has calculated a requirement of 25 bicycle spaces under the Development Plan rates, based on the following assumptions.

- there are approximately 225 bedrooms in the serviced apartments which will operate at a 70% occupancy and will have 50 staff (inclusive of staff for the hotel component); and
- the restaurant will have 150 seats with 20 staff on site at any one time.

Based on the above rates and assumptions, there will be a demand for:

- 18 bicycle spaces for the serviced apartment component;
- four bicycle spaces for the restaurant component; and
- three bicycle spaces for the retail component.

MFY also states that the proposed development will include 28 bicycle parking spaces which would meet the Development Plan requirement. A secure bicycle storage area is provided at the ground floor of the development (north of the porte cochere) and is accessed from Cannon Street.

Figure 21 – Location of bicycle storage at the ground floor, shown within red outline
Source: Hassell

8.6 Environmental Factors

Finer aspects of the proposed development and the way in which it shall operate once constructed are yet to be developed. To ensure the proposed development does not result in adverse impacts on the surrounding locality and urban environment, it is recommended that an Operational Management Plan (OMP) be developed following the appointment of an operator. Notwithstanding, some operational elements have been addressed within the application details, discussed below.

8.6.1 Crime Prevention

The Development Plan generally seeks to create spaces and developments that are consistent with the principles of Crime Prevention Through Environmental Design (CPTED). The proposed use of the site as a hotel and serviced apartment with ancillary café and restaurant spaces will greatly improve opportunities for natural surveillance, further enhanced by a predominantly glazed façade on upper levels.

The proposed development will include lighting elements and will likely include a closed-circuit television system (CCTV). These elements greatly improve visibility within the site and surrounding streetscape.

Given the proposed development will be operational 24 hours, seven days, the management of activity and space within the site will improve as the site will be continuously monitored and managed.

As the proposed development is free from undesignated or unused spaces, this benefits territorial reinforcement and access control.

The extent and ownership of the proposed development is clearly communicated by the architectural design. Accordingly, the proposed development is generally consistent with the principles of CPTED.

8.6.2 Noise Emissions

Council-wide Development Plan provisions relating to noise and acoustic amenity apply to the proposed development. These provisions seek to ensure that development does not unreasonably interfere with the desired character of a locality, and that noise sensitive development is designed to protect its occupants from existing noise sources. It is noted that the DA is not supported by an acoustic assessment.

Some provisions relate to licenced venues. While the proposed hotel will seek a liquor license to operate its bar and event spaces, the license includes provisions which aim to avoid/minimise the premises impacts on the surrounds (i.e. service times, patron capacities and noise emissions). However, this proposed use is envisaged within the Zone and is compatible with the site and locality.

Provisions within the Development Plan also relate to the location of mechanical services. The proposed development incorporates design features intended to reduce the impacts of noise on the surrounds. Specifically, plant services will be located at the roof of the two-tower structures and will be screened from surrounding views.

In maintaining acoustic amenity within serviced apartments and hotel rooms, it is noted that loading areas and car parking areas are not located within proximity of these rooms. Specifically, these spaces do not share common walls. This is consistent with the design techniques of the Development Plan.

The Development Plan also provides provisions relating to the operation of ancillary activities (i.e. deliveries and services). While the proposed development seeks to operate on a 24-hour basis, it is expected that ancillary services will be undertaken during the hours specified by the Development Plan. (7.00am to 10.00pm Monday to Saturday, and 9.00am to 10.00pm Sundays and Public Holidays). This is addressed through planning conditions.

8.6.3 Waste Management

The proposed development is supported by a Waste Management Plan (WMP), prepared by Colby Phillips. The WMP details various waste provisions required for the operation of the development, based on an estimate of floor space (including bin capacity and quantity, bin location and the frequency of collection). The WMP specifies that a 9.5m vehicle would be required to service waste removal. As noted in the Traffic and Parking Report (prepared by MFY), the proposed loading area would accommodate a vehicle of this size.

While most of the waste would be removed 1-3 times per week, the WMP notes that general waste from hotel rooms and food waste should be removed daily. While the WMP generally details how waste will be adequately managed within the proposed development, the WMP does note that transfer paths should be reduced from 50m to 30m where possible.

The proposed waste storage and loading areas are generally consistent with the applicable provisions of the Development Plan (PDC 101-014). These provisions are generally satisfied through the designation of an internal waste storage and loading area which acts to conceal waste storage from public view and reduces the emission of odour to the surrounds.

8.6.4 Energy Efficiency

As specified within the Planning Report (prepared by URPS), the building will be required to meet the provisions of Section J of the National Construction Code. The proposal also supports the more efficient use of energy by utilising natural light.

8.6.5 Wind Analysis

The proposed development is supported by a Desktop Pedestrian Level Wind Assessment, prepared by GWTS. The assessment addresses the expected wind speeds around the proposed development and assesses these conditions against widely accepted criteria for comfort and safety. The assessment finds that minor increases in wind speeds were predicted to occur at ground level as a result of the proposed development and wind speeds are predicted to approach or marginally exceed the limit for the recommended criteria in some locations. Accordingly, the assessment provides the following recommendations:

- "Use of a canopy at the entrance of Apartment Tower.
- Use of dense vegetation/screen around the ground floor outdoor sitting area
- Minimum balustrade heights on the level 3 outdoor terraces
- Use of dense vegetation on the level 3 outdoor garden terrace
- Precaution to securely fix or remove lightweight items on balconies during high wind events." (Page 19)

These recommendations would align the proposed development with expectations set out within Development Plan, relating to micro-climates and wind tunnels. A condition is recommended that final plans be provided that address these elements.

8.6.6 Site Contamination

The proposed development is not supported by a site contamination assessment. However, the nature of the development is such that site contamination can be addressed through a reserved matter, that will seek a Site History report be provided prior to superstructure works/stage 2 to ensure the site is suitable for its intended use.

8.7 Landscaping and Open Space

While the Development Plan does not outline open space provisions for the hotel use, such provisions are provided for the serviced apartment component. The area schedule provided in support of the proposal suggests that the minimum requirements for open space is achievable, with all apartment layouts exceeding the minimum open space requirements based on the number of bedrooms. The proposed development incorporates various landscape elements including a podium rooftop garden terrace at Level 03 with cascading plants over the podium's façades.

Figure 22 – Landscape concept for Level 03, podium rooftop
Source: Hassell

However, as noted by the Government Architect, GWTS (Wind Assessment) and MFY (Traffic Consultants), improvements to the public domain along Tatham Street and Cannon Street would significantly benefit access, pedestrian amenity and activity in these spaces. It is noted that the proponent intends to liaise with the Council in finalising design strategies that will provide public domain improvements along both streets.

8.8 Interface

The proposed development is wholly contained within the Capital City Zone, for which the proposed use is an envisaged development type. Acknowledging development within the immediate surrounds including commercial buildings, hotels and accommodation use, retail and food/beverage premises, transport hubs, residential apartment buildings and public open space, the proposed development is considered appropriate for its surrounds and is unlikely to result in land use conflicts.

The proposed development incorporates the following setbacks:

- Podium level – zero setback throughout
- Serviced apartment (northern) tower– 3m setback from the northern boundary, zero setbacks at east and west boundaries.
- Hotel (southern) tower - 0.96m setback at east and west boundaries, zero setbacks from the southern boundary.

This is consistent with the Development Plan which seeks to reinforce an urban street wall. Upper-level setbacks act to achieve a greater amenity for uses at these levels.

The angled nature of the hotel façade works to maintain visual amenity and privacy, as shown in Figure 20.

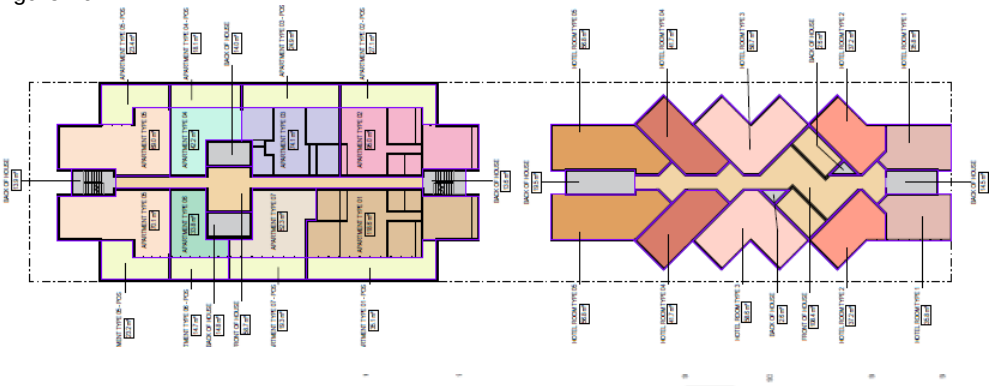


Figure 20 – Typical floor plan of tower structures, serviced apartments (left) and hotel (right)
Source: Hassell

9. CONCLUSION

The proposal is for a mixed-use development at 108 Franklin Street, Adelaide. The primary use of the development is for a hotel and serviced apartments with ancillary retail, restaurant and licenced areas, a gym and pool, function spaces and an outdoor terrace. While minor issues were identified through the referral process, both the Government Architect and Council did not raise serious objection to the proposed development and expressed in-principle support.

As assessment of the proposed development against the relevant provisions of the Development Plan finds that the proposal is:

- Consistent with the objectives of the Capital City Zone;
- Consistent with the envisaged uses for the Capital City Zone;
- Provides a built form and architectural design that is consistent with a capital city and allows appropriate interface with surrounding uses;
- Generally consistent with the criteria for built form that exceeds a prescribed building height within the Capital City Zone;

- Provides appropriate provisions for transport and access, noting the advice provided by the Government Architect and Council regarding provisions of access;
- Not expected to cause significant impacts to the adjacent item of local heritage significance;
- Consistent with Development Plan provisions relating to amenity, such as waste management, noise, wind, crime prevention and site contamination; and
- Not expected to result in adverse social, environmental or economic impacts on the surrounds.

A review of the development application has identified some inconsistencies with technical reports and architectural plans. However, these issues are considered minor in nature and can be addressed through a condition to provide final plans. Further consultation between the applicant and Council should be undertaken to resolve issues relating to the porte cochere and public domain.

Pursuant to Section 35(2) of the Development Act 1993, and having undertaken an assessment of the application against the relevant Development Plan, the application is NOT seriously at variance with the provisions of that plan.

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 to the proposal by Adelaide 108 Pty Ltd for construction of two towers above a common podium for hotel and serviced apartment use, along with porte cochere at 108 Franklin Street, Adelaide subject to the following reserved matters and conditions of consent.

RESERVED MATTERS

1. Pursuant to Section 33(3) of the *Development Act 1993*, the following matters shall be reserved for further assessment, to the satisfaction of the State Planning Commission, prior to the granting of Development Approval:

   - A detailed landscaping plan. This plan shall identify planting medium depths, irrigation methods and other features of the landscaping scheme to demonstrate viability of all plantings at podium level. The updated detailed landscaping plan shall be reflected, as necessary, in all other relevant plans and drawings (including, for example, sectional drawings).

   - A statement by a suitably qualified professional that demonstrates that the land is suitable for its intended use (or can reasonably be made suitable for its intended use) shall be submitted to the State Planning Commission prior to any superstructure works/stage 2.

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/A048/19.

   Reason for condition: to ensure the development is constructed in accordance with endorsed plans and application details

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

3. A final stormwater management plan shall be provided to Council and approved in writing by the City of Adelaide's Technical Services Teams.

   Reason for conditions 2 & 3: to ensure appropriate stormwater management

4. Prior to Development Approval for superstructure works the applicant shall submit, in consultation with the Government Architect, and to the reasonable satisfaction of the State Planning Comission, a final detailed schedule of external materials and finishes along with a physical materials board with documented performance to demonstrate suitability of the specified products and materials within a coastal area.

   Reason for condition: to ensure the specified external materials and finishes are appropriate for a coastal environment and are consistent with the architectural drawings

5. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Planning Commission prior to the occupation or use of the development.

   Reason for condition: to ensure vehicle parking to be incorporated in the development is designed and constructed in accordance with the relevant standards

6. The hours for waste collection shall be scheduled to occur between:

   - 9:00 a.m. – 5:00 p.m. on a Sunday or a public holiday; or
   - 7:00 a.m. – 9:00 a.m. on any other day.

   Reason for condition: To minimise potential for traffic impacts and vehicle congestion during waste collection periods

7. The development shall be designed and constructed to achieve the requirements of Minister's Specification SA 78B – Construction requirements for the control of external sound.

   Reason for condition: to protect occupants and users of the development from impacts of existing or future road and rail sound and mixed land use sound sources in the locality

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

   Reason for condition: to ensure mechanical equipment associated with the development does not detrimentally impact on amenity or cause unreasonable nuisance in the locality

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

   Reason for condition: to ensure external lighting does not introduce undue nuisance for occupants of adjacent land or potential for hazards to users of the adjacent road network in accordance with the necessary standard

10. Prior to the commencement of construction a dilapidation report (i.e. condition survey) prepared by a qualified engineer shall be provided to the State Planning Commission to ensure the stability and protection of adjoining buildings, structures and Council assets.

Reason for condition: to ensure the protection of the adjacent local heritage place

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

    Reason for condition: to ensure appropriate reinstatement of any Council, utility or state-agency maintained infrastructure affected by construction activities

ADVISORY NOTES

a. This application has been approved in the following stages:
    a. Stage 1: Demolition
    b. Stage 2: Substructure
    c. Stage 3: Superstructure
    d. Stage 4: Fitout

b. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Planning Commission.

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

d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

e. 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.

f. 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.

g. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development including (but not limited to) permits issued under Section 221 of the Local Government Act 1999 and payment of any associated fee/s.

h. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact the City of Adelaide on (08) 8229 9999 or email city@adelaidecitycouncil.com .

i. No signage or advertising forms part of this development plan consent. No advertising display or signage shall be erected or displayed upon the subject land without an associated Development Approval first being obtained.

j. Approval for the proposed building height and construction methodology is required by the Commonwealth Secretary for the Department of Transport and Regional Services in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996.

k. Driveway crossovers redundant on Cannon Street will be required to be reinstate to kerb and water table and footpath to City of Adelaide standards, lifting existing path levels and adjusting service pit covers as required.

l. All new driveway crossovers and interfaces between public and private payments will impact City of Adelaide assets and will require detailed design for approval of works.

m. All checker plate discharge points made redundant by the development are to be removed and reinstated with footpath (refer requirements above for footpath reinstatement/make good requirements).

n. As new canopies are to be constructed as part of these works, then lighting to meet City of Adelaide's under verandah requirements shall be installed.

o. All works around street trees must be undertaken in accordance with AS 4970-2009 Protection of Trees on Development Sites. Any pruning of Council trees is to be undertaken only by Council once permission is granted.

p. Any proposal to upgrade the public realm and introduce a "Shared Use" zone is separate to this Development Application and would require further discussion with Council.

Lauren Nicholson
Senior Planner
AURECON Environment & Planning Consultants

CONTEXT

THE SITE

108 FRANKLIN STREET IS LOCATED IN THE NORTH - WESTERN QUADRANT OF ADELAIDE THE CBD.

THE SITE HAS THREE STREET FACING FACADES WITH THE MOST PROMINENT FACADE BEING FRANKLIN STREET.

LIGHT SQUARE IS LOCATED NORTHWEST OF THE SITE VIA MORPHETT STREET WHICH THEN LEADS INTO NORTH ADELAIDE.

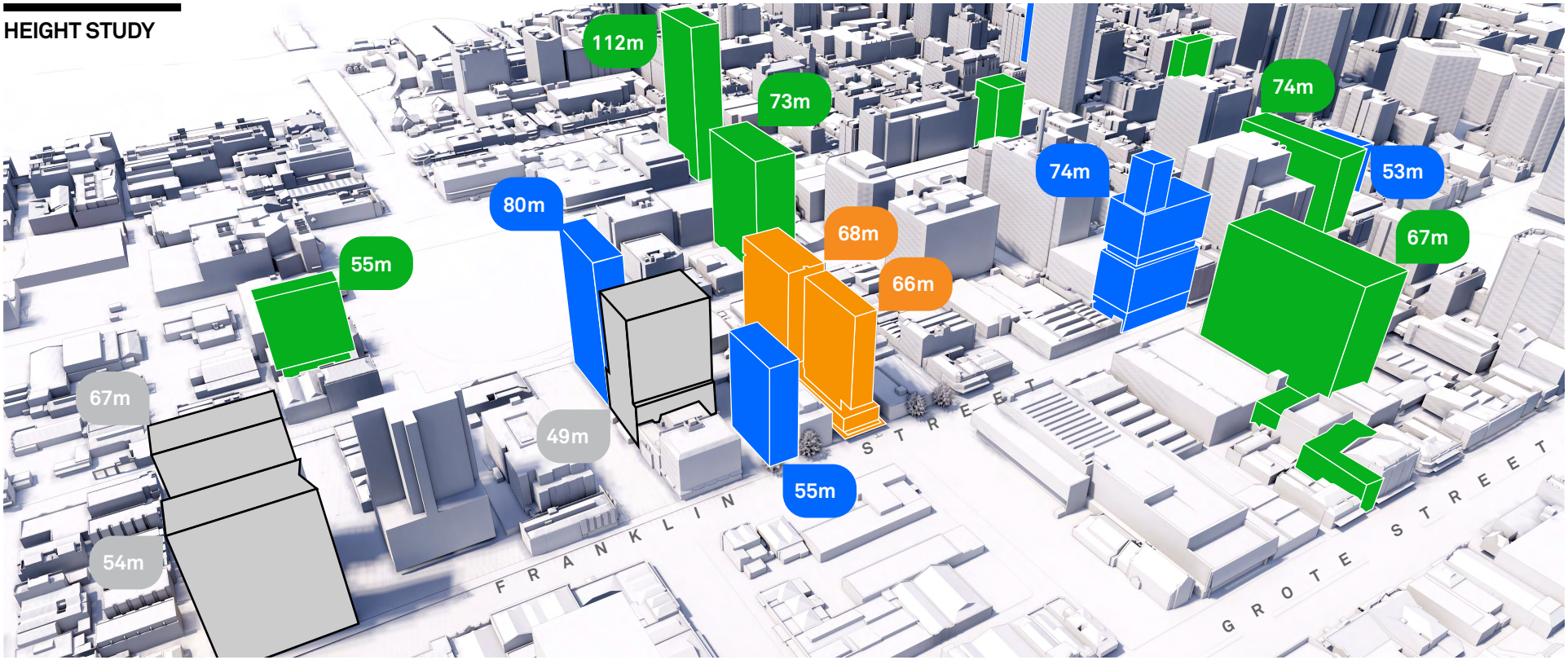
PUBLISHED ARTHOUSE

PUBLISHED ARTHOUSE IS APPROXIAMTELY 600m² EVENT SPACE WITH UNIQULY URBAN CHARACTERISTICS. WORLD CLASS GRAFFITI ARTISTS HAVE DECORATED THE FACADE (INTERIOR AND EXTERIOR) PROVIDING FURTHER INTEREST ONTO THE ARTICULATED BRICK SKIN. LOCATED BEHIND THE PUBLISHERS HOTEL AND FLANKED ON BOTH SIDES BY TATHAM STREET TO THE WEST AND CANNON STREET TO THE EAST.

PUBLISHERS HOTEL

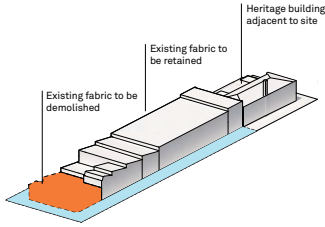
PUBLISHERS HOTEL CURRENTLY RESIDES IN THE SOUTHERN PORTION OF THE SITE FACING FRANKLIN STREET. THE HOTEL COMPRISES OF A BOUTIQUE FRONT BAR, MODERN AUSTRALIAN RESTAURANT, FUNCTION ROOM AND OFFICES.

HEIGHT STUDY



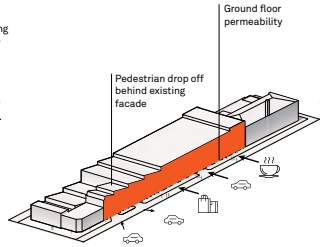
EXISTING BUILDINGS SHOWN WHITE | APPROVED | IN CONSTRUCTION | RECENTLY COMPLETED | SUBJECT SITE |

CONCEPT



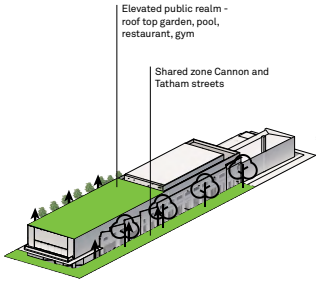
Existing historic fabric

Maximise retention of existing historic fabric to preserve the precinct's unique character

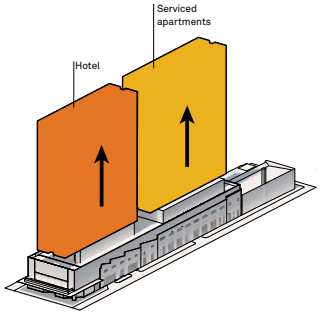


Street Activation

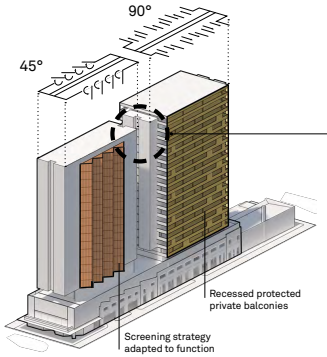
Increased permeability to improve street activation.

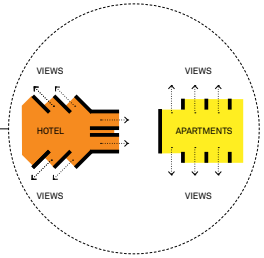


Public realm



Tower Program





Shading / Privacy / Views

DESIGN REVIEW 01
RESPONSE TO RECOMMENDATIONS

Over height development

Key planning policy requirements satisfied by the proposal as follows:
_Orderly transition to existing taller buildings - the proposed building height is consistent with similar planned and newly constructed developments in the vicinity.
_Though not a "listed" heritage place, the existing building fabric is to be largely retained.
_High quality, universally accessible open space – landscaped shared zone streets are proposed on both Cannon and Tatham. The building offers a high degree of permeability to maximise connection to external public spaces.
_Selected transversal retail spaces provide safe/secure pedestrian access through the development.
_Car parking does not exceed 0.5 space per dwelling. The proposed car stacker is demountable and the space is adaptable for future uses.
_An active street frontage is maintained with above ground parking located behind upper level gallery and double height volumes.
_ Upper level gallery and double height volume retail spaces screen above ground parking helping to maintain an active street frontage
_A range of dwelling types of at least 10% 3+ bed apartments are proposed.
_An accessible roof terrace garden is proposed at podium level with services plant and solar panels located above the 2 towers.
_ Elevated landscaping concept with integrated irrigation, good maintenance access and adequate depth for plant root zones.
_External shading is integral to the building design - orientation of hotel rooms favours southern aspects while deep protected balconies with both operable/fixed screens give apartment residents control over solar/privacy/ventilation.
_Full width balconies maximise access to private open space.
_Articulation of building volume provides common circulation with access to natural light/ventilation

Tower Adjacencies

Privacy concerns are addressed by orienting apartment views to an East/West outlook. The apartment block presents a solid wall to the south eliminating direct overlooking from the hotel.

Existing façade

The existing warehouses are recognised as important contributors to the precinct identity. Retention of the existing fabric is maximised. Existing openings are modified as required to accommodate the program and improve street activation. Opportunity for retail tenancies to integrate warehouse identity is preserved.

Car parking

A multi-level car stacker is maintained as the most appropriate solution for this proposal - due to its reversibility and cost benefit. The stacker is set back from the building perimeter and a recessed horizontal band of ventilation articulates the podium from the tower volume above. Upper level gallery spaces and ground floor double height volumes combine with cascading terrace planting to screen the carpark from street level and help activate the street frontage. In a future scenario, where on site car parking is no longer required, the car stacker is demounted and the available upper level space adapted for other uses.

Ground plane

The hotel ground plan geometry increases street connectivity. A full height glazed facade maximizes visibility. Operable sections of facade allow cafe and bar activity to spill out into public realm.
The strong 45-degree geometry of the Hotel is softened on the ground floor. The perimeter glass weaves between structural components creating moments around which the program is organized. A ceremonial stair and void reinforces the connection from ground to 1st floor activity. To the North, openings in existing warehouse facades are maximised by removing brick infill panels. New steel plate reveals and refined industrial detailing draw from and reinforce the warehouse character of the precinct. Safe/secure pedestrian access through the site is limited to selected transversal retail spaces. Mindful of potential CPTED issues, after-hours access is not accommodated.

Pedestrian drop off

New double bay openings in the existing warehouse wall provides an integrated and discreet pedestrian drop off behind the existing façade. Further consultation with CoA required to refine crossovers.

Hotel geometry

The departure from a traditional orthogonal plan gives rise to a unique hotel layout - rooms are rotated 45 degrees to a South/West orientation providing passive solar protection and maximising views to the south parklands. Internally the 45 degree geometry generates individual semi private entry alcoves to each hotel room while ensuring an uninterrupted vista through to daylight and views at each end of hotel floor corridors. The sun shading/privacy strategy is integral to the design, the resulting bold architectural expression defining the identity of the building.

Apartments - natural light

Full width balconies are equipped with a combination of fixed and operable screens to allow maximum control over privacy and access to natural light.

Precinct identity

Celebrating the industrial/warehouse character of the precinct, the materiality and form of new building elements take cues from and compliment the established palette of earthen tones and industrial details - corten steel, glass and refined expressed steel detailing. The hotel and apartment programs float above the podium floors, adopting a complimentary modern design palette of neutral tones and minimal clean expression.

Podium mass

The proposed podium volume is deliberately understated, offering an anonymous backdrop to the rich existing warehouse facades. Panelised corten offers subtle variation and warm tones to compliment the existing brickwork.

Drawing on the utilitarian approach of warehouse architecture, the podium volume is a simple open-ended box - presenting a glazed facade towards Franklin Street to the South and screened facade towards Cannon /Tatham Streets to the East/ West. Perforations introduced to the corten facade provide filtered natural light to the conference facility by day and a lantern like glow to the side streets by night.

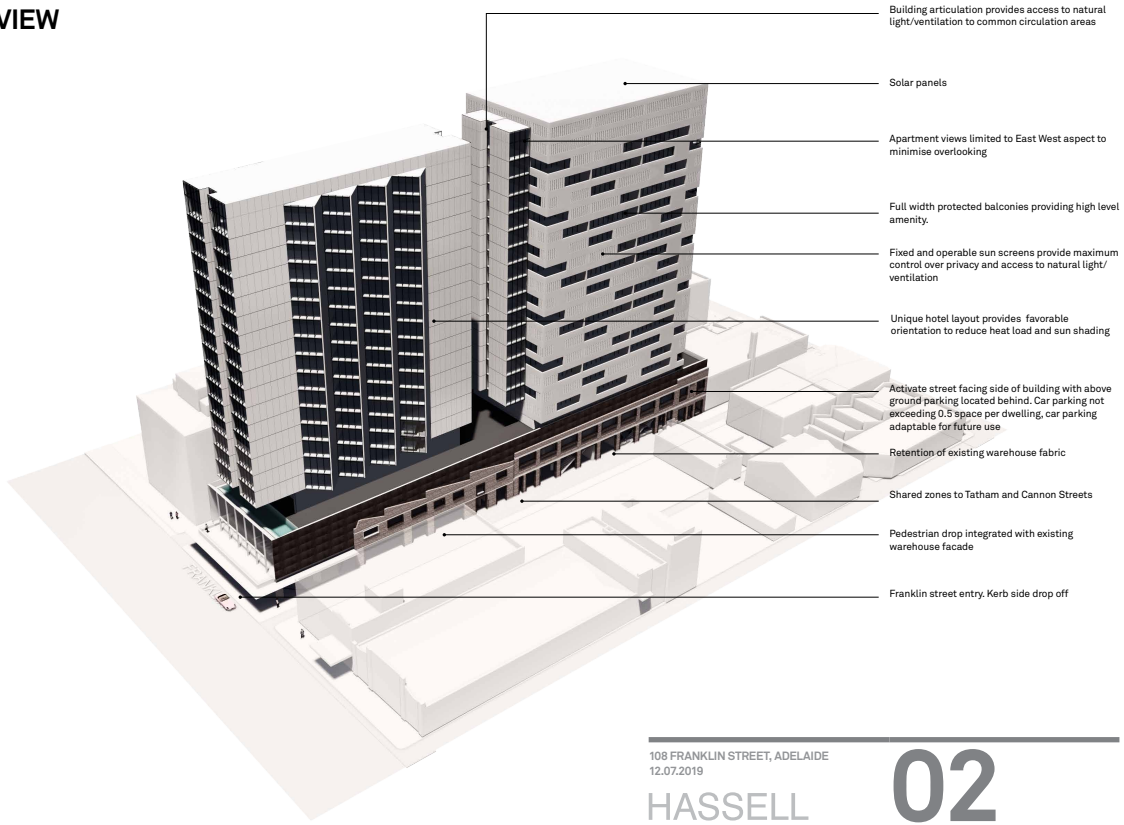
Roof top amenity

Roof top amenity is provided at podium level and takes advantage of visual connection to the street. A landscaped terrace garden includes a pool, restaurant and gym facilities. The landscape design considers integrated irrigation and drainage, good maintenance access and adequate depth for plant root zones - slab depth allows provision for soil zone below finished floor level and deep soil zones for trees are accommodated within the shared plant and pool level below the podium terrace. Drought tolerant species will be selected suitable for available soil depths and roof garden conditions. The tower roofs accommodate the services plant and photovoltaic panel arrays above - benefitting from optimum solar exposure.

Shared use zones

The design team is working through CoA and stakeholders to obtain endorsement on the proposed shared use zones to Tatham and Cannon Streets. There is an intent to liaise with CoA to develop a strategy for the removal of on street parking, providing compliant footpath and equitable access to proposed retail tenancies and to green the laneways with suitable street trees.

OVERVIEW



STREET ACTIVATION
East/West pedestrian connectivity.
_Opportunity to traverse the site is provided through ground floor retail tenancies as a safe solution in alignment with CPTED principals

EXISTING HISTORIC FABRIC
Retention of existing warehouse facades is maximised.
_existing openings widened to improve street activation
_opportunity for tenancy to integrate warehouse fabric to internal fitout if appropriate

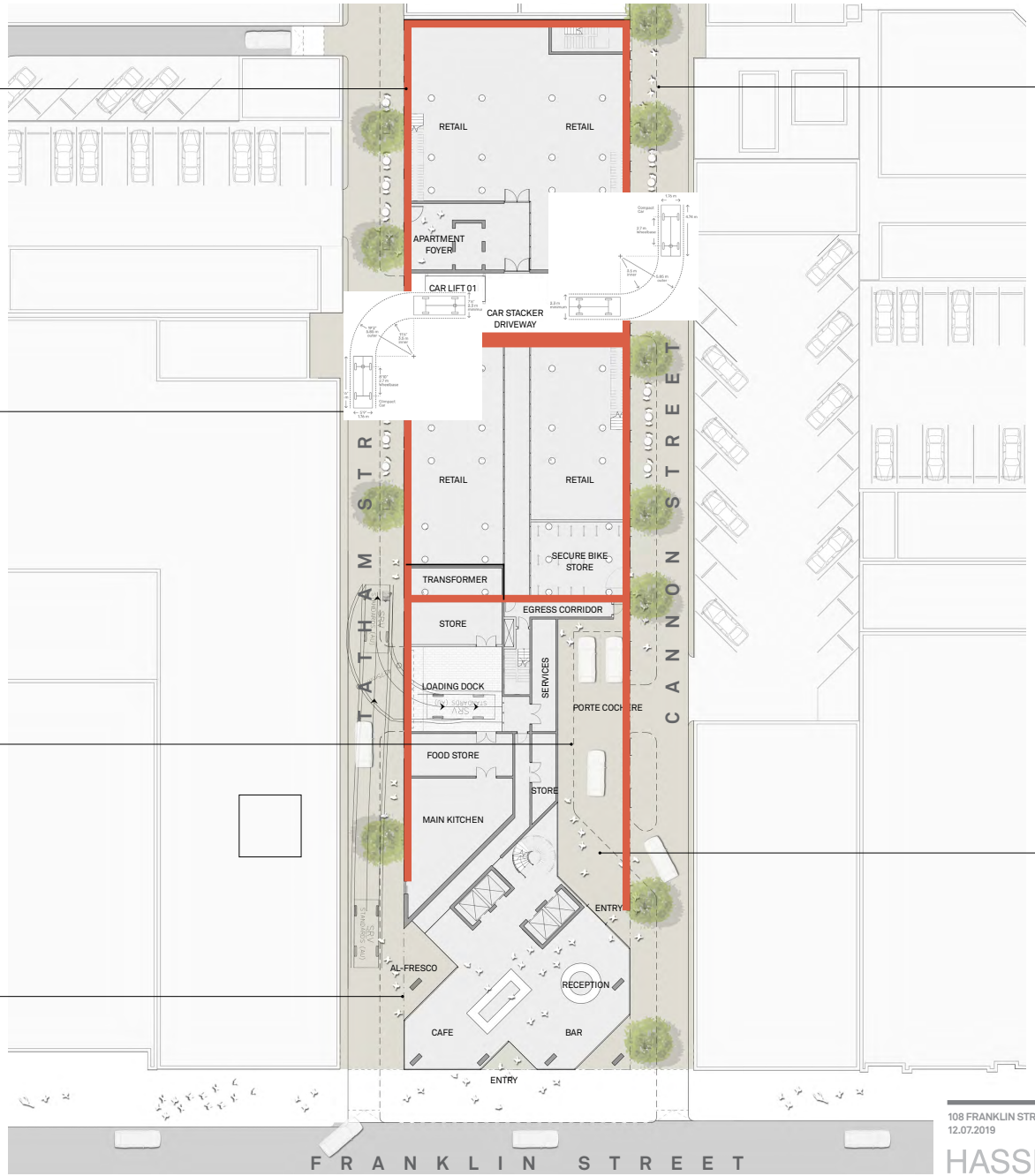
Existing warehouse facade retained

HOTEL PEDESTRIAN DROP OFF
New double bay openings in the existing warehouse wall provides an integrated and discreet pedestrian drop off behind the existing facade.

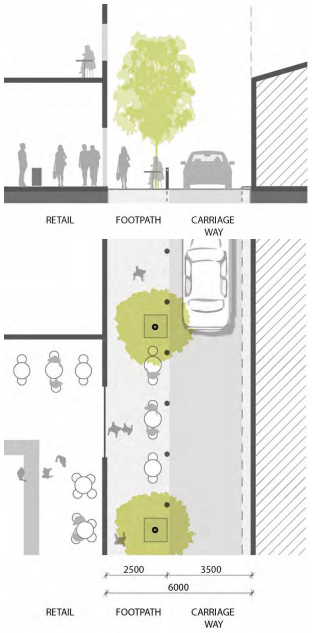
STREET ACTIVATION
Ground plan geometry increases streetscape connectivity - a full height glazed facade maximizes visibility.

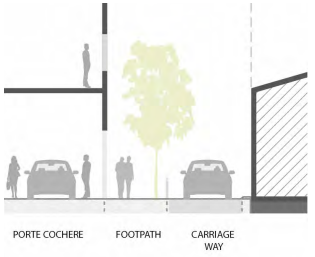
The perimeter glass weaves between structural components creating moments around which the program is organized.

Operable sections of facade allow cafe and bar activity to spill out into public realm.



STREET ACTIVATION
High quality, universally accessible open space directly connected to/ integrated with street public realm





PEDESTRIAN DROP OFF

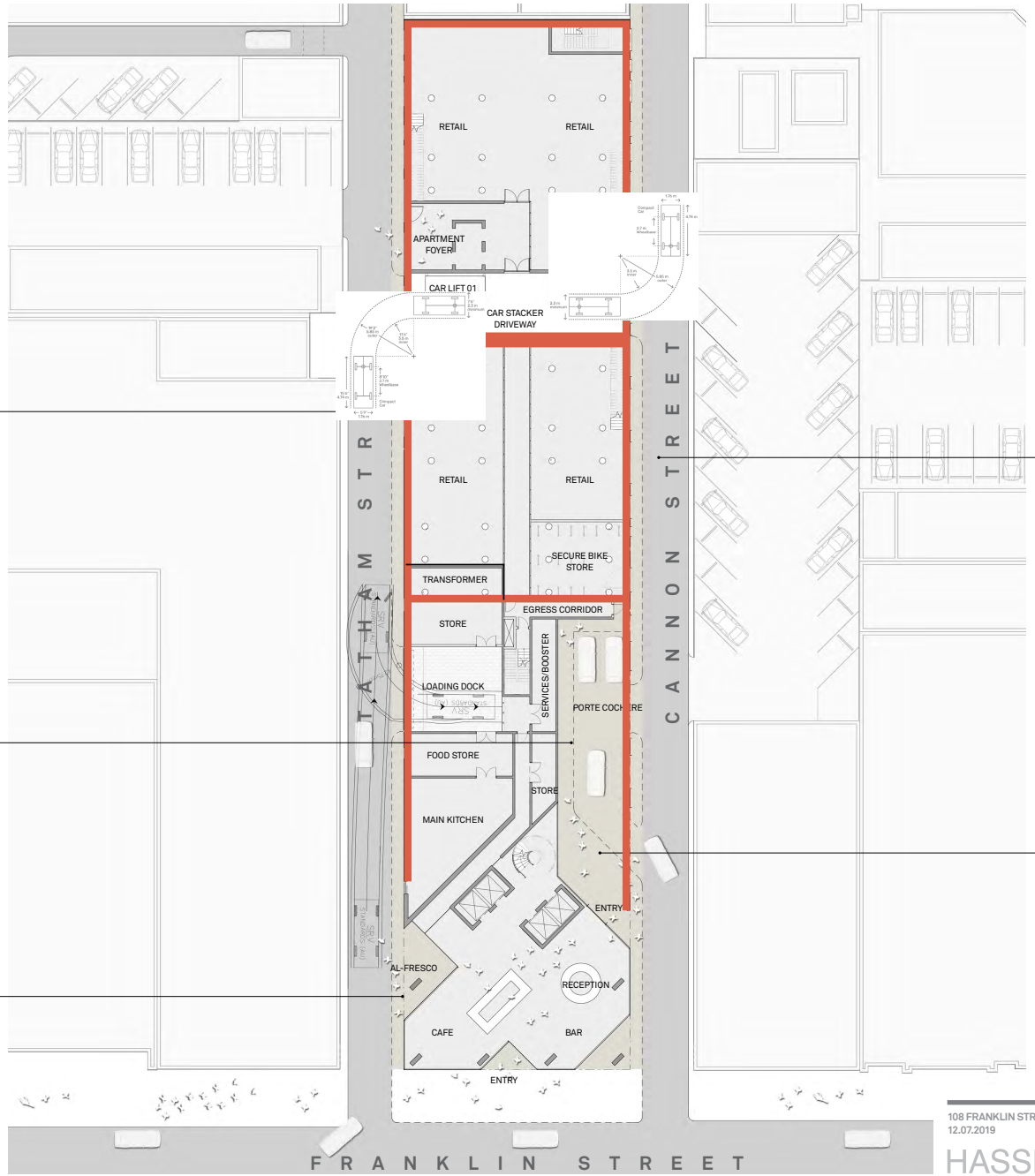
GROUND FLOOR PLAN
SCALE: 1:200

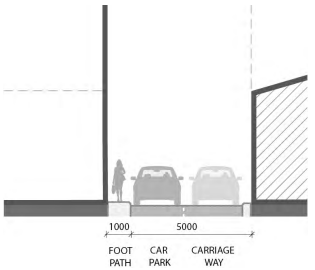
EXISTING HISTORIC FABRIC
Retention of existing warehouse facades is maximised.
_existing openings widened to improve street activation
_opportunity for tenancy to integrate warehouse fabric to internal fitout if appropriate

Existing warehouse facade retained

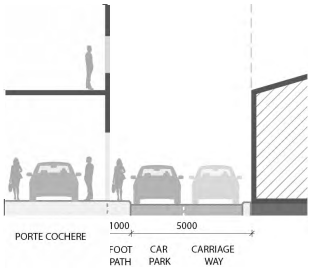
HOTEL PEDESTRIAN DROP OFF
New double bay openings in the existing warehouse wall provides an integrated and discreet pedestrian drop off behind the existing facade.

STREET ACTIVATION
Operable sections of facade allow cafe and bar activity to spill out into public realm.



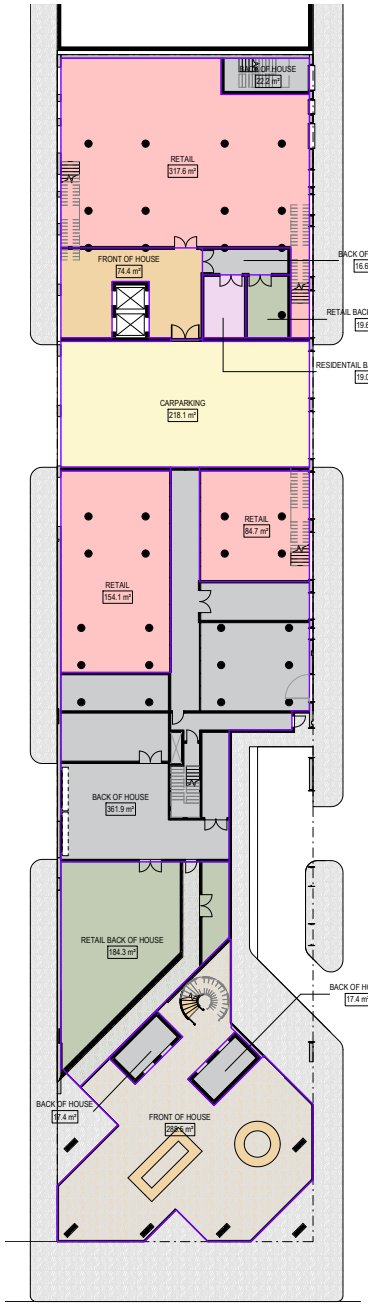


TYPICAL STREETSCAPE

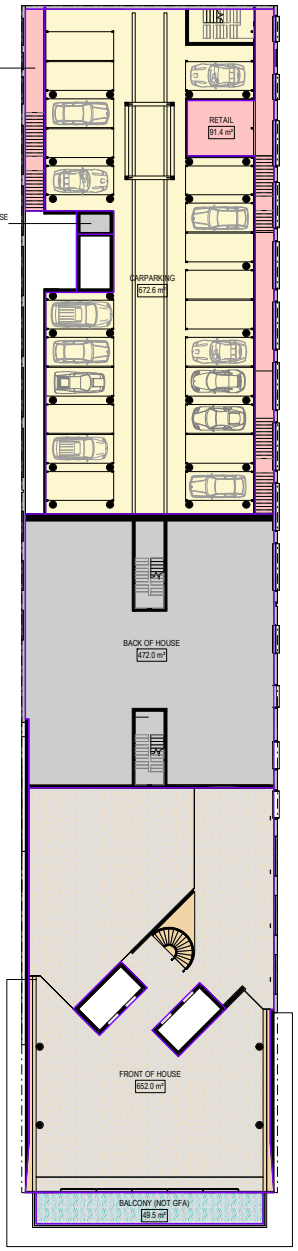


PEDESTRIAN DROP OFF

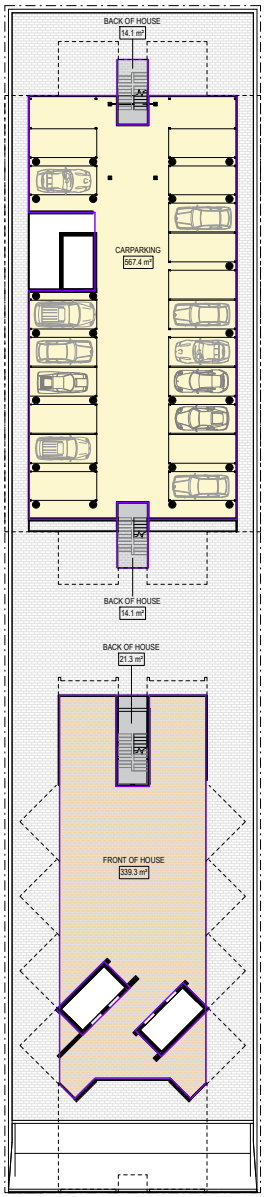
GROUND FLOOR PLAN
SCALE: 1:200



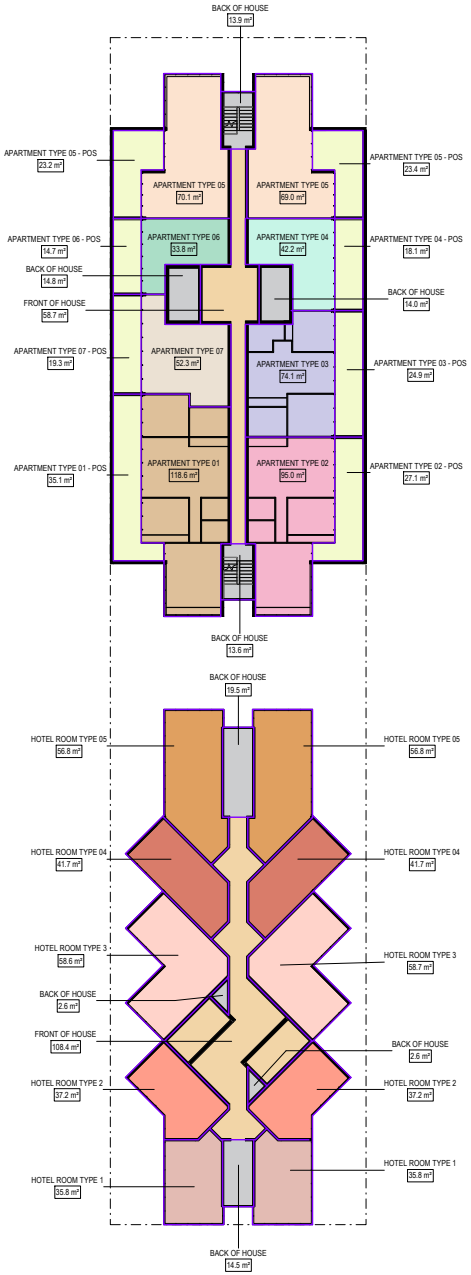
1 L00 - GROUND FLOOR
1 : 200



2 L01 - PODIUM
1 : 200



3 L03 - TERRACE
1 : 200



4 L05 - TYPICAL TOWER L04 - L18
1 : 200

AREA SCHEDULE - NLA ONLY

NAME	COUNT PER FLOOR	AREA PER FLOOR	NUMBER OF FLOORS	TOTAL AREA
L00(Ground)				
FRONT OF HOUSE	2	363 m²	1	363 m²
RETAIL	3	556 m²	1	556 m²
L01				
FRONT OF HOUSE	1	652 m²	1	652 m²
RETAIL	2	119 m²	1	119 m²
L03				
FRONT OF HOUSE	2	339 m²	1	339 m²
L05				
APARTMENT TYPE 01	1	119 m²	15	1778 m²
APARTMENT TYPE 01 - POS	1	35 m²	15	526 m²
APARTMENT TYPE 02	1	95 m²	15	1425 m²
APARTMENT TYPE 02 - POS	1	27 m²	15	407 m²
APARTMENT TYPE 03	1	74 m²	15	1112 m²
APARTMENT TYPE 03 - POS	1	25 m²	15	373 m²
APARTMENT TYPE 04	1	42 m²	15	632 m²
APARTMENT TYPE 04 - POS	1	18 m²	15	272 m²
APARTMENT TYPE 05	2	139 m²	15	2087 m²
APARTMENT TYPE 05 - POS	2	47 m²	15	699 m²
APARTMENT TYPE 06	1	34 m²	15	507 m²
APARTMENT TYPE 06 - POS	1	15 m²	15	220 m²
APARTMENT TYPE 07	1	52 m²	15	785 m²
APARTMENT TYPE 07 - POS	1	19 m²	15	289 m²
FRONT OF HOUSE	2	167 m²	15	2507 m²
HOTEL ROOM TYPE 1	2	72 m²	15	1074 m²
HOTEL ROOM TYPE 2	2	74 m²	15	1116 m²
HOTEL ROOM TYPE 3	2	117 m²	15	1760 m²
HOTEL ROOM TYPE 04	2	83 m²	15	1252 m²
HOTEL ROOM TYPE 05	2	114 m²	15	1704 m²
GRAND TOTAL	38	3398 m²		22555 m²

COLOUR FILL BY AREA NAME

- APARTMENT TYPE 01
- APARTMENT TYPE 01 - POS
- APARTMENT TYPE 02
- APARTMENT TYPE 02 - POS
- APARTMENT TYPE 03
- APARTMENT TYPE 03 - POS
- APARTMENT TYPE 04
- APARTMENT TYPE 04 - POS
- APARTMENT TYPE 05
- APARTMENT TYPE 05 - POS
- APARTMENT TYPE 06
- APARTMENT TYPE 06 - POS
- APARTMENT TYPE 07
- APARTMENT TYPE 07 - POS
- BACK OF HOUSE
- BALCONY (NOT GFA)
- CARPARKING
- FRONT OF HOUSE
- HOTEL ROOM TYPE 1
- HOTEL ROOM TYPE 2
- HOTEL ROOM TYPE 3
- HOTEL ROOM TYPE 04
- HOTEL ROOM TYPE 05
- RESIDENTAIL BACK OF HOUSE
- RETAIL
- RETAIL BACK OF HOUSE

HASSELL

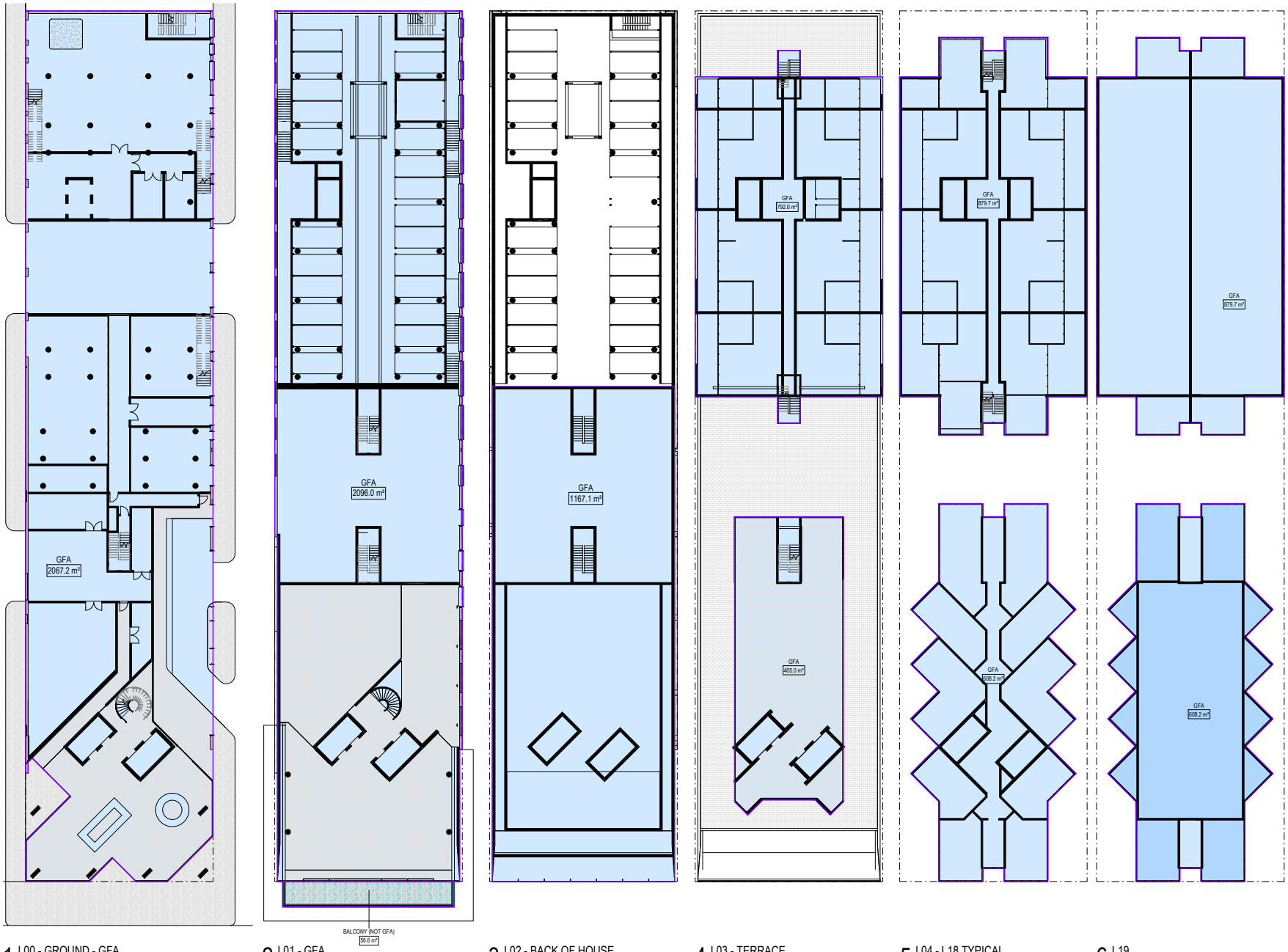
INDICATIVE ONLY - NOT FOR CONSTRUCTION

Scale 1 : 200@A1

108 Franklin Street

SK_0008

NLA AREA DRAWINGS AND SCHEDULES



AREA SCHEDULE - GFA

LEVEL	COMMENTS	AREA	NO. OF FLOORS	TOTAL AREA
L00(Ground)		2067 m²	1	2067 m²
L01		2096 m²	1	2096 m²
L01		57 m²	1	57 m²
L02	Back of House	1167 m²	1	1167 m²
L03		405 m²	1	405 m²
L03		792 m²	1	792 m²
L04	Typical to L18	608 m²	15	9123 m²
L04	Typical to L18	880 m²	15	13195 m²
L19	Plant	608 m²	1	608 m²
L19	Plant	880 m²	1	880 m²
GRAND TOTAL				30389 m²

1 L00 - GROUND - GFA
1 : 200

2 L01 - GFA
1 : 200

3 L02 - BACK OF HOUSE
1 : 200

4 L03 - TERRACE
1 : 200

5 L04 - L18 TYPICAL
1 : 200

6 L19
1 : 200

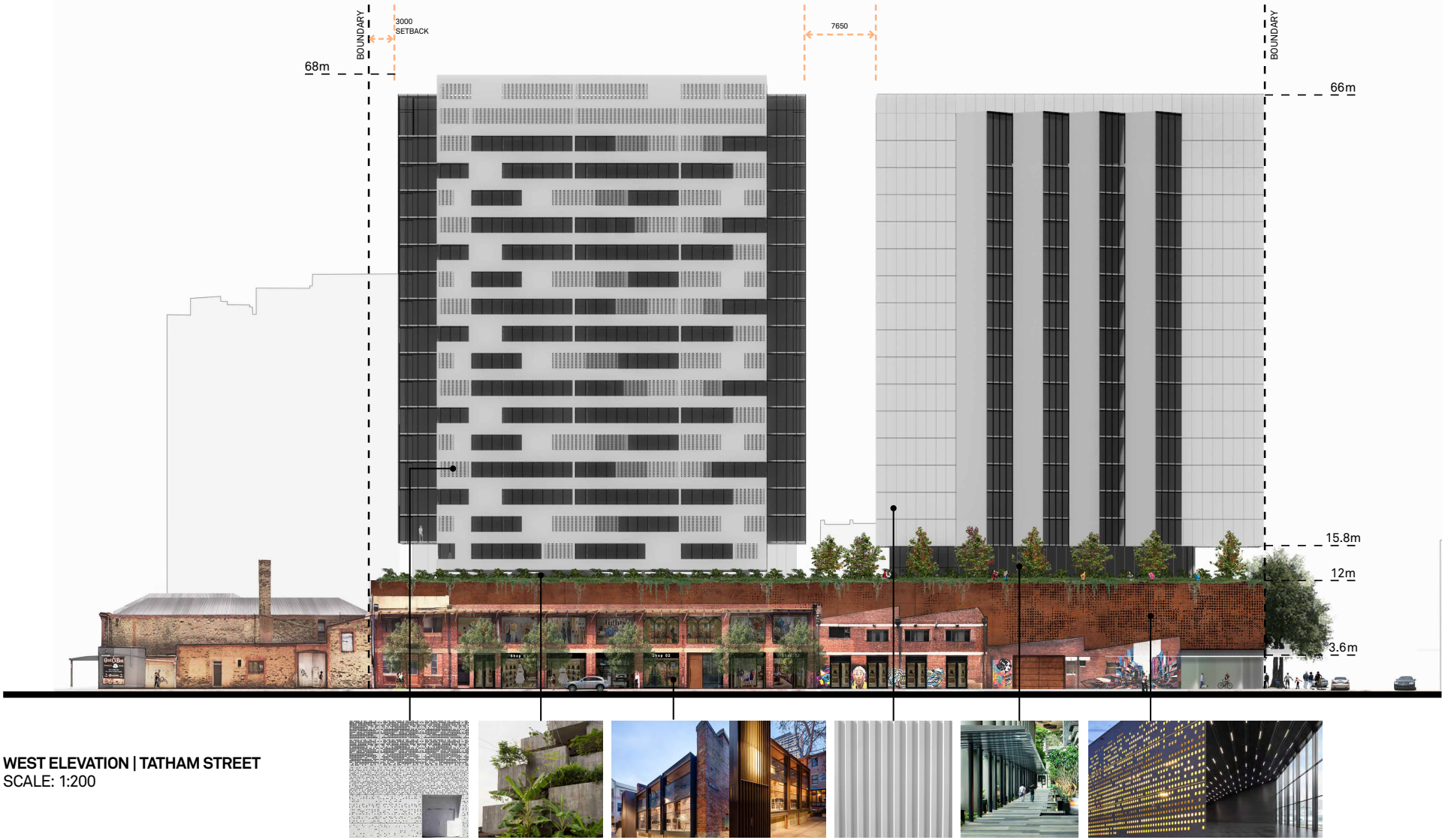
HASSELL

INDICATIVE ONLY - NOT FOR CONSTRUCTION

Scale
1 : 200@A1

108 Franklin Street

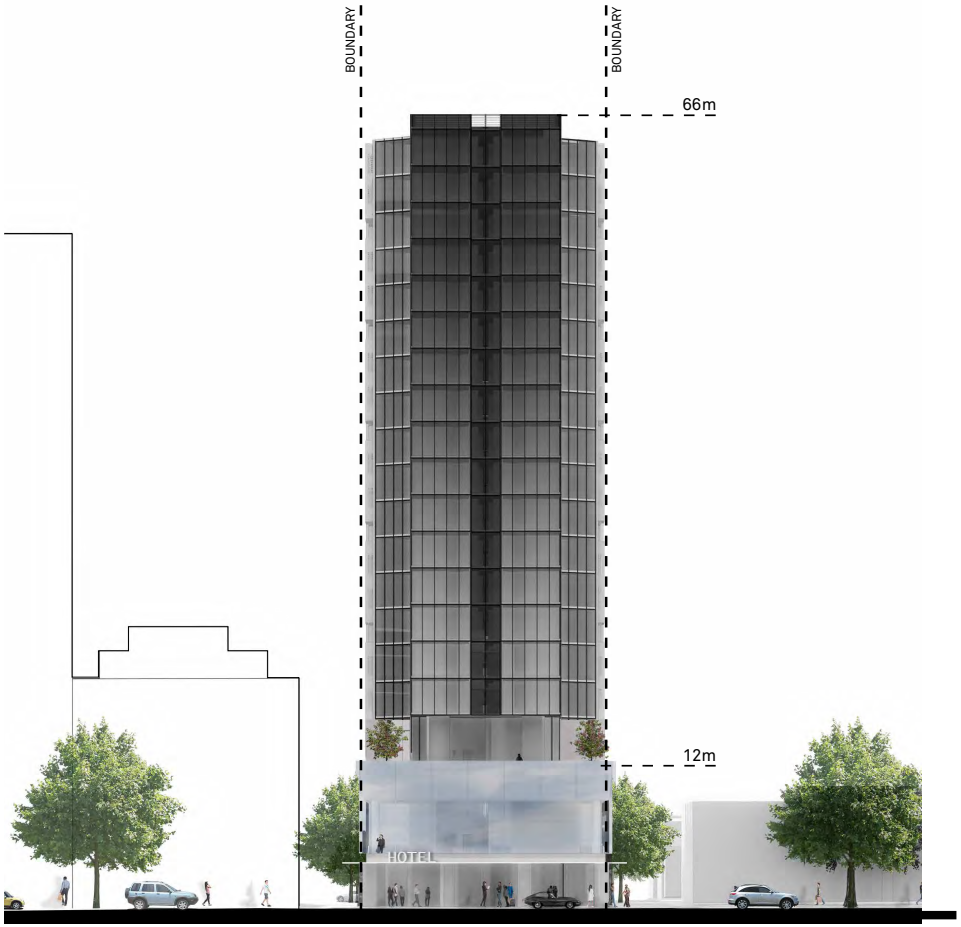
SK_0009
GFA AREA DRAWINGS AND SCHEDULE



WEST ELEVATION | TATHAM STREET
SCALE: 1:200

EAST ELEVATION | CANNON STREET
SCALE: 1:200

NORTH ELEVATION
SCALE: 1:200



SOUTH ELEVATION | FRANKLIN STREET

EAST-WEST SECTION | HOTEL TOWER
SCALE: 1:200

EAST-WEST SECTION | APARTMENT TOWER

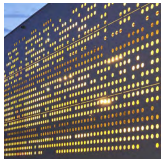
NORTH-SOUTH SECTION | WAYMOUTH STREET - FRANKLIN STREET
SCALE: 1:200

Elevated landscaping with integrated irrigated planters, good maintenance access and adequate depth for plant root zones. Cascading terrace planting to screen the carpark from street level

Upper level gallery spaces and ground floor double height volumes

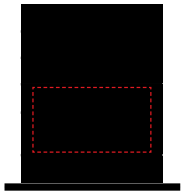
Refined industrial detailing

RETAIL STREET SCAPE



Perforated corten facade - lantern to the street

HOTEL STREET SCAPE



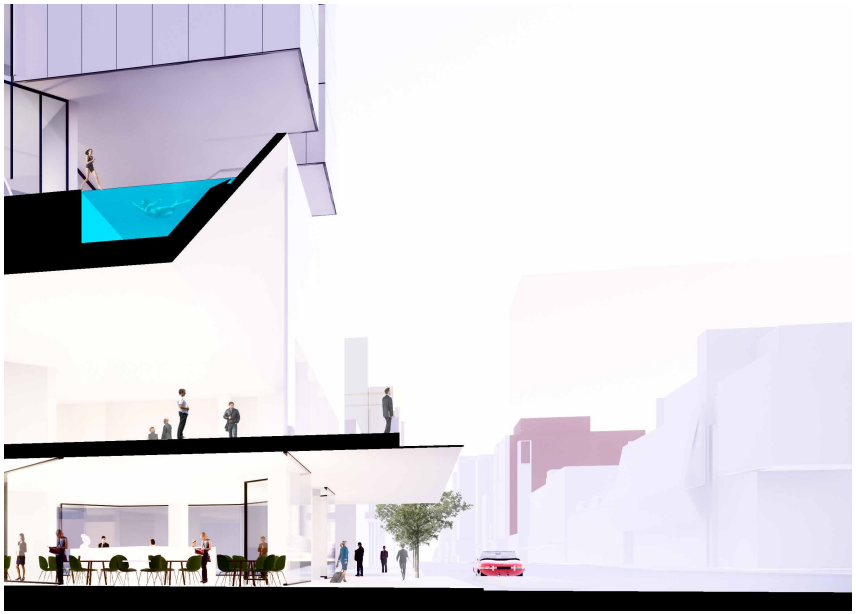
SECTION

Demountable car stacker allows future scenario reuse of available space.

Upper level gallery spaces and ground floor double height volumes

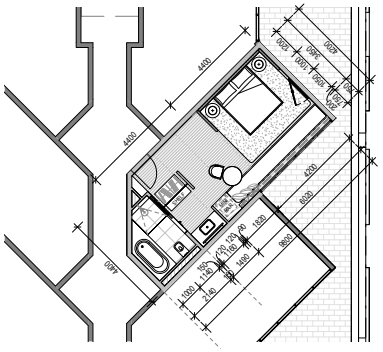
Rich texture of warehouse interiors to be maintained

RETAIL STREET SCAPE

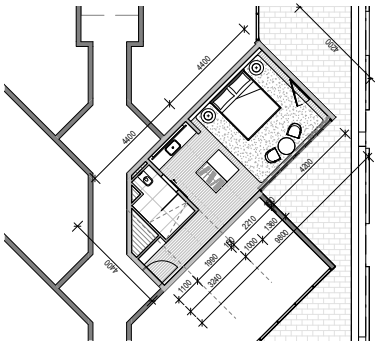


HOTEL STREET SCAPE

FRANKLIN STREET

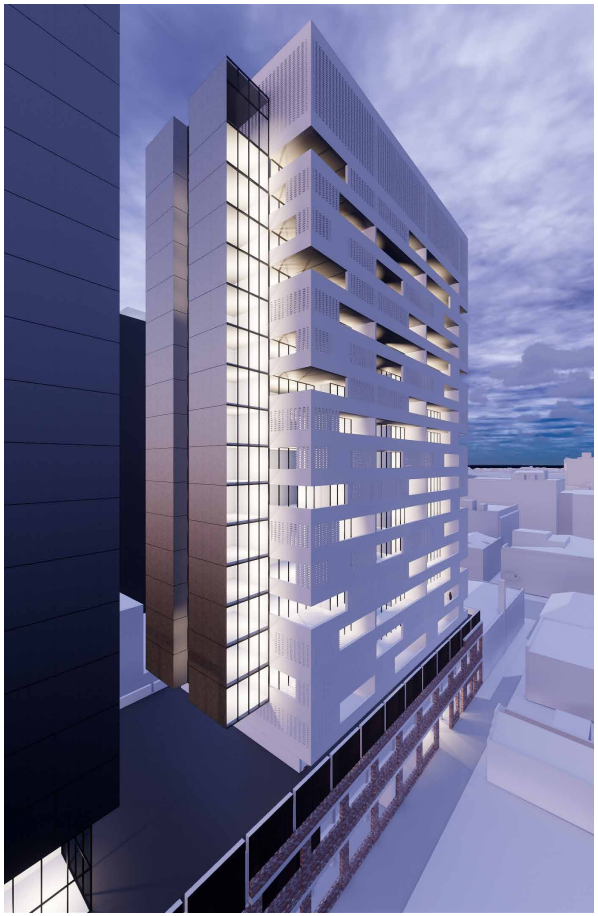


TYPICAL HOTEL LAYOUT 1
SCALE: 1:100

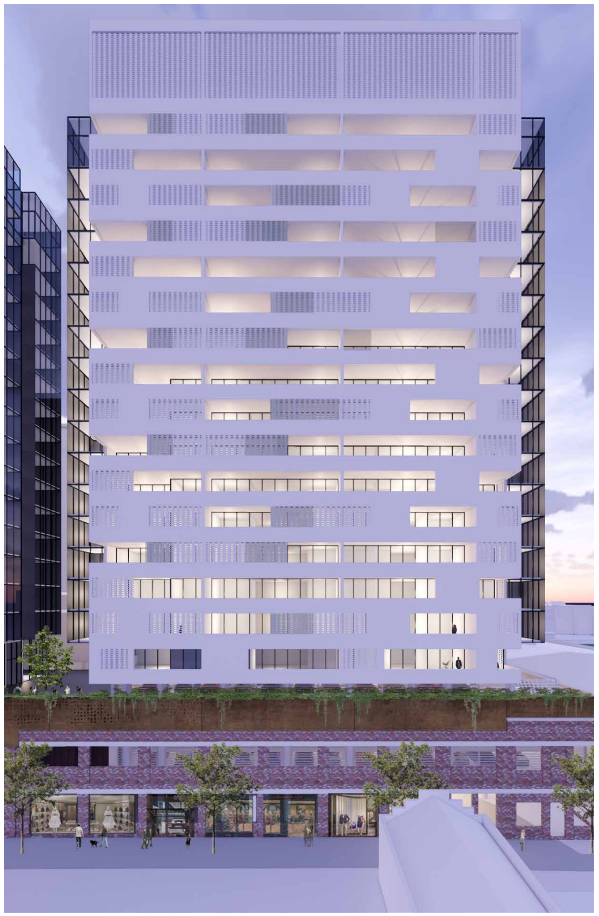


TYPICAL HOTEL LAYOUT 2
SCALE: 1:100

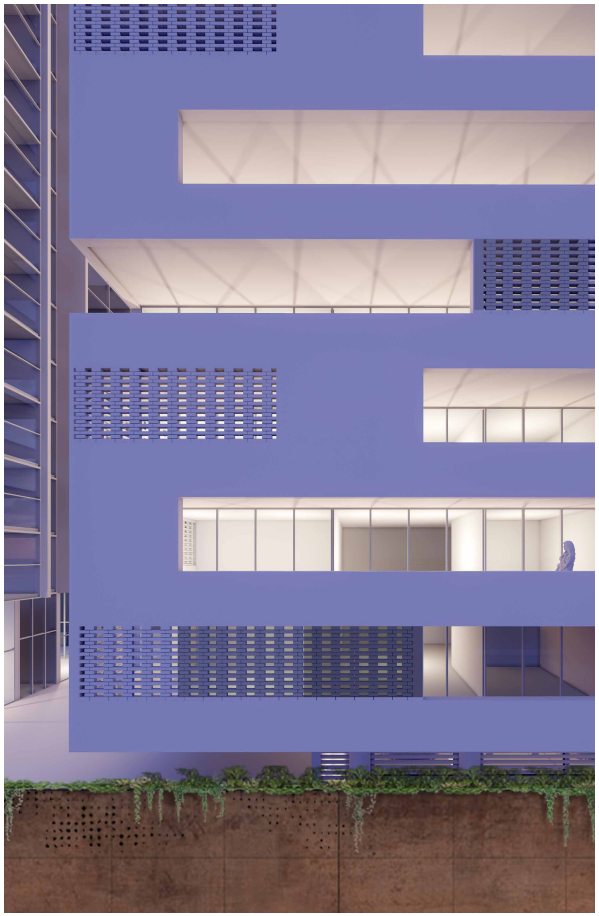
HOTEL BLOCK



CANNON STREET OVERVIEW



CANNON STREET ELEVATION



APARTMENT DETAIL

APARTMENT BLOCK

Product	Register Search (CT 5980/624)
Date/Time	20/02/2020 02:04PM
Customer Reference	20ADL-0001
Order ID	20200220007179

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5980 Folio 624

Parent Title(s) CT 5156/497

Creating Dealing(s) RT 10579934

Title Issued 15/02/2007 **Edition** 2 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 3 FILED PLAN 105000
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

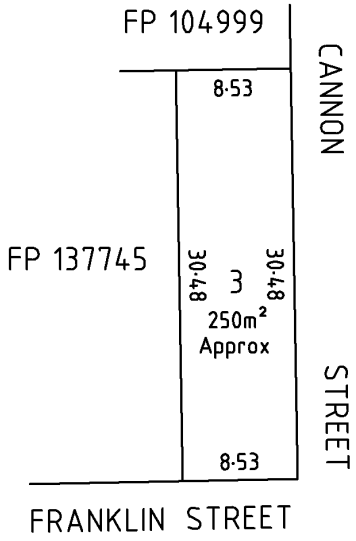
Dealings Affecting Title NIL

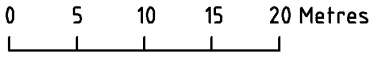
Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL





Product	Register Search (CT 5253/876)
Date/Time	20/02/2020 02:03PM
Customer Reference	20ADL-0001
Order ID	20200220007146

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5253 Folio 876

Parent Title(s) CT 1810/162

Creating Dealing(s) CONVERTED TITLE

Title Issued 10/03/1995 **Edition** 7 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 7 FILED PLAN 137745
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

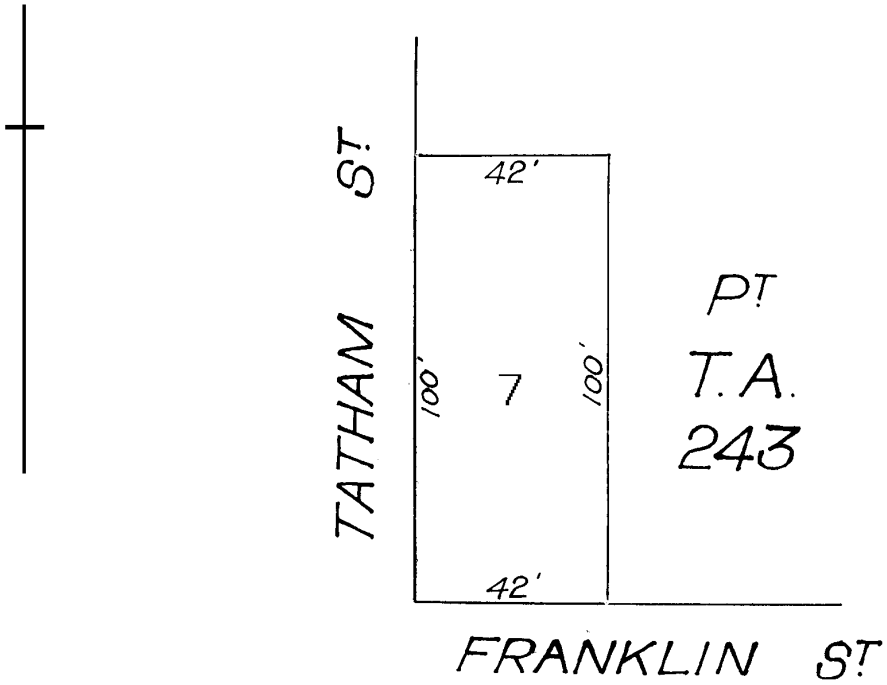
Priority Notices NIL

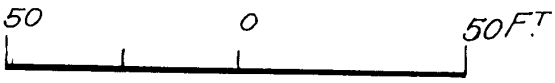
Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL

This plan is scanned for Certificate of Title 1810/162





DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0·3048 metres
1 INCH	=	0·0254 metres

Note : Subject to all lawfully existing plans of division

Product	Register Search (CT 5156/499)
Date/Time	20/02/2020 02:05PM
Customer Reference	20ADL-0001
Order ID	20200220007214

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5156 Folio 499

Parent Title(s) CT 1334/153

Creating Dealing(s) CONVERTED TITLE

Title Issued 22/11/1993 **Edition** 9 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 2 FILED PLAN 104999
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

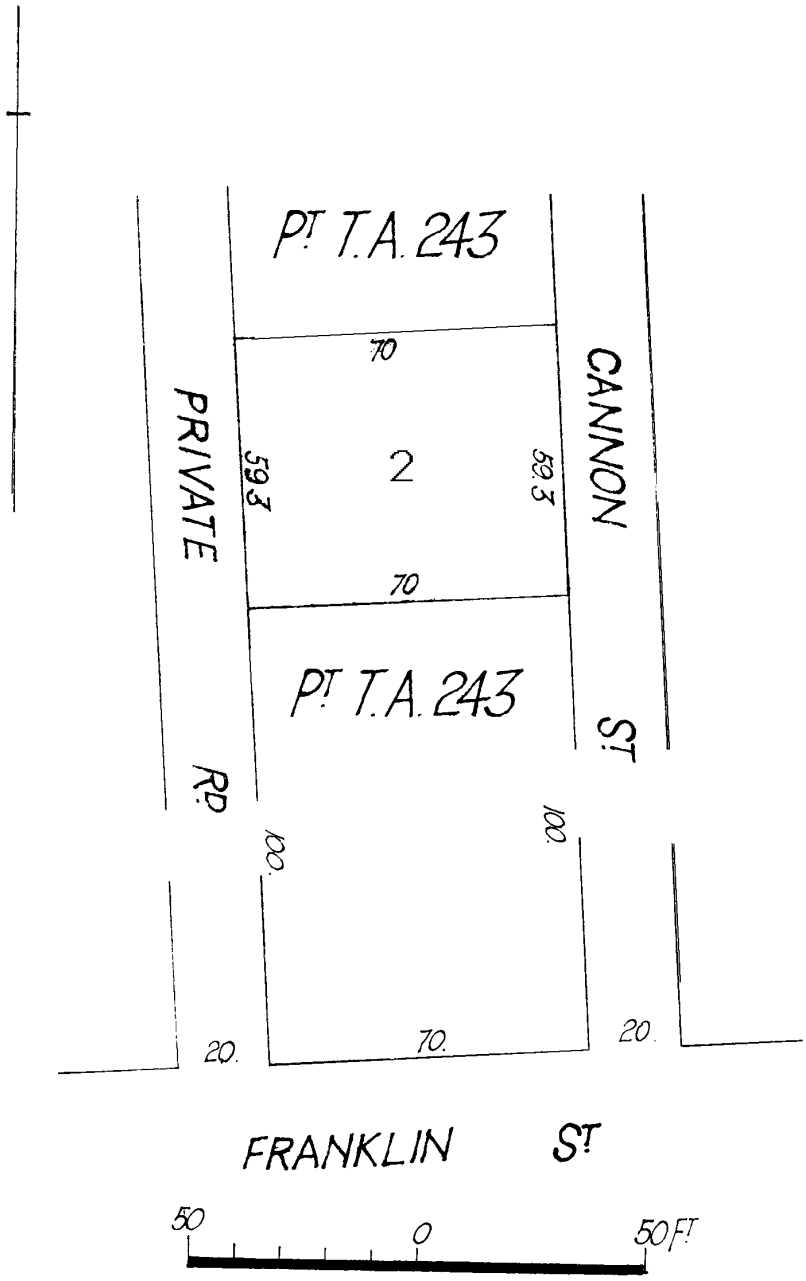
Notations on Plan NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G717/1990

Administrative Interests NIL

This plan is scanned from Certificate of Title 1334/153



DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0·3048 metres
1 INCH	=	0·0254 metres

Note: Subject to all lawfully existing plans of division

Product	Register Search (CT 5156/498)
Date/Time	20/02/2020 02:07PM
Customer Reference	20ADL-0001
Order ID	20200220007246

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5156 Folio 498

Parent Title(s) CT 1334/152

Creating Dealing(s) CONVERTED TITLE

Title Issued 22/11/1993 **Edition** 8 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 1 FILED PLAN 105143
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

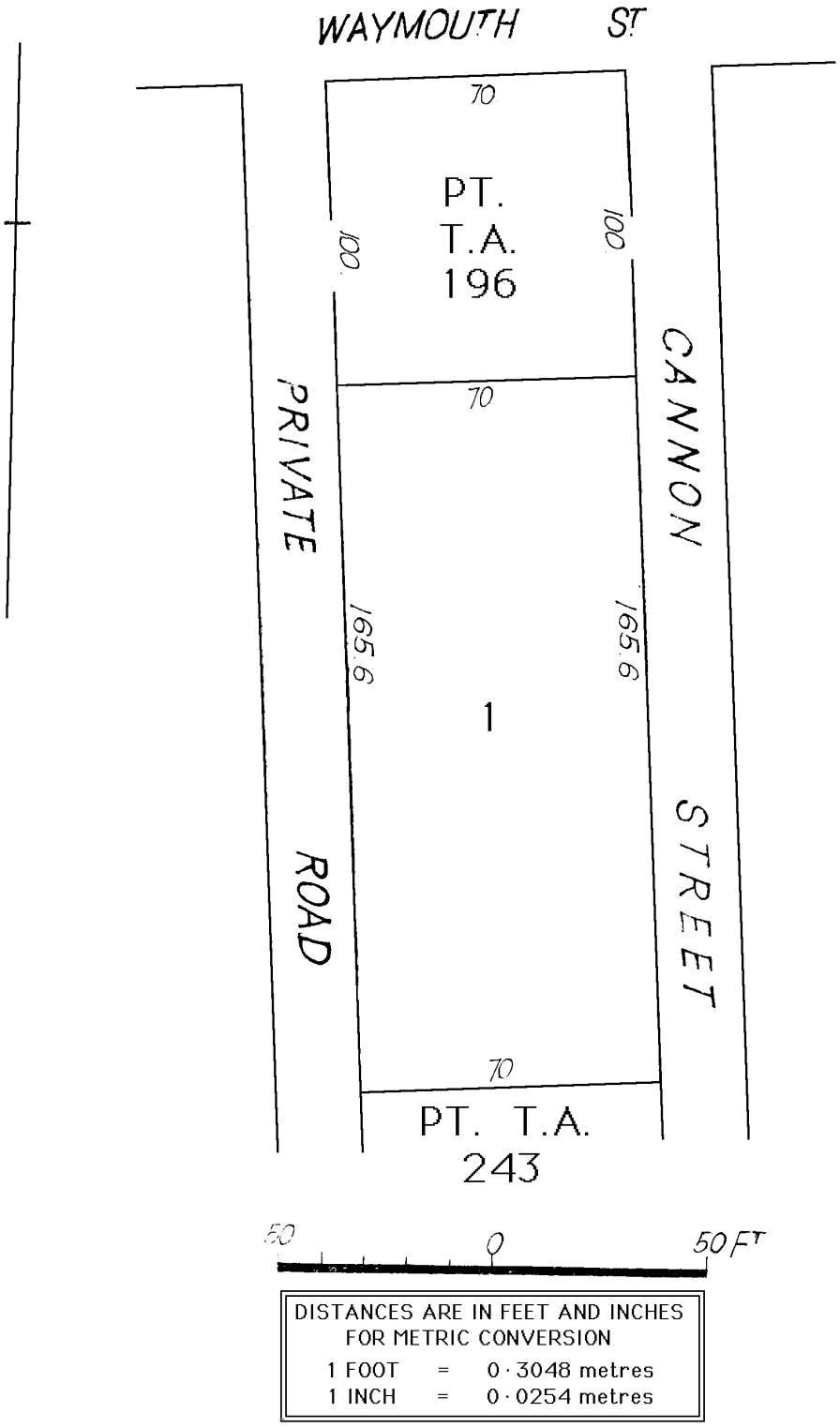
Notations on Plan NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G717/1990

Administrative Interests NIL

This plan is scanned from Certificate of Title 1334/152



Note: Subject to all lawfully existing plans of division

URPS

Adelaide 108 Pty Ltd
20ADL-0001
6 February 2020

DEVELOPMENT ASSESSMENT REPORT

108 Franklin Street, Adelaide

Development Assessment Report

6 February 2020

Lead consultant	URPS
Prepared for	Adelaide 108 Pty Ltd
Consultant Project Manager	David Bills, Associate Director
	Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: david@urps.com.au
URPS Ref	R001_v1_200206

Document history and status

Revision	Date	Reviewed	Approved	Details
V1	06/02/20	DB	DB	V1

www.urps.com.au
ABN 55 640 546 010

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1.0 Introduction

This planning statement has been prepared in relation to a development application by Adelaide 108 Pty Ltd , for the establishment of a mixed use hotel and serviced apartment building located at 108 Franklin Street, with frontages to Franklin Street, Cannon Street and Tatham Street, in the City of Adelaide.

The proposed building consists of a shared podium, upon which are two towers each totalling 19 storeys in height, containing a hotel in the southern tower and serviced apartments in the northern tower.

The subject land is located within the Capital City Zone, as identified by the Adelaide (City) Development Plan.

The proposed building is not identified as either a complying or non-complying form of development in the Zone and must therefore be assessed on its merit.

Pursuant to the Development Regulations 2008, the State Commission Assessment Panel is the relevant planning authority.

Pre-lodgement consultation with the Office for Design + Architecture (ODASA) has occurred in the form of pre-lodgement panel meetings and two design reviews. It is noted that the Government Architect commends the quality of the proposal and contribution to the public realm.

In preparing this planning statement we have reviewed the following plans and documents which form part of the application and are appended to this report:

- Certificates of Title (Appendix A);
- Proposal Plans prepared by HASSELL (Appendix B);
- Traffic and Parking Report prepared by MFY (Appendix C);
- Waste Management Plan prepared by Colby Phillips (Appendix D);
- Advice received by the Office of Design + Architecture (Appendix E); and
- Environmental Wind Report prepared by GWTS (Appendix F);

Design documentation in Appendix B includes a design statement, floor plans, elevations and concept diagrams prepared by HASSELL.

Following our site and locality inspection, our review of the application documents and our assessment of the relevant provisions of the Development Plan, we have formed the opinion that the proposal warrants Development Plan Consent.

2.0 Subject Land and Locality

2.1 Subject Land

The subject land is located at 108 Franklin Street and is identified as:

- Allotment 7 in Filed Plan 137745 (CT 5253/876);
- Allotment 3 in Filed Plan 105000 (CT 5980/624);
- Allotment 2 in Filed Plan 104999 (CT 5156/499); and
- Allotment 1 in Filed Plan 105143 (CT 5156/498).

Copies of the Certificates of Title are included as Appendix A.

No easements or rights of way exist over the subject land.

The subject land has an area of approximately 2,112 square metres.

As shown by Figure 1, the subject land has frontage to:

- Franklin Street to the south (approximately 21.34 metres);
- Tatham Street, to the west (approximately 98.9 metres); and
- Cannon Street, to the east (approximately 98.9 metres).

The land is therefore of significance both in terms of size and location.

The subject land does not include any heritage buildings, however the site to the immediate north is identified as a local heritage place.

Figure 1: Subject land

2.2 Locality

Directly adjoining buildings, and the wider locality in general to the west, east and south are typically used for commercial and retail purposes, in the form of high scale buildings of a height ranging between one to in excess of 20 storeys.

The land is therefore located in a mixed environment blending open functional transportation sites, civic buildings and intensive commercial uses.

The character of the locality is considered likely to evolve in the near future into a more modern, connected and higher scale environment.

3.0 Proposed Development

3.1 Land Use and Key Features

The applicant proposes to redevelop the existing buildings and construct a new a multi-storey mixed-use building, together with associated signage, car parking and landscaping. The proposal seeks to incorporate significant portions of the existing red brick facades which provide a strong character within the two laneways.

The building is comprised of a podium upon which two towers are proposed. The southern tower is proposed to consist of a hotel and the northern tower will comprise a range of serviced apartments, with shared servicing from the hotel and podium. Retail will be provided at ground level and on Level 1 at the northern part of the site. While the final tenancy mix is unknown at this stage, it is anticipated that retail could potentially include general and food and beverage tenancies. Commercial and retail areas will respond to tenant/leasing requirements.

Car parking is provided within the podium as part of an integrated car stacker system.

Overall, the proposed development will establish a mixed-use building of a contemporary form and design.

With a total of 19 levels (no basement levels), the proposal will create a new landmark building and will add to the existing fabric in the locality.

While those elements of the proposal that have a frontage to Franklin Street will be limited to a height of 3 levels (or equivalent), the main tower buildings are proposed to be of a maximum height of 20 levels, with levels 4 to 20 comprised of serviced apartments in the northern tower and a hotel in the southern tower.

The existing red brick character fabric (not-heritage listed) will be renovated in order to accommodate retail tenancies at ground and first floor levels.

A covered forecourt will be established to provide a hotel entrance in Cannon Street to service the southern tower. A separate entrance to the hotel is also provided to Franklin Street.

Tatham Street will serve as the main entrance to the serviced apartments along with the entrance to the car stacker, separating hotel and serviced apartment guests and providing a separate identity and address for each element.

Of the several car-parking options available to the applicant, a multi-level car stacker is proposed as the most appropriate solution for this proposal. An offsite parking solution, while attractive, severely limits the field of potential operators for the hotel and serviced apartments. An underground solution is cost prohibitive and would likely render preservation of the existing building fabric unfeasible. A car stacker is preferred due to its reversibility. It is set back from the building perimeter and a recessed horizontal band of ventilation articulates the podium from the tower volume above. Upper level gallery spaces and ground floor double height volumes combine with cascading terrace planting to screen the carpark from street

level and help activate the street frontage. In a future scenario, where on site car parking is no longer required, the carpark stacker is demounted and the available upper level space adapted for other uses - co working or retail as appropriate.

3.2 Demolition

It is proposed to demolish the majority of the existing buildings with the exception of the red brick facades along Cannon Street and Tatham Street, including buildings contained within:

- Allotment 7 in Filed Plan 137745 (CT 5253/876);
- Allotment 3 in Filed Plan 105000 (CT 5980/624);
- Allotment 2 in Filed Plan 104999 (CT 5156/499); and
- Allotment 1 in Filed Plan 105143 (CT 5156/498).

3.3 Built Form

3.3.1 Proposed Height

The proposed southern tower will be of a total maximum height of 68 metres above ground level.

The northern tower has a maximum height of 66 metres above ground level.

The entrance to the covered forecourt fronting Franklin Street will be of a height of 4 metres.

The podium level will be of a height of 12 metres.

3.3.2 Setbacks

The buildings are provided with no setback to the western, eastern or southern boundaries recognising that each of these frontages is to a public road.

The podium level will abut the Local Heritage Place to the north, consistent with existing conditions, however the northern tower is setback 3 metres from the northern boundary.

The two towers are separated by 7.65 metres.

3.3.3 Schedule of materials, finishes and colours

Details of materials and finishes are described in the HASSELL design documentation.

Celebrating the industrial/warehouse character of the precinct, the materiality and form of new building elements take cues from and compliment the established palette of earthen tones and industrial details - corten steel, glass and refined expressed steel detailing. The hotel and apartment programs float above the podium floors, adopting a complimentary modern design palette of neutral tones and minimal clean expression.

3.4 Landscaping and Public Realm

HASSELL has prepared a landscape concept as part of the proposal plans.

Landscaping will be established:

- At ground level, in the proposed covered forecourt and laneway; and
- On the terrace atop the podium level.

Vertical greening along the podium will be established.

Landscaping at ground level will include various forms of paving, plants, and seating.

3.5 Signage

No signage is proposed as part of this application. It is likely that a future signage application will be made once a hotel operator and tenants for the retail spaces are confirmed.

3.6 Access and Parking

Access and parking configuration are described in the report prepared by MFY (Appendix C).

In summary the report notes:

> *Primary vehicle access will be provided on Tatham Street where there will be minimum vehicle-pedestrian interaction. An access configuration with separate ingress and egress points has been proposed and illustrated in the report. Commercial vehicle access to the loading dock will provided via a crossover on Tatham Street which has been designed to accommodate a 10.0 m refuse vehicle.*
>
> *In addition, recommendations have been provided in respect to detailing a safe convenient porte-cochere solution in detailed design which will meet the design criteria of Council but also encourage primary pedestrian access at this location.*
>
> *Parking for the development will be provided by an automatic parking system which will serviced by two car lifts installed at the ground level. The parking system could be configured to have approximately 108 spaces and for a turning device to be installed in the storage and retrieval unit.*
>
> *Parking at the facility will be limited to the use for hotel and serviced apartment residents. In reality, employees and visitors to the site will utilise various forms of transport to access the CBD. This includes public transport, cycling, shared vehicles, and private car, consistent with similar developments within Adelaide City. This will mean that traffic associated with the development of the site will be distributed so that there will be no significant impact at any one location.*
>
> *In summary, therefore, the proposal will provide good accessibility to and convenient facilities to encourage use of alternative transport modes. This will ensure minimal impact on the broader road network.*

3.7 Waste Management

Colby Phillips has prepared a Waste Management Plan (Appendix D). The Plan identifies that adequate management of waste can be achieved.

Swept paths for vehicles entering and exiting Cannon Street and Tatham Street are provided MFY's report (Appendix C).

3.8 Hours of Operation/Operational Management

The hotel and serviced apartments are proposed to be open on a 24 hour basis, albeit that restaurants, bars and function spaces within the hotel will most likely not operate at all times.

Retail tenancies will be operated in accordance with the Shop Trading Act.

4.0 Procedural Considerations

4.1 Relevant Planning Authority

Pursuant to Schedule 10 of the Development Regulations 2008, the State Commission Assessment Panel is the planning authority, with the Adelaide (City) Development Plan (Consolidated 7 June 2019) the relevant planning instrument.

4.2 Public Notification

Having regard to the procedural matters for the Capital City Zone, the proposed mixed use building is considered to be a Category 1 form of development for the purposes of public notification.

4.3 Referrals

Pursuant to Schedule 8 of the Development Regulations 2008, the proposal is to be referred to the City of Adelaide and the Government Architect and the Commonwealth Secretary for the Department of Transport and Regional Services via the Adelaide Airport, as the proposed height will exceed the Obstacle Limitation Surface (OLS) shown on Map Adel/1 (Overlay 5) of the Adelaide (City) Development Plan.

4.4 Design Reviews

Design Reviews have occurred with the Office for Design + Architecture (ODASA), with advice received from the Government Architect appended to this report (refer Appendix E).

5.0 Development Assessment

5.1 Relevant Policies

The subject land is located within the City of Adelaide, with the Adelaide (City) Development Plan, consolidated on 7 June 2019, the relevant planning instrument.

The land is located within the Capital City Zone of the Adelaide (City) Development Plan. It is also adjacent but not within the Central Business Policy Area 13.

The relevant provisions of the Adelaide (City) Development Plan are discussed in this section. Our assessment of the proposal first focuses on the more detailed policies contained within the Capital City Zone, and then the most relevant Council-wide policies.

5.2 Capital City Zone

Objectives: 1, 2, 4, 5, 6, 7

The Capital City Zone objectives, and the Development Plan in general, seek to encourage the growth in economic activities with a varied mixed use environment that will enhance the character and function of the City.

The proposed development will provide a commercial and retail mixed use building designed in an innovative and contemporary manner which will respond to the two-fold context of North Terrace, the main pedestrian and cultural boulevard; and the Rundle Mall area, a key high level activity area in the City.

The Desired Character Statement for the Zone further characterises the form of envisaged development in the Zone:

> *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 in the Capital City Zone is sought to be high in scale, contemporary and innovative in design, and to provide a pedestrian-friendly environment with ground level activation through non-residential uses.

The development is located within the Primary Pedestrian Area of the City. It provides an active and engaging pedestrian frontage along the minor streets as well as a transparent glazed frontage to Franklin Street in order to ensure the human scale of ground level activation and ultimately pedestrian interest.

New development in the Zone is encouraged to achieve the following high quality design criteria, which the proposal will respond to in the following manner:

Contextual

As described in HASSELL's design documentation, the building will be set back from Franklin Street at ground level in order to respond to the character of Franklin Street and create a notable address to the hotel element of the development.

As such, the proposed covered forecourt will further highlight the priority given to the pedestrian experience and create a new pedestrian connection within the City's Primary Pedestrian Area.

In further respect to the heritage context, it is noted that juxtaposition with and retention of the red brick facades (albeit not heritage listed) is encouraged in the Zone through an innovative design which will respond to the site context and form of the existing buildings.

The adaptive reuse proposed for these parts of the building is entirely appropriate to both the building and the precinct. Further, it will allow the building to reengage with the public, activate the minor streets and will ensure its ongoing viability and contribution to the City.

Durable

The materials that are proposed to be used during the construction of the building will be respectful of the surrounding environment, and of a high and durable quality. Materials are described in HASSELL's design documentation.

The proposal is intended to become a new long-lasting iconic building in the City's skyline.

Inclusive

The development will provide access to all modes of transportation including private cars, bicycles, public transport and pedestrians. Emphasis is placed on pedestrian entry points, links and connections within and out of the site.

Sustainable

The development promotes the use of public and soft transportation, as well as recycling of waste. All of these characteristics will maximise the environmental performance of the development.

Amenable

The proposed building will provide retail tenancies, a high quality spaces and active and green spaces which will all contribute to the creation of an integrated commercial, retail and lifestyle precinct.

In all of these key elements, the proposal is consistent with the desired character for the Zone.

5.3 Design and Appearance

Principles of Development Control: 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

The development is of a high standard of architectural design which is appropriate in its location. This will be achieved with:

- The use of high quality materials as described in HASSELL's design documentation;
- An integrated and active ground level including the introduction of a range of new retail tenancies and the retention of the iconic warehouse facades and openings;
- A highly legible pedestrian entrance via Franklin Street which will respond to the character of the street;
- A pedestrian-oriented frontage along Cannon Street, with a porte cochere, entry and retail offering;
- The creation of a podium at a height of 12 metres which will provide human scale and definition to the ground level based on the retention of the red brick warehouse facade;
- A covered forecourt accessible to the public during operating hours of the hotel, creating a pedestrian connection, a café and bar and an active space that will contribute to a vibrant public realm.;
- Terraces, around the podium level of building will further emphasise a sense of openness and natural lighting as well as a visual connection to the surrounding streets;
- Car parking areas that are screened and not located at ground level;
- The GWTS Environmental Wind Report (Appendix H) makes the following recommendations:
  - Use of a canopy at the entrance of Apartment Tower.
  - Use of dense vegetation/screen around the ground floor outdoor sitting area
  - Minimum balustrade heights on the level 3 outdoor terraces
  - Use of dense vegetation on the level 3 outdoor garden terrace
  - Precaution to securely fix or remove lightweight items on balconies during high wind events.

The Government Architect's advice reinstates the significance of the location of the site, and the necessity to provide a high quality design and contribution to the public realm. Notably, the advice supports the aspiration to deliver a large scale mixed use development on the site with strong support for the retention of the existing warehouse facades.

5.4 Height

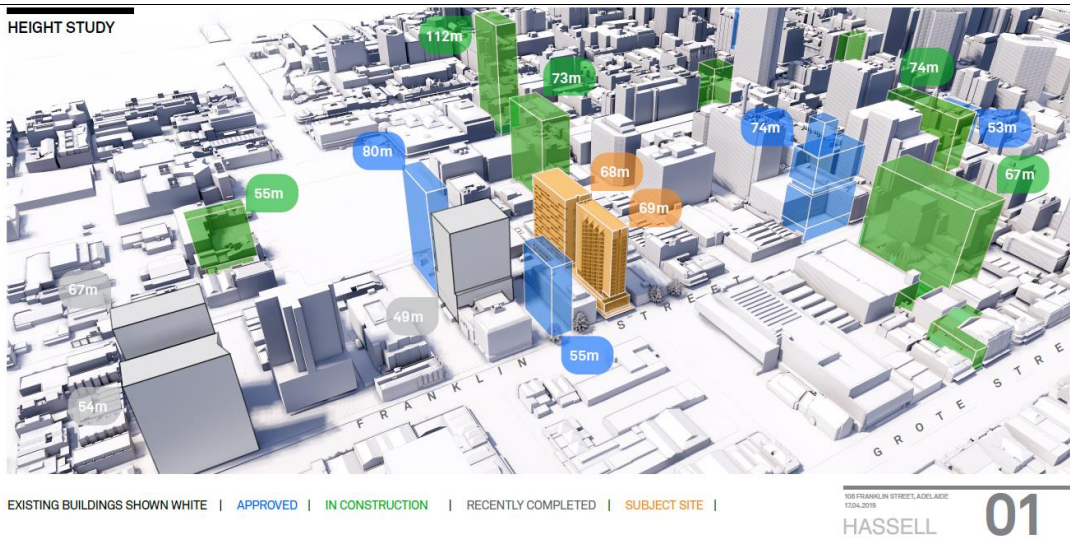
Principles of Development Control: 21, 22

The site is located within a part of the Capital City Zone where a 53 metre height limit exists, however some 21 metres to the east is a part of the zone where no prescribed height limits exist.

As previously noted, referral to Adelaide Airport Limited will apply to the proposal as the proposed height is in excess of 80 metres AHD.

PDC 21 contemplates over height buildings within the Zone subject to the provision of a number of features outlined below:

it is demonstrated that the development complements the context (having regard to adjacent built form and desired character of the locality) and anticipated city form in Concept Plan Figures CC/1 and 2,	The proposed development is consistent with the heights of buildings within the locality as demonstrated in the height study included in the proposal plans prepared by HASSELL shown below



and 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;	The subject land is located some 21 metres to the west of that part of the Capital City Zone where no height limits apply. Taller buildings have been constructed to the east and west of the subject land and there are uncommenced but approved buildings taller than that proposed in this application to the west of the site.

(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.	The development incorporates the retention of the heritage facades of the existing warehouse building, albeit that these elements are not a listed heritage place. Given the nature of the building as a hotel and serviced apartment complex, the development is provided with an accessible terrace open space that is accessible to guests and visitors that provides a visual connection to the street. Whilst the development does not include pedestrian linkages through the site, it does activate two minor streets and will make a significant contribution to improving the safety for pedestrians using these linkages. The development provides parking to the hotel and apartments at a rate of less than 0.5 spaces per apartment. The car parking areas are screened behind the podium and retail spaces are provided as an actively occupied use. The serviced apartment element of the development provides at least 10% of 3+ bedroom dwellings. Affordable housing is not proposed as part of the development given the proposed use as a hotel and serviced apartment development.
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	An accessible roof terrace garden is proposed on the podium roof with plant located above the two towers and solar panels included on the tower roofs. The elevated landscaping concept is provided with integrated irrigation, good maintenance access and adequate depth for plant root zones. External shading is integral to the building design - orientation of hotel rooms favours southern aspects while deep protected balconies with both

(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.	operable/fixed screens give apartment residents control over solar/privacy/ventilation. Full width balconies maximise access to private open space. Articulation of building volume provides common circulation with access to natural light/ventilation

5.5 Movement

Principles of Development Control: 26, 27, 28, 29, 30, 31, 32

These principles will predominantly be addressed in the Transport and Access Section 5.12. However some of the Zone principles are particularly relevant in the context of the subject land and should be addressed in this section.

It is noted that the development is within the Primary Pedestrian Area of the City, and as such should maintain and develop pedestrian links that will encourage pedestrian movements.

This will be achieved with the proposed design further enhancing the Franklin Street streetscape, and limiting all traffic to the minor streets.

Access points to the car parking and loading areas will be located away from the Franklin Street frontage and will minimise the likelihood of conflict with any pedestrian access point, as anticipated by the Zone provisions.

There will not be car parking areas provided at ground level, which is also anticipated in the Zone.

Functionally, hotel access is directed toward Cannon Street, whilst access to the car stacker and serviced apartments is from Tatham Street. This will result in traffic being more evenly distributed and kept away from the primary street frontage on Franklin Street.

5.6 Advertising

Principles of Development Control: 33, 34, 35

As previously described, identification of the building and retail signage will be provided as part of a future application once an operator and tenants are confirmed for the hotel and retail spaces.

5.7 Crime Prevention through Urban Design

Objectives: 24

Principles of Development Control: 82, 85

Principles of Crime Prevention through Environmental Design (CPTED) have been integrated in the overall design of the proposal, which will result in:

- No blank façades ensuring passive surveillance of the public realm;
- Extended hours of operation and mixed-use activities; and
- Direct views into open and/or public areas including terraces, lobbies, event spaces and the forecourt from upper levels;

5.8 Waste Management

Objectives: 28 Principles of Development Control: 101, 102, 103, 104

The Waste Management Plan prepared by Colby Phillips (Appendix D) provides a summary of the waste management methods that could be implemented to service the proposed development.

In summary, the proposed waste management system will achieve a successful management of waste on site.

As anticipated by the Development Plan for development greater than 2,000 square metres of total floor area, the Waste Management Plan includes:

- An on-site dedicated area for the collection and sorting of waste;
- The promotion of recycling.

It is noted that the Waste Management Plan does not include E-waste and hard waste.

5.9 Energy Efficiency, Micro-Climate and Sunlight

Objectives: 30, 33, 34 Principles of Development Control: 106, 107, 108, 115, 119, 122, 123, 125

The Development Plan seeks to ensure that proposed developments minimise the consumption of non-renewable energy, maximise energy reduction and are adaptable to future alternative uses.

Policies exist for office development in relation to energy efficiency and in particular solar exposure, materials, designs that maximise natural lighting and ventilation, use of renewable energy and use of landscaping.

The building will be required to meet the provisions of Section J of the National Construction Code.

The towers incorporate a number of key ESD measures including:

5.9.1 Hotel geometry

The departure from a traditional orthogonal plan gives rise to a unique hotel layout - rooms are rotated 45 degrees to a South/West orientation providing passive solar protection and maximising views to the south parklands. Internally the 45 degree geometry generates individual semi private entry alcoves to each hotel room while ensuring an uninterrupted vista through to daylight and views at each end of hotel floor corridors.

The sun shading/privacy strategy is integral to the design, the resulting bold architectural expression defining the identity of the building.

5.9.2 Apartments - natural light

Full width balconies are equipped with a combination of fixed and operable screens to allow maximum control over privacy and access to natural light.

Considering the nature of adjoining buildings and of the wider locality, the shadowing impacts on adjoining buildings is considered acceptable. It is also noted that such will provide shading which will result in reductions in radiation gains.

It is noted that development over 21 metres and built on the street frontage should minimise wind tunnel effect. This is addressed in GWTS Environmental Wind Report (Appendix F).

5.10 Built Form and Townscape

Objectives: 46, 47, 49, 50, 51 Principles of Development Control: 168-172, 177, 179, 180, 182, 185-190, 192-194, 196-198

The proposal is of a height, bulk and scale that are consistent with the size of the subject land and its primary location with a multiple frontages to a primary city access, and respectful of the existing heritage fabric, as previously discussed.

The following matters have also been addressed in previous sections:

- Provision of human scale at ground level and of pedestrian connections;
- Implications of height for airport operations;
- Materials and finishes; and
- Provision of an active street frontage.

The design approach has considered the visual appearance of elements such as car park entry and tower façade design, as detailed in HASSELL's design documentation.

5.11 Landscaping

Objectives: 55 Principles of Development Control: 207, 208, 209

Roof top amenity is provided at podium level and takes advantage of visual connection to the street. A landscaped terrace garden includes a pool, restaurant and gym facilities.

The landscape design considers integrated irrigation and drainage, good maintenance access and adequate depth for plant root zones - slab depth allows provision for soil zone below finished floor level and deep soil zones for trees are accommodated within the shared plant and pool level below the podium terrace.

Drought tolerant species will be selected suitable for available soil depths and roof garden conditions.

The tower roofs accommodate the services plant and photovoltaic panel arrays above - benefitting from optimum solar exposure.

5.12 Transport and Access

Objectives: 60-72

Principles of Development Control: 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 239-244, 246-248, 251-252, 259-262

This section should be read in conjunction with MFY's Traffic and Parking Report contained at Appendix C of this report.

5.12.1 Access and Movement

The proposal creates a focus on pedestrian entry points and linkages within the proposal itself and connections with the locality in general. Access to public transport opportunities and provision of bicycle parking facilities will also be a key aspect of the proposal.

5.12.2 Pedestrian Access

Multiple pedestrian access points are provided via Franklin Street and the two minor street.

The covered forecourt and Cannon Street provide direct access into the hotel itself, with separate entries into the multiple retail tenancies at ground level.

The proposed connections will contribute to the existing pedestrian links networks that exist in the locality, which is consistent with the location of the site within the Primary Pedestrian Area as identified in the Development Plan.

A canopy along the Franklin Street frontage will provide weather protection to pedestrians. The covered forecourt will provide a space accessible to the public during operating hours of the building.

5.12.3 Bicycle Access

Bicycle access is provided via the laneway, with end of trip facilities located at ground level. A total of 25 bicycle parks are demanded and 28 are proposed as part of the development. MFY have assessed the provision of bicycle parking in their report, and consider that the proposed provision of bicycle parks exceeds the anticipated demand for such parking on site.

We note that the proposal is consistent with the general policy intent to encourage the use of bicycles within the City. The end-of-trip facilities will also be designed and sited in a manner that is consistent with the provisions of the Development Plan.

5.12.4 Public Transport

As described by MFY, a number of public transport options exist in the locality.

5.12.5 Traffic and Vehicle Access

As previously described, vehicle access will be provided via both minor street, with two separate access points for hotel guests, car stacker access and loading dock facilities.

These access points will be located away from Franklin Street, as anticipated in the Development Plan.

In their Report, MFY have assessed access points and provide swept paths diagrams which show that vehicles including waste collection will be able to enter and exit the site in accordance with the relevant standards.

5.12.6 Car Parking

A total of 104 car parks will be provided. As explained by MFY, there is no provision rate for car parking in the Development Plan. The car parks will be allocated to users of the development. Alternative options for parking also exist in the locality.

Given the absence of provision rates in the Development Plan, and further noting the wide range of public transport options in the locality, the proposed provision of car parking is considered to be sufficient.

In terms of design, car parking will be provided on multiple levels which do not include ground level, and will be fully screened from public view, as anticipated in the Development Plan. This will ensure the provision of active street frontages.

Car parking stackers are designed in a manner that is consistent with the relevant standards, as described by MFY.

6.0 Summary and Conclusion

The applicant is proposing a mixed use building with a multiple frontages to Franklin Street, Cannon Street and Tatham Street the City of Adelaide. The proposed building will provide retail tenancies, a hotel serviced apartments which will all contribute to the creation of an integrated commercial, retail and lifestyle precinct.

The design of the building will result in two distinct tower elements, above a shared podium

The building will be of a high standard contemporary design that is commensurate of the size and location of the site and create a new iconic visual element in the skyline. This can be summarised as follows:

- Adaptive and innovative reuse of the existing warehouse facades that is respectful of and enhances the non-listed heritage fabric;
- Retail gateways will provide a high activity and lifestyle opportunities as well as activating the two minor streets;
- Active and open terrace spaces will contribute to the amenity of the development; and
- Separate access points for hotel and apartment guests, located away from Franklin Street, will ensure minimised impact on traffic.

While we consider that the proposal is consistent with the relevant provisions of the Adelaide (City) Development Plan.

For these reasons, the proposal in our opinion warrants Planning Consent to be granted by the State Commission Assessment Panel.

Appendix A

Certificate of Title

Appendix B

Proposal Plans

Appendix C

Traffic and Parking Report

Appendix D

Waste Management Plan

Appendix E

Advice from Government Architect

Appendix F

Environmental Wind Report

Product	Register Search (CT 5980/624)
Date/Time	20/02/2020 02:04PM
Customer Reference	20ADL-0001
Order ID	20200220007179

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5980 Folio 624

Parent Title(s) CT 5156/497

Creating Dealing(s) RT 10579934

Title Issued 15/02/2007 **Edition** 2 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 3 FILED PLAN 105000
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

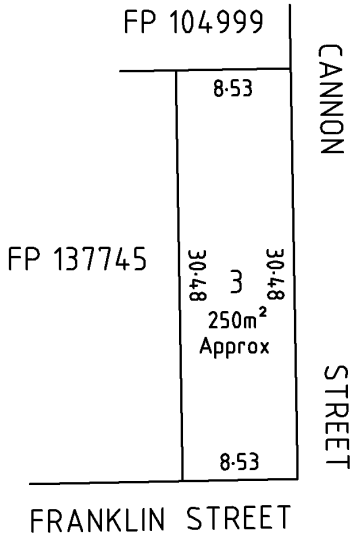
Dealings Affecting Title NIL

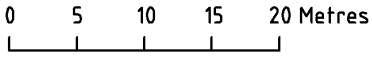
Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL





Product	Register Search (CT 5253/876)
Date/Time	20/02/2020 02:03PM
Customer Reference	20ADL-0001
Order ID	20200220007146

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 5253 Folio 876

Parent Title(s) CT 1810/162

Creating Dealing(s) CONVERTED TITLE

Title Issued 10/03/1995 **Edition** 7 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 7 FILED PLAN 137745
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

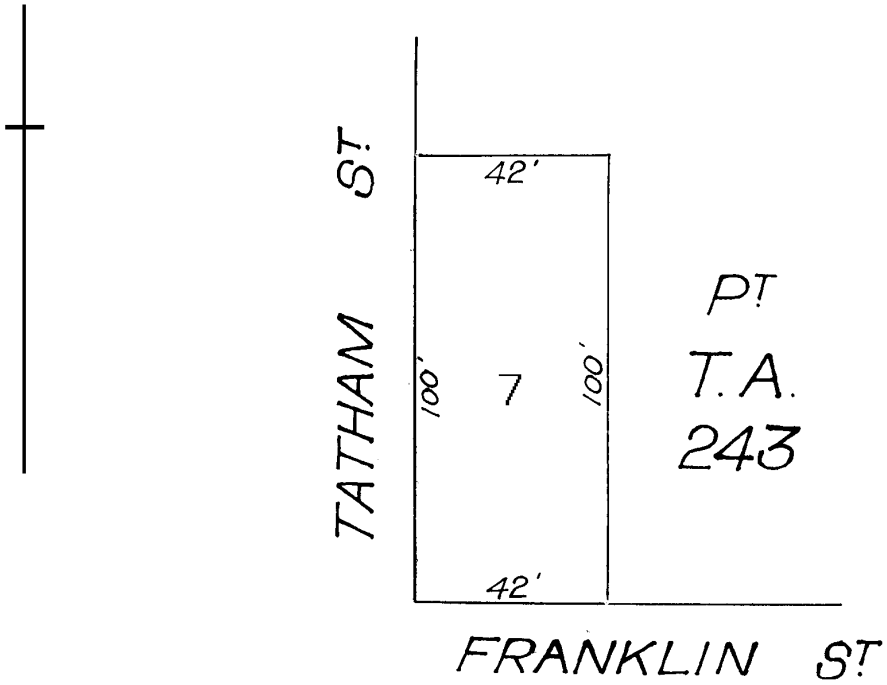
Priority Notices NIL

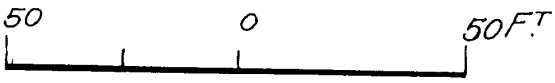
Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL

This plan is scanned for Certificate of Title 1810/162





DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0·3048 metres
1 INCH	=	0·0254 metres

Note : Subject to all lawfully existing plans of division

Product	Register Search (CT 5156/499)
Date/Time	20/02/2020 02:05PM
Customer Reference	20ADL-0001
Order ID	20200220007214

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 5156 Folio 499

Parent Title(s) CT 1334/153

Creating Dealing(s) CONVERTED TITLE

Title Issued 22/11/1993 **Edition** 9 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 2 FILED PLAN 104999
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

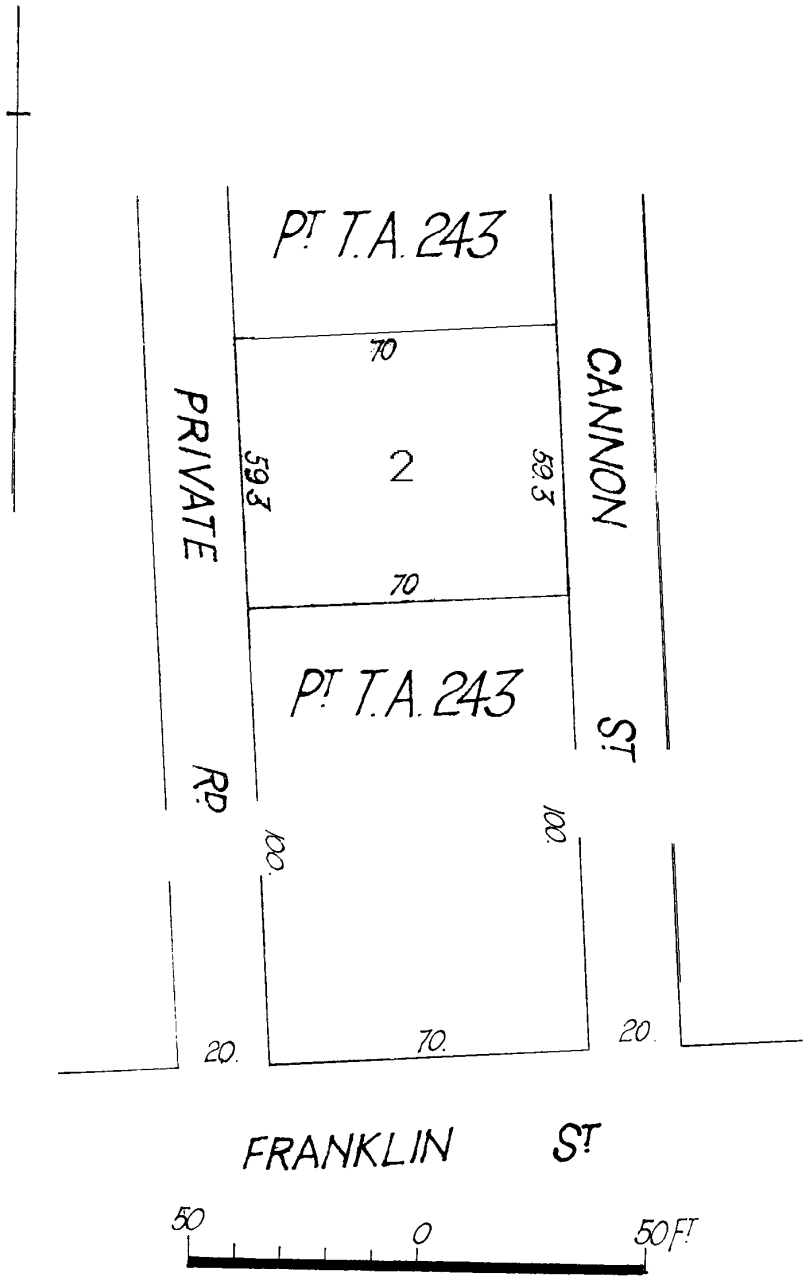
Notations on Plan NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G717/1990

Administrative Interests NIL

This plan is scanned from Certificate of Title 1334/153



DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
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Note: Subject to all lawfully existing plans of division

Product	Register Search (CT 5156/498)
Date/Time	20/02/2020 02:07PM
Customer Reference	20ADL-0001
Order ID	20200220007246

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 5156 Folio 498

Parent Title(s) CT 1334/152

Creating Dealing(s) CONVERTED TITLE

Title Issued 22/11/1993 **Edition** 8 **Edition Issued** 24/12/2019

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE 108 PTY. LTD. (ACN: 635 133 925)
OF CARE BOSS PRIVATE CLIENTS PTY. LTD. LEVEL 2 42B LITTLE BOURKE STREET MELBOURNE VIC 3000

Description of Land

ALLOTMENT 1 FILED PLAN 105143
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13230161	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
13230885	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)
13230886	CAVEAT BY BUIK HOLDINGS PTY. LTD. (ACN: 007 960 705)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

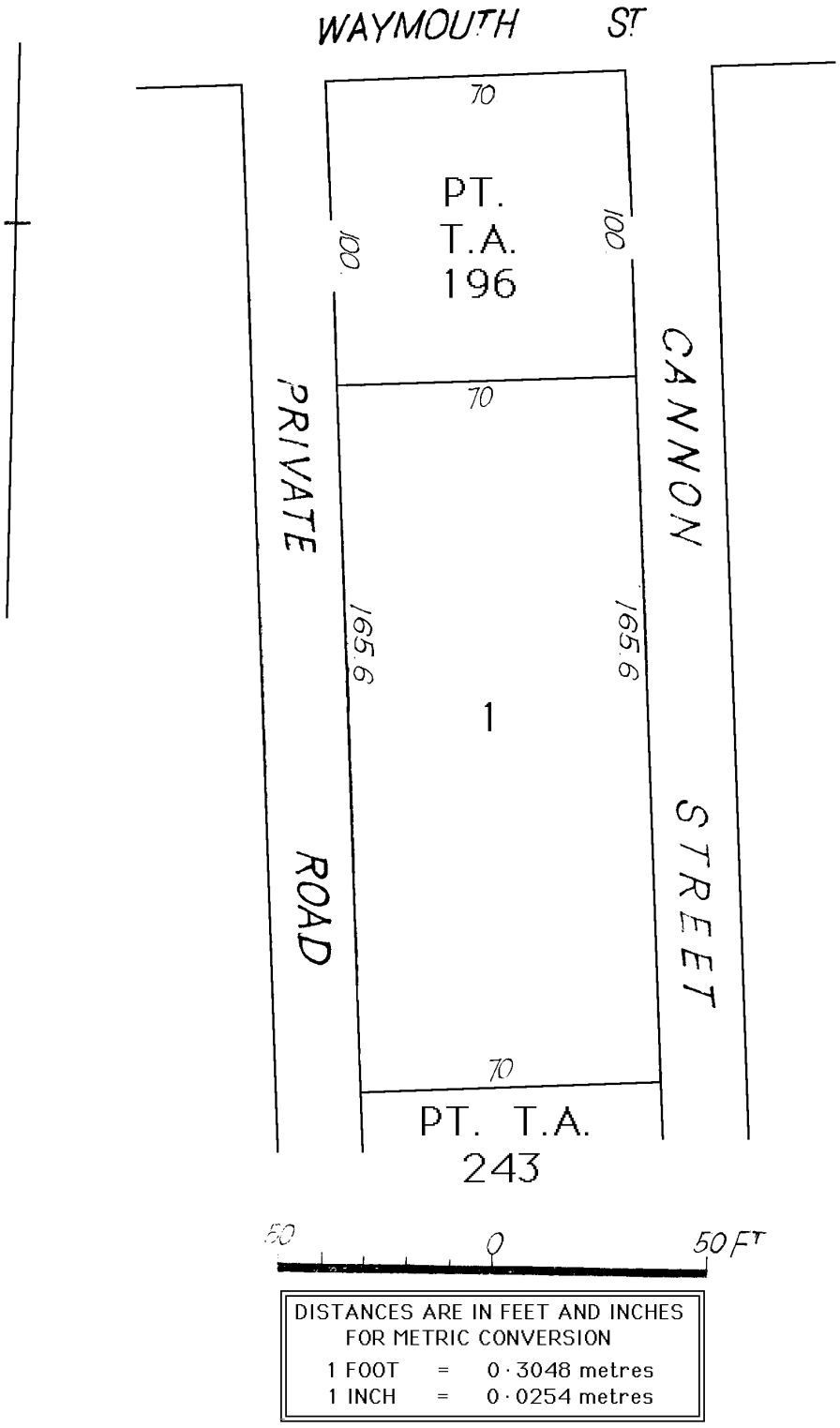
Notations on Plan NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G717/1990

Administrative Interests NIL

This plan is scanned from Certificate of Title 1334/152



Note: Subject to all lawfully existing plans of division

Wakefield International College

PUBLISHERS HOTEL
108-112 FRANKLIN STREET, ADELAIDE

TRAFFIC AND PARKING REPORT

January 2020

18-0233

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1.0 INTRODUCTION

This report assesses the traffic and parking impacts associated with redevelopment of the existing Publishers Hotel site on Franklin Street. The subject proposal seeks to retain the existing façade and include dining, retail and tourist accommodation as illustrated on Hassell Studio's drawing 014022 dated 29 January 2020.

It is proposed to provide access for domestic vehicles via separate ingress and egress points. A pick-up/drop-off facility is also proposed, as well as access for commercial vehicles. Access for the proposal has been reviewed against the Australian Standard and other design guidelines in order to minimise any impact on the adjacent road network and meet appropriate safety standards.

Consideration has been given to the installation of an automatic parking system to provide parking for the development. The spaces in the system will be allocated to the hotel guests. As the exact system that will be installed at the site has not yet to be determined, review of a typical automatic parking system including its specifications and operation has been undertaken as part of this assessment.

A traffic analysis of the proposed development has been undertaken and has considered the increased traffic demand associated with the additional uses at the development. In addition, an assessment of alternative travel models has also been included in this report.

A review of the existing pedestrian infrastructure encompassing the site has been included in the assessment, together with design elements which are proposed to provide for pedestrian access to the facility. Details of the proposed cycling facility have also been reviewed in this report.

2.0 EXISTING SITUATION

The subject site comprises of the Publishers Hotel, a restaurant with approximately 120 seats and the Published ArtHouse, an event hire venue with an approximate floor area of 600 m^2. The site is bounded by Franklin Street to the south, Tatham Street to the west, Cannon Street to the east and a commercial development to the north.

Vehicle access to the subject site is limited to a garage access on Cannon Street. This access is used for deliveries for the Published ArtHouse. Delivery for the hotel occurs on Cannon Street.

2.1 ROAD NETWORK

Franklin Street is a major road which has an AADT volume of 14,300 vehicles per day (vpd) and a speed limit of 50km/h.

Along the frontage of the site, Franklin Street has five lanes, including a right turn facility for movements into Tatham Street and Cannon Street. The road has bicycle lanes on both sides operating at all times. There are six motorcycle parking spaces along the frontage of the Publishers Hotel with additional parallel parking spaces available on Franklin Street to the east and west of the subject site.

Tatham Street and Cannon Street are narrow access streets. They are one-way roads permitting northbound traffic movements. The urban default speed limit of 50 km/h is applicable to these roads.

These roads service the adjacent developments and are primarily limited to local traffic. Accordingly, it is anticipated that the volume on these roads will be low. While parking is not permitted on Tatham Street, intermittent parking is available on the western side of Cannon Street.

Both Tatham Street and Cannon Street intersect with Franklin Street at their southern end and Waymouth Street at their northern end. All entry movements are permitted at the Franklin Street intersections and all exit movements are permitted at the Waymouth Street intersection.

2.2 PEDESTRIAN FACILITIES

Primary pedestrian access for the subject site is provided on Franklin Street. The footpaths on Franklin Street connect with the greater pedestrian network within the Adelaide City.

There are minor pedestrian access points on Cannon Street which are limited to staff accessing the back of house area of the developments. A 1.1 m wide footpath is provided on the western side of the street.

There is no pedestrian access to the subject site on Tatham Street. While there is a raised section of pavement, this area is too narrow for pedestrian access.

3.0 PROPOSAL

The proposal, as illustrated on Hassell Studio's Drawing No. 014022 dated 29 January 2020, is to redevelop the site to include a tourist accommodation and retail facilities. The redevelopment will include:

- 150 hotel rooms;
- 128 serviced apartments with a mix of studio, 2-bedroom and 3-bedroom apartments;
- a restaurant with a function room; and
- approximately 700 m^2 of retail area.

There are additional facilities such as a spa and a gym which will be ancillary to the hotel and serviced apartments.

3.1 ACCESS

3.1.1 DOMESTIC VEHICLE

It is proposed to provide access to/from the subject site via two new crossovers on Tatham Street. The crossovers will be designed in accordance with Australian Standard, *Parking Facilities Part 1: Off-street car parking (AS 2890.1:2004)* and would function as separate ingress and egress points as shown in Figure 1.

Figure 1: Proposed access arrangements to the subject site

Provision of access to and from Tatham Street would reduce potential vehicle/pedestrian conflict as there is no pedestrian facility on this road. Additionally, separation of the access points will maximise sightlines for drivers while providing for an unobstructed exit route.

The provision of a dual car lift system would allow for drivers to enter and exit via the separated crossovers while still allowing adequate area for a driver to store onsite, as illustrated in Figure 2.

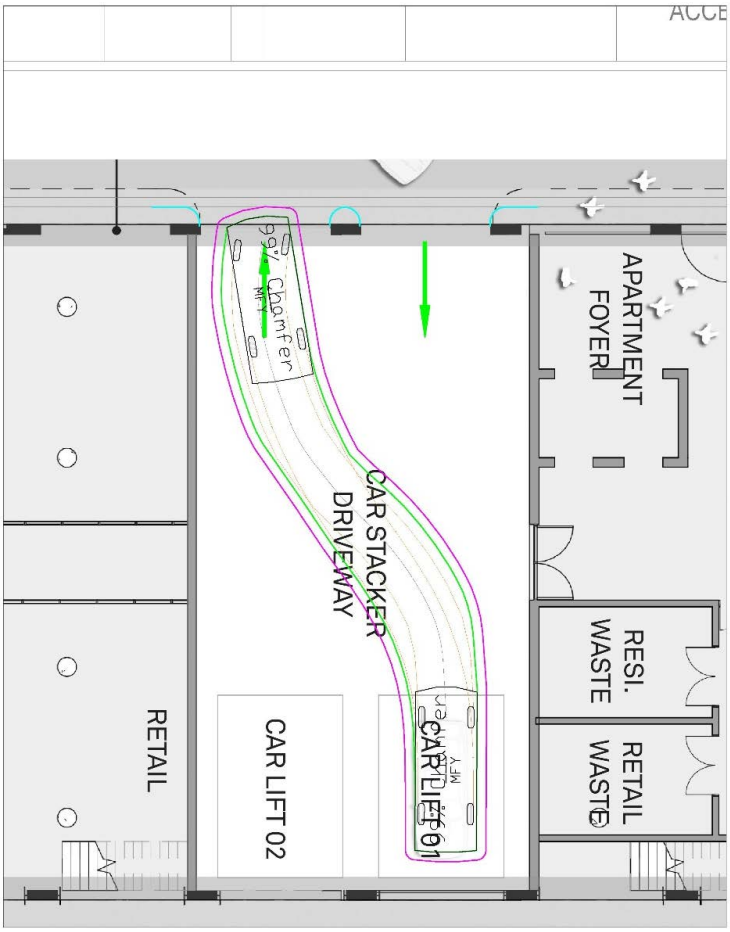

Figure 2: Turn path of a vehicle exiting the northern lift

Preliminary discussion with Council identified that this was a preferred access outcome for the proposed development. Council also asked that the proximity of the turn path to the western side of the road be reviewed, given the narrow road reserve. Figure 3 illustrates that the turns will be accommodated.

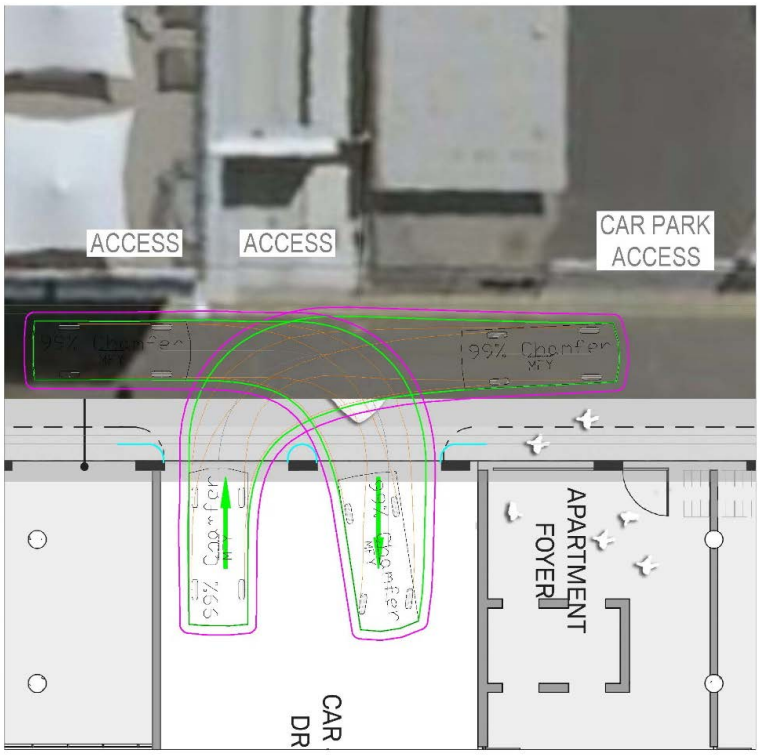

Figure 3: Turn paths of vehicles entering and exiting the access relative to the western side of Tatham Street

3.1.2 COMMERCIAL VEHICLE

Commercial vehicle access for the subject development will be required for refuse and delivery vehicles to access the proposed loading dock via Tatham Street. It is anticipated that:

- refuse collection will potentially utilise a 10.0 m service vehicle; and
- deliveries will occur using an 8.8 m service vehicle.

Figure 4 illustrates that a 10.0 m refuse truck will be able to reverse into the loading area.

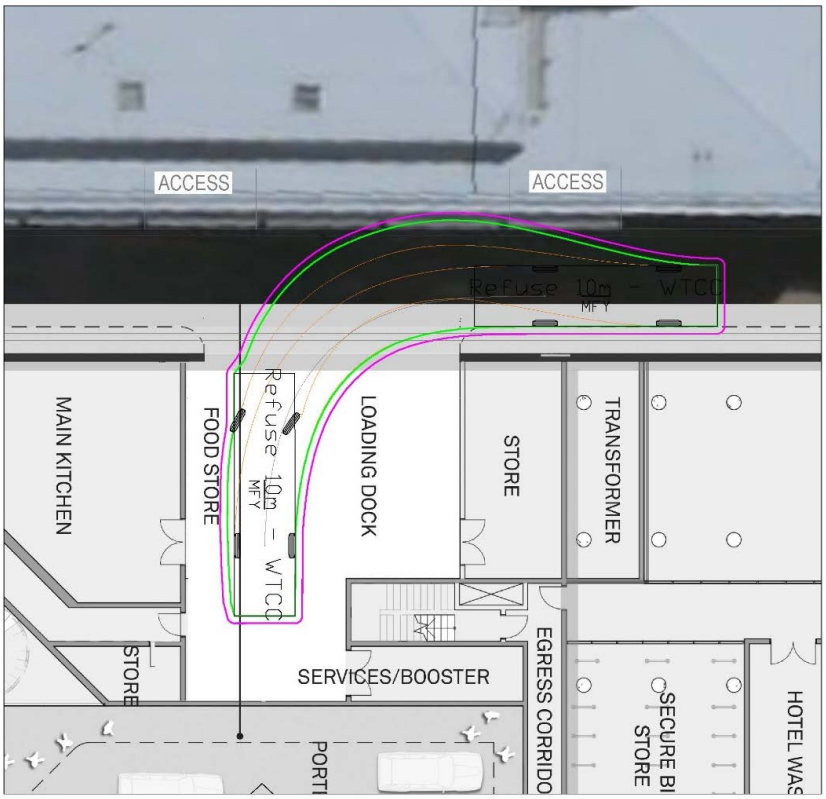

Figure 4: 10.0 m service vehicle turning movement

While the refuse and service vehicles will be required to reverse into the site and exit in a forward direction, such a situation is envisaged in Australian Standard, *Parking Facilities Part 2: Off-street commercial vehicle facilities (AS 2890.2)*. Given the low vehicle and pedestrian volumes in Tatham Street, the proposed reversing movements will be consistent with the intent of the Australian Standard. Importantly, drivers will be able to exit in a forward direction and will not conflict with existing infrastructure on the western side of Tatham Street.

3.1.3 PORTE COCHERE

The proposal plan identifies the provision of a porte-cochere facility on Cannon Street. The provision of such a facility will provide for a storage area for vehicles while visitors check-in to the proposed hotel. In preparing the detailed design of the proposed facility, consideration will need to be given to turning path and sight distance requirements. This will require discussions with Council in order to develop an agreed design outcome for the Porte-Cochere.

3.1.4 PEDESTRIANS

Pedestrian access will be focussed at the Franklin Street end of the site to minimise the demand for pedestrians to walk along Channon Street or Tatham Street. The design of the entry and the porte-cochere will need to incorporate DDA compliant pedestrian

facilities and be open and inviting to encourage pedestrians to access the development at this primary location.

The proposed access regime for the site will provide an opportunity to minimise pedestrian conflict along Channon Street. Opportunities will exist to negotiate with Council to improve the footpath along this road although the design intent to focus pedestrian access at the southern end and to use existing facilities on Channon Street will minimise any pedestrian use of Tatham Street which is the desirable outcome.

Any potential to incorporate additional pedestrian routes within the development site could be explored in detailed design.

3.2 PARKING

Parking for the development is proposed to be provided using an automatic parking system, installed at the rear of the development. There are various products in the market which could be customized to the required specifications allowing for flexibility in:

- number of parking levels;
- number of parking spaces within each level;
- orientation of these spaces; and
- access mechanism for the system.

In reviewing available systems, it is identified that the Wohr Multiparker 710 (or a similar system) would be ideal for the proposed development.

3.2.1 SPECIFICATION

Based on the footprint of the parking area designated at the site and the specifications specified in the fact sheets, the Wohr Multiparker 710 could be configured to provide:

- access via two car lifts;
- four levels of parking;
- 26 spaces in each level resulting in a total of 104 spaces; and
- a storage and retrieval unit with turning device which will ensure that a vehicle could enter the lift and exit the lift in a forward direction.

The fact sheets identify the following dimensional properties of the parking spaces within the system:

- the space width could range from 2.45 m to 2.90 m depending on the configuration;

- the space length will be 5.5 m; and
- the vertical clearance at each space will be either 1.93 m or 2.13 m. One parking level will be dedicated for larger domestic vehicles and will have a vertical clearance of 2.33 m.

While it is acknowledged that not all the dimensional properties of the spaces comply with AS/NZS 2890.1:2004, specifically the vertical clearances, these systems operate mechanically and have been tested at other developments. To ensure that these systems operate safely, they should be installed in consultation with the manufacturing company.

Figure 5 identifies a typical layout of the parking level in the system.

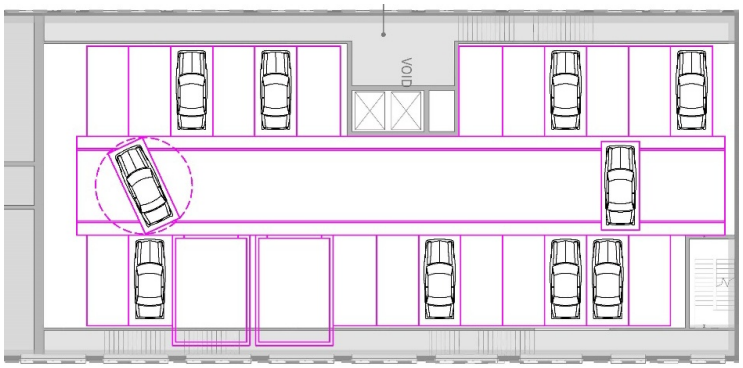

Figure 5: Layout of parking level

3.2.2 OPERATION

Access to the two car lifts will be provided at the ground level. These lifts are wide enough to accommodate the storage of a standard vehicle and pedestrian movements. The car lifts could be located along the eastern wall of development as previously identified in Figure 2.

Both the lifts will provide for entry and exit movement to/from the system. Drivers exiting the car lift will be given priority over drivers entering the lift. A driver wishing to enter the lift will be stopped at a safe distance with appropriate traffic control to allow for the exiting driver to manoeuvre safely (refer swept path in Figure 2).

Once the vehicle is in the lift and the driver has exited the lift, the system will choose the most efficient location to park the vehicle. The vehicle is then delivered to a storage and retrieval unit which would be installed with a turning device. The turning device allows for the vehicle to be rotated within the system, and therefore, will provide for the vehicle to enter and exit the system in a forward direction.

3.2.3 QUEUING

The proposal provides for one vehicle to queue within the site while waiting to access the car lifts.

The waiting time to access the car lifts is dependent on the size of the system. While the specification for the system does not provide an access time, a case study of a comparable system installed in Madrid identifies that, on average, it takes approximately 115 seconds for a vehicle to be delivered to the parking space. This includes the movements of the car lift and the storage and retrieval unit.

The waiting time to access a car lift would not be as long as the majority of the time will be used by the storage and retrieval unit to deliver the vehicle to the parking space. Even if it is assumed that half the time is allocated to the lift movement (i.e. 57.5 seconds), the service rate of a car lift would equate to approximately 63 vehicles per hour resulting in the proposed system (of two car lifts) having a service rate of 126 vehicles per hour.

Utilising standard queueing theory as detailed in Austroads *"Guide to Traffic Management – Part 3: Traffic Studies and Analysis"*, the queue will not exceed one vehicle, at a 95-percentile confidence level, if the number of vehicles entering the site is less than 18 vehicles in an hour. The traffic assessment, detailed in Section 5.0, demonstrates that the vehicle entering the site will not exceed this number.

In reality, the service rate of the device will be higher and therefore, the turnover would be quicker. Accordingly, the provision of queuing space for one vehicle will be sufficient for the development.

3.3 PEDESTRIAN/CYCLIST

Primary pedestrian access for the development should be provided on Franklin Street. This will ensure connection to the broader pedestrian network including access to public transport stations. More importantly, the existing infrastructure will sufficiently cater for the access of people with disabilities.

The plan identifies retail developments fronting Cannon Street. Accordingly, pedestrian connectivity should be considered for Cannon Street. It is acknowledged that the existing pedestrian infrastructure on the street is substandard and consideration will be given to the upgrade of these facilities separate to this DA.

There will be a secure bike storage facility on the ground floor and access to this facility will be via Cannon Street.

4.0 PARKING ASSESSMENT

The subject site is zoned as 'Capital City' in Adelaide City Council's Development Plan (Consolidated 25 July 2019). The Development Plan does not state a vehicle parking provision rate for developments located in the Capital City zone for this type of development. In order to respond to market demand requirements, however, an automated vehicle parking system which could provide 104 spaces will be provided to cater for the demand associated with hotel and serviced apartments guests.

Other users of the facility who wish to drive to the CBD have the option of parking at the on-street parking spaces or public parking facilities which provide permanent parking option. Facilities located in close proximity to the site include:

- Wilson Parking on Franklin;
- UPark Topham; and
- UPark Grote.

In addition, there are a number of alternative transport modes that provide access for the subject development.

4.1 PUBLIC TRANSPORT

Access to public transport can be considered a major reason for the exclusion of vehicle parking in developments located in the 'Capital Zone'. Further, the Council's Development Plan has clearly defined pedestrian links which provide connectivity between the subject site and the public transport station. Key public transport modes include:

- Taxis and rideshare

The proposed porte-cochere will provide for pick-up/set-down by taxis and rideshare vehicles (such as an Uber).

- Bus Routes

There are six Adelaide Metro bus stops located within a 250 m (i.e. a five minute walk) radius from the subject site. These stops are located on Morphett Street and Grote Street and service approximately 30 bus routes. Table 1 identifies that the bus route provide access to/from the site in all directions.

Table 1: Bus services to/from the subject site

Coverage	Bus Services
North-western suburbs	251, 252, 253, 254
North-eastern suburbs	202, 202F, 203, 203B, G10A, G40, W91
South-eastern suburbs	G10A, G20, G20F, G20X, G21, G22X, G30F, N21
South-western suburbs	241, 245, 248, 248A, 248F, 263, 263A, 265, 265W, G10, W90, W91

Routes 98A and 98C are free City Connector bus services that operate every 30 minutes on weekdays. The buses stop at bus stop W2 on Grote Street.

In addition, Adelaide Central Bus Station is located directly opposite the development site on Franklin Street. This bus station facilitates a number of travel/tour agencies which provide interstate travel. The interstate buses arrive and depart from this location.

- Tram

The Glenelg Tram service is a high frequency service that travels between Glenelg and Adelaide. The route stops at a total of 17 stops. The subject site will be serviced by the Pirie tram stop which is located approximately 500 metres from the subject site. The service operates at a frequency of 5 minutes during the weekday peak periods and 10 minutes during the weekday off-peak and weekend peak periods. It is of relevance that the trams are presently operating at capacity during the peak periods.

- Train

The Adelaide Train Station is located approximately 800 metres from the subject site. All the train routes operating in South Australia terminate at the Adelaide Station which provides for connectivity to/from the proposed development. Commuters have the option of boarding a tram or a bus to connect to the train station.

4.2 BICYCLE PARKING

Council's Development Plan states the following requirement for bicycle provision:

- one per 20 employees/residents plus two for the first 40 rooms plus one for every additional 40 rooms for visitors in a serviced apartment;
- one per 20 employees plus one per 50 seats for visitors in a restaurant; and
- one per 300 m^2 of gross leasable floor area for employees plus one per 600 m^2 of gross leasable floor area for visitors in a retail development.

It is noted that the Development Plan does not specify a bicycle parking provision rate for a hotel development. However, consideration should be given to the hotel staff.

In order to determine the bicycle parking spaces required for the proposed development, the following assumptions have been made:

- there are approximately 225 bedrooms in the serviced apartments which will operate at a 70% occupancy and will have 50 staff (inclusive of staff for the hotel component); and
- the restaurant will have 150 seats with 20 staff on site at any one time.

Based on the above rates and assumptions, there will be a demand for:

- 18 bicycle spaces for the serviced apartment component;
- four bicycle spaces for the restaurant component; and
- three bicycle spaces for the retail component.

This results in a total requirement for 25 bicycle spaces at the site. The proposal identifies a secure bike store with a capacity for approximately 28 bicycles. Accordingly, the proposed development will adequately provide for the anticipated bicycle demand.

5.0 TRAFFIC ASSESSMENT

The existing developments at the site include a restaurant and a function room. While it is anticipated that the proposed restaurant will cater for additional seats, a proportion of the restaurant patrons will be residents of the proposed hotel and serviced apartments. Accordingly, it is anticipated that the traffic generated by these components will be commensurate with the existing situation.

Traffic movement surveys undertaken at retail facilities identify that they generate traffic in the order of 9.0 trips per 100 m^2 of gross leasable floor area on a weekday pm peak hour and 12.0 trips per 100 m^2 of gross leasable floor area on weekend peak hour, albeit the location of the proposed development would likely result in a lower generation rate. Retail facilities will not generate much traffic in the morning commuter peak.

Should the higher retail rates be adopted for this assessment, the proposed retail component could generate approximately 65 trips in the pm peak hour and 85 trips in the weekend peak hour based on a retail floor area of 700 m^2. A portion of these trips will be shared trips associated with:

- residents of the hotel and serviced apartment; and
- visitors of other facilities in the Adelaide City area.

Even if 50% of the traffic generated by the retail facilities are purpose trips, the retail component will generate approximately 33 trips in the pm peak hour and 43 trips in weekend peak hour.

Parking for the retail component is not provided on site and visitors and staff will be required to navigate to other parking facilities. As such, these trips, which only equate to less than one trip per minute on average, will be distributed to the road network minimising the impact on any one road.

The Roads and Maritime Services RMS *"Guide to Traffic Generating Developments"* (the RMS Guide) does not specify a traffic generation rate for hotel development but identifies a traffic generation rate of 0.4 trips per unit in a motel accommodation for the evening peak hour. It is anticipated that the traffic generated by the hotel will be lower than the 0.4 trips per unit given that it will be located within the CBD. Nonetheless, if this rate was to be adopted, the tourist accommodation component of the development could generate in the order of 110 trips in the pm peak hour.

Of these trips it is anticipated that 70% will be associated with hotel guests and the remaining will be associated with staff and other visitors. The RMS Guide provides the following advice regarding hotel guests arrival:

"A large portion of hotel guests and conference patrons were recorded arriving by taxi. The survey findings indicated that the derived demand for taxi use to hotels is given by the relationship of 1 taxi trip per hour per 10 hotel rooms".

On this basis, the following traffic distribution is anticipated during the peak hour for this component:

- 60% of the trips will be hotel guests picked up or dropped off and will occur at the pick-up/drop-off area on Cannon Street. This equates to approximately 65 trips;
- 15% of the trips will be hotel guests driving in or out and will occur at the parking facility on Tatham Street. This equates to approximately 15 trips; and
- 25% of the trips will be associated with staff and visitors and will occur at the adjacent road network with. This equates to approximately 30 trips.

These volumes are low and will have no appreciable impact on the road network, considering that the entry and exit movements associated with the hotel guests (which forms a large portion of the traffic generated) will occur via Franklin Street and Waymouth Street respectively.

6.0 SUMMARY

The proposal is to redevelop the existing Publishers Hotel and Published Arthouse site and provide tourist accommodation. The proposed development will comprise of a restaurant, hotel rooms, serviced apartments and retail areas.

Primary vehicle access will be provided on Tatham Street where there will be minimum vehicle-pedestrian interaction. An access configuration with separate ingress and egress points has been proposed and illustrated in the report. Commercial vehicle access to the loading dock will provided via a crossover on Tatham Street which has been designed to accommodate a 10.0 m refuse vehicle.

In addition, recommendations have been provided in respect to detailing a safe convenient porte-cochere solution in detailed design which will meet the design criteria of Council but also encourage primary pedestrian access at this location.

Parking for the development will be provided by an automatic parking system which will serviced by two car lifts installed at the ground level. The parking system could be configured to have approximately 108 spaces and for a turning device to be installed in the storage and retrieval unit.

Parking at the facility will be limited to the use for hotel and serviced apartment residents. In reality, employees and visitors to the site will utilise various forms of transport to access the CBD. This includes public transport, cycling, shared vehicles, and private car, consistent with similar developments within Adelaide City. This will mean that traffic associated with the development of the site will be distributed so that there will be no significant impact at any one location.

In summary, therefore, the proposal will provide good accessibility to and convenient facilities to encourage use of alternative transport modes. This will ensure minimal impact on the broader road network.

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Friday, 19 June 2020

Dear David,

Re: *Waste Management Plan – Publishers Hotel, 108 Franklin Street, Adelaide*

Please find in the letter below a Waste Management Plan (WMP) to support planning approval of this proposed development. We have reviewed the provided plans and demonstrate below that, an operable waste management system for the proposed development can be accommodated.

1 Description of proposed development

Based on the supplied plans (ref: 014022 01-12, obtained 24 Jan 2020), the proposed development consists of a 20-Storey Mixed Use facility with the following breakdown*:

- Open Space & Public Areas (Ground-L6) (totalling ca. 510m^2 assumed active area for waste generation volumes)
- Ground Floor (NFA's are estimated active areas used only for waste generation volumes and may not match drawing schedules) –
    - Café (ca. 110m^2)
    - Bars and Lounges (ca. 50m^2)
    - Gym/Spa (ca. 76m^2)
    - Retail (totalling ca. 525m^2)
- Level 1 – Function Space (ca. 475m^2)
- Level 3 – Restaurant (ca. 161m^2)
- Levels 4-20 -
    - 150 Hotel Suites (170 bedrooms)
    - 120 Serviced Apartments (221 bedrooms)

**Note: This breakdown is only a preliminary estimate and actual tenant use may change. Active Areas assumed.*

2 Waste & recycling volumes

Table 1 below estimates the waste and recycling volumes for Routine services to the proposed development. These estimates are based on recommended Waste Resource Generation Rates (WRGRs) in the South Australian Better Practice Guide (SABPG) – Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014). The volumes are the maximum volumes that could be generated during peak occupancy. Collection frequency may reduce.

Table 1: Estimated waste & recycling volumes for proposed development – Routine Services

Waste Storage Area(s)	Location	Routine Service	Estimated Waste/Recycling Volumes (L/wk)	Collection Frequency (Events/wk)	Max. Bins/Items Stored & Collected (per Event)		
					No.	*Size (L)*	*Type*
Hotel Accommodation	*Ground Level Waste Room*	General Waste	24078	7	4	1,100	Skip
		Dry Comingled Recycling	5349	3	3	1,100	Skip
		Food/Garden Organics	19370	7	5	660	Skip
		Container Dep	1114	2	3	240	MGB
	BOH (if req'd)	Confidential Paper	119	1	1	240	MGB
Serviced Apartments	*Ground Level Waste Room*	General Waste	6630	3	3	1,100	Skip
		Dry Comingled Recycling	4420	3	2	1,100	Skip
		Food/Garden Organics	2210	3	2	660	Skip
Retail and Open Space	*Ground Level Waste Room*	General Waste	2741	2	2	1,100	Skip
		Dry Comingled Recycling	2331	2	2	1,100	Skip
		Food/Garden Organics	110	1	1	240	MGB

3 Waste Management System

3.1 Routine Services

Table 1 includes the recommended bin storages for each of the waste storage areas.

Figure 3-1 below shows the recommended bin storage locations as well as transfer pathways and the loading dock where collection will occur. Routine Services would be provided by a Private Contractor. The system would operate as follows:

3.1.1 Hotel Rooms

- Hotel guests would dispose of their waste to appropriate user disposal bins (e.g. 5-10L, bins/crates), bag-lined general waste, mobile or with handles or trolleys to enable easy transport or carriage by staff to bin storage areas
- Hotel Staff would empty these bins (daily) by removing or emptying bags into transfer trolleys and transferring to the appropriate waste storage area via local disposal pathways and Hotel service lift.
- Private contractor would park truck as shown in the loading dock and fetch bins from the Hotel Waste Room.
- The contractor would then empty the bins and return them to the Hotel Waste Room.

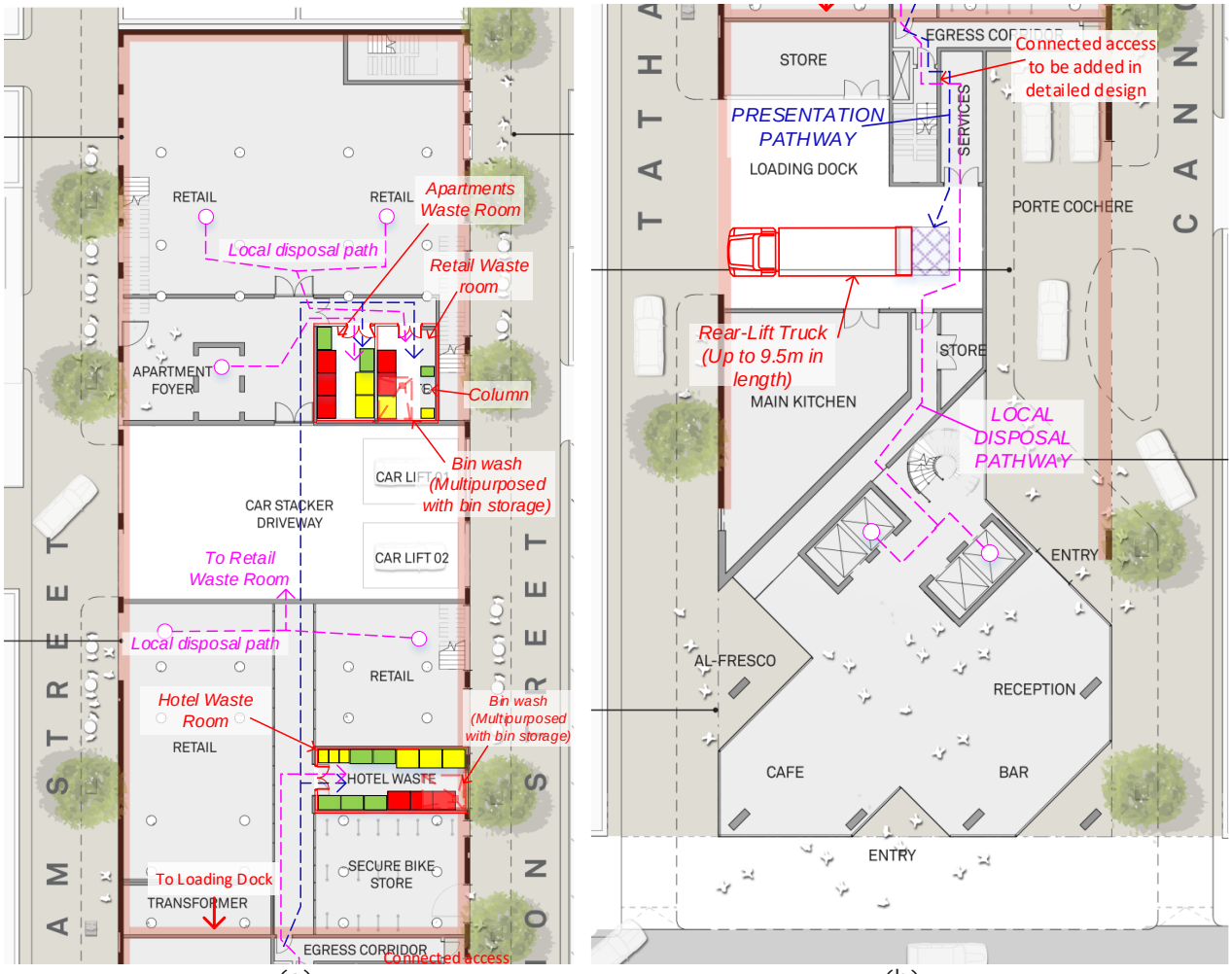

Figure 3-1: Site Plan divided into (a) Northern part and (b) Southern part. *Note: Bin colours are: Red = General Waste 1100L, Yellow = Recycling 1100L / 240L, Green = Organics 660L / 240L .*

Figure 3-2: Detailed view of Hotel Waste Storage Room. *Note: Bin labels are: G – General Waste; R – Recycling; O – Organics, CDL – Container Deposit*

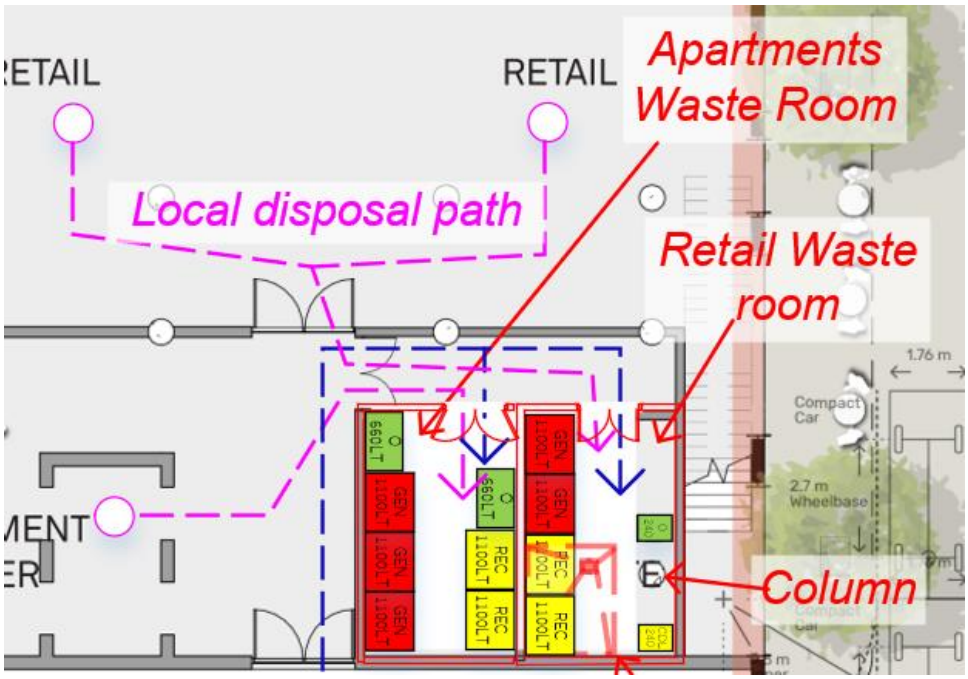

Figure 3-3: Detailed view of Apartments and Retail Waste Storage Rooms. *Note: Bin labels are: G – General Waste; R – Recycling; O – Organics, CDL – Container Deposit*

3.1.2 Serviced Apartments

- Apartment residents would dispose of their waste to appropriate user disposal (e.g. 20L, 40-80L bins/crates), bag-lined general waste, mobile or with handles or trolleys to enable easy transport or carriage by staff to bin storage areas
- Cleaning Staff would empty these bins (daily or as required) by removing bags into transfer trolleys and transferring to the appropriate waste storage area via local disposal pathways and Apartments service lift.
- The Private contractor would empty bins similarly to 3.1.1 above.

3.1.3 Retail

- Staff would dispose of waste to appropriate user disposal (see above section 3.1.1)
- Staff would transfer waste (daily) to the retail waste storage area via local disposal pathways.
- The Private contactor would empty bins similarly to section 3.1.1 above.

3.2 Hard Waste management

Disposal of hard waste is to be coordinated by Site Management. Hard waste could be temporarily stored in the storeroom adjacent to the loading dock. Alternatively, hard waste could be collected directly from in the relevant tenancy.

The Building User Manual(s) at the Development would advise on availability and/or organising Hard /E-waste collection services.

3.3 Management of Other Waste

For other at-call services (e.g. sanitary, printer cartridges, lighting, etc.) organised by Management, which may require periodic or at-call collections from the Development, the waste contractor(s) would collect them directly from the relevant (in-tenancy) storage area at site. The waste contractor(s) would park the collection vehicle in the loading dock and collect items by foot.

3.4 Bin Cleaning

Dedicated on-site bin cleaning areas could be provided for the Hotel Waste Room, Retail Waste Room and Apartments Waste Room (shared bin wash located in Retail Waste Room). Bin Cleaning should be timed to occur directly after bins have been emptied. Alternatively, bin cleaning could be outsourced to an external contractor.

3.5 Collection & Traffic Issues

The design proposed above is workable subject to minor amendments during the detailed design phase.

- Access doors would need to be added to allow waste transfer between storage areas and loading dock.
- Consideration should be given to the location of the loading dock (closer to the centre of the development) in order to reduce transfer path lengths to suggested distance of 30m. Currently transfer paths are up to 50m in length, which may make the site unattractive to potential waste collection contractors.

This site would use a private collection service with a rear-lift truck (up to 9.5m in length). The truck would enter from Tatham Street by reverse entry into the loading dock. The truck will be

located on site during collection and therefore should not cause disruption to traffic along Tatham Street. Once collection has occurred the truck will exit in a forward direction back on to Tatham Street. Truck movements have been confirmed by the Traffic Engineer. For further discussion on traffic movements see Traffic Engineer's Report.

3.6 Operation, Management & Communication

- *Waste system operation and management* – Site Management would be responsible for managing the waste system at the site. Tenants would be responsible for operation of the waste system.
- *Building User Manual* – Advice and instructions on waste management and using the waste system would be included in the Building Manual for tenants, including contact information for further information, questions and issues.

3.7 Other Waste System Design or Management Issues

The following should be considered and/or implemented.

- *Bin colours* – These would comply with Australian Standard for Mobile Waste Containers (AS 4213). Typically, bins would be provided by the Private Contractors for services provided by the contractors.
- *Signage* –
    - Appropriate signage should be used in bin storage areas to encourage correct disposal of waste and recycling.
    - This signage should conform to the signage requirements of the State Guideline (Zero Waste SA, 2014).
- *Vermin, hygiene & odour management (inc. ventilation)*
    - Requirements for cleanliness of waste storage areas should be explained clearly in the building user manual. An inspection regime would be developed and implemented by Site Management for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
    - *The areas should be enclosed with securely closable access points to prevent potential odour transmission to other areas of the Development.*
    - *The rooms should be mechanically ventilated for control of odours.*
    - *This ventilation would extract to atmosphere, to prevent odour build up.*
    - *The extraction vent discharge locations would be selected to avoid impact on tenants and/or neighbours.*
    - *It should be a requirement for general waste and food waste bins in Waste Storage areas that lids are closed after use.*
- *Access & security* –
    - CCTV video recording of the bin storage areas is recommended for encouraging appropriate waste disposal practices in the bin storage areas.
- *Transfer pathways* –
    - *Disposal pathways* (to bin storage area) – Must be hard surfaces, free of steps, no grades greater than 1:15, and cater for mobility impaired users.
    - *Presentation pathway* (from bin storage to presentation on road verge) – Must be hard, even surfaces, no steps or grades greater than 1:10

I trust that this letter and Waste Management advice assists with resolution of this matter. Please let me know of any queries or where further information is required. If needed, I would be available to meet or speak with SCAP (or Council) regarding any further questions they may have.

Yours Sincerely,

Joel Phillips

Principal Consultant & Director

Colby Phillips Advisory

108 Franklin Street, Adelaide

Desktop Pedestrian Level Wind Assessment

GWTS

Document No.

GWTS-DPR-10350-2019-1

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EXECUTIVE SUMMARY

GWTS has been commissioned by BESTEC to perform an assessment of pedestrian level winds effects for the proposed 108 Franklin Street developments in Adelaide. This study was conducted by GWTS to help in achieving a greater understanding of the wind conditions and environment of the proposed development. GWTS investigated the wind environment around the proposed development by considering its form and exposure, the nearby existing developments, the local wind climate, the proposed use of ground level areas in and adjacent to the proposed development.

A summary of the study is as follows:

- Minor increases in wind speeds were predicted to occur at pedestrian level as a result of the proposed development.
- Wind speeds are predicted to approach or marginally exceed the limit for the recommended criteria in some locations and recommendations have been made where necessary.

The following recommendations were made:

- Use of a canopy at the entrance of Apartment Tower.
- Use of dense vegetation/screen around the ground floor outdoor sitting area
- Minimum balustrade heights on the level 3 outdoor terraces
- Use of dense vegetation on the level 3 outdoor garden terrace
- Precaution to securely fix or remove lightweight items on balconies during high wind events.

Please note that this is an opinion statement and is not based on wind tunnel testing.

1. INTRODUCTION

1.1 Geometry of Proposed Development

As illustrated in Figure 1, the proposed development consists of two separate components; Hotel Tower and Apartment Tower

The Hotel Tower is located in the southern part of the site and consists of 19-storey residential component and roof top plant room.

The Apartment Tower is located in the northern part of the site, comprising 19-storey residential component and roof top plant room. The Hotel& Apartment towers share a common podium, 3-storey high.

As illustrated in Figure 2 below, the Hotel Tower building is 66m in height and the Apartment Tower building is 68m in height.

Figure 1: Plan view of the proposed development

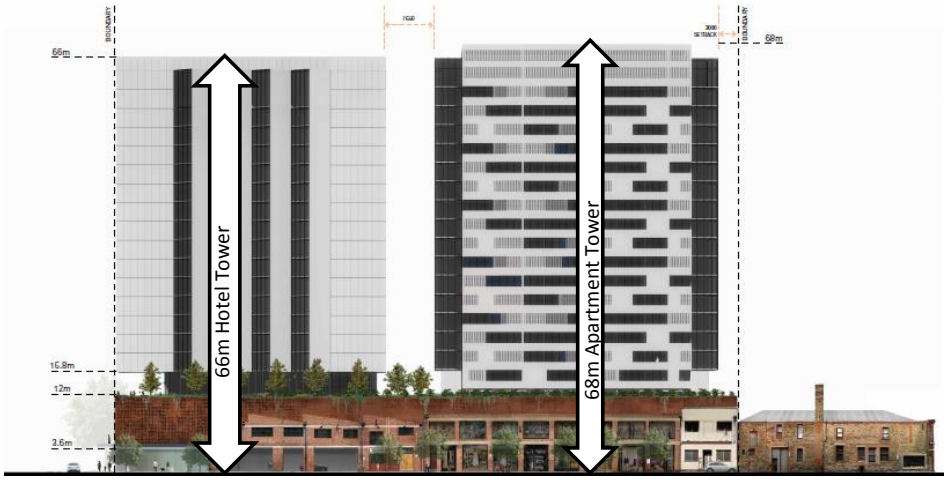


Figure 2: East elevation of the proposed developments

1.2 Building and Site Surroundings

The site is bound by Waymouth Street to the north, Cannon Street to the east, Franklin Street to the south and Tatham Street to the west. A close-up view of the site is shown in Figure 3.

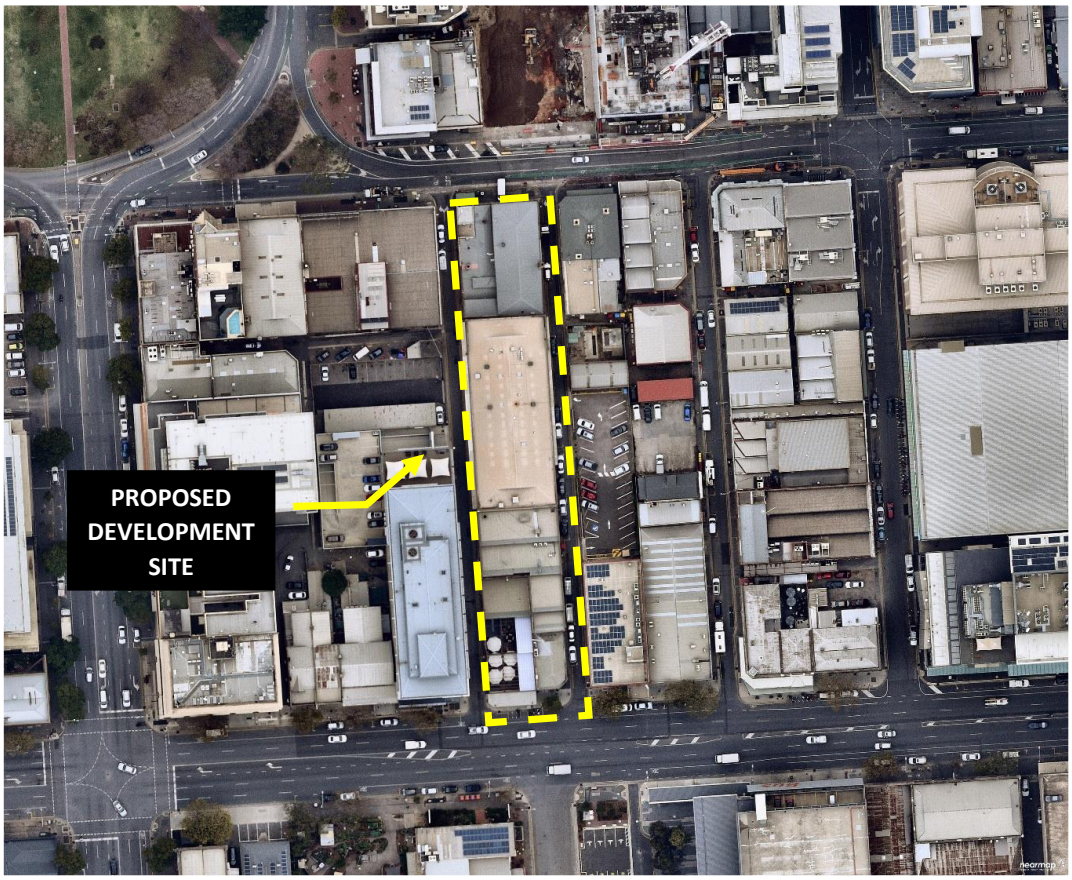


Figure 3: Location of proposed development

A satellite photograph of the project site and surrounding terrain is shown in Figure 4. The surrounding topography within a 4.1km radius, including a 1.4km lag distance from the site, consists mainly of low to mid-rise developments. As illustrated in Figure 4, the upstream terrain beyond the terrain immediately upwind of the site is modelled as an approaching wind Terrain Category 3 in accordance with AS/NZS 1170.2: 2011.

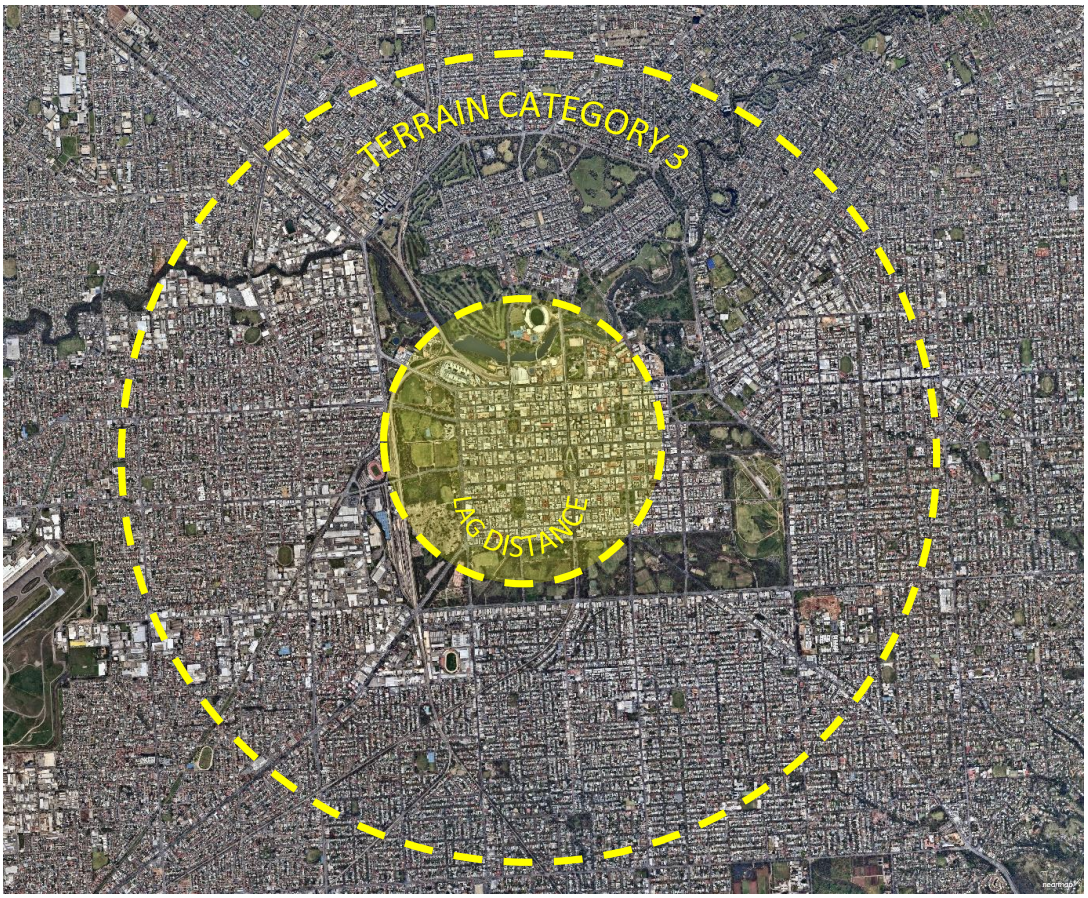


Figure 4: Satellite image of the site and surrounding terrain

1.3 Environmental Wind Effects

1.3.1 Atmospheric Boundary Layer

As wind flows over the earth, it encounters various roughness elements and terrain such as water, forests, houses and buildings. To varying degrees, these elements reduce the mean wind speed at low elevations and increase air turbulence. The wind above these obstructions travels with un-attenuated velocity, driven by atmospheric pressure gradients. The resultant increase in wind speed with height is known as a wind velocity profile. The terminology used to describe the wind flow patterns around the proposed development is based on the aerodynamic mechanism, direction and nature of the wind flow. Typical flow patterns are defined and illustrated below.

1.3.2 Downwash

The flow of air down the exposed face of a Tower. A tall Tower can deflect a fast moving wind at higher elevations downwards.

1.3.3 Corner Accelerations

When wind flows around the corner of a building it tends to accelerate in a similar manner to airflow over the top of an airplane wing.

1.3.4 Flow separation

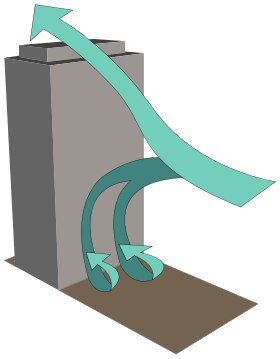
When wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces increased turbulence in the flow.

1.3.5 Flow Channeling

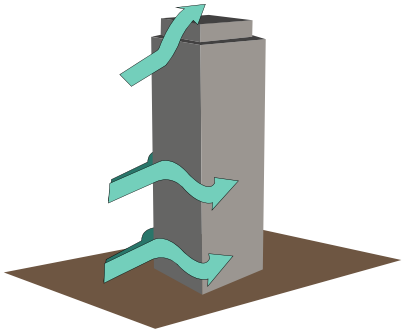
The well-known “street canyon” effect occurs when a large volume of air is funnelled through a constricted pathway. To maintain flow continuity the wind must speed up as it passes through the constriction.

1.3.6 Direct Exposure

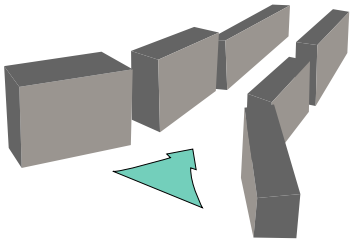
A location with little upstream shielding for a wind direction of interest. The location will be exposed to the unabated mean wind and gust velocity. Piers and open water frontage may have such exposure.



A. Downwash



B. Corner Accelerations



C. Channel Flow

2. WIND CLIMATE

Weather records from Adelaide Airport meteorological station (1985-2011) have been obtained from the Australian Bureau of Meteorology [4] and statistically analysed to produce the directional distribution of mean (averaged over 1 hour) wind speed thresholds at a reference height of 10m, with a probability of exceedance of 0.05% (Figure 5). The 0.05% probability of exceedance for the directional wind speeds is approximately equivalent to a combined probability of exceedance for winds from all directions of 0.1%, as required by the criteria in Table 2 [5].

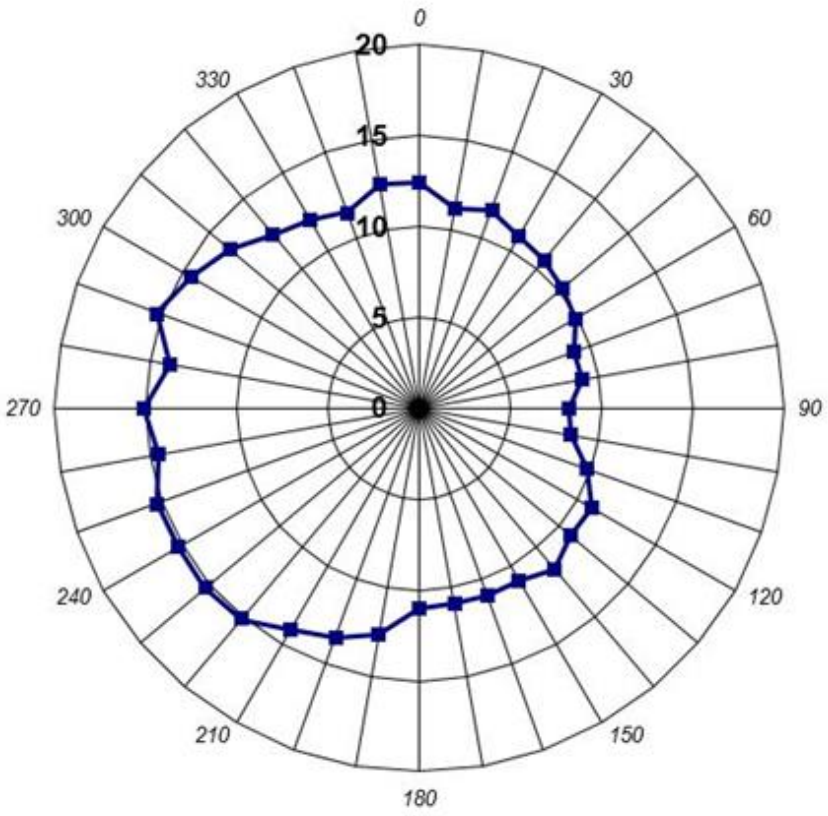


Figure 5: Directional distribution of annual maximum 10 minute mean wind speeds (m/s) at 10m height at Adelaide Airport.

3. ASSESSMENT CRITERIA

To assess pedestrian wind safety and comfort, a 3 second gust criteria is used as detailed in. The Australasian Wind Engineering Society's Guidelines for Pedestrian Wind Effects Criteria for safety [5]. A set of annual maximum peak 3-second gust velocities is derived from meteorological data for the geographical location under consideration, for all wind directions to be assessed. For all of these possible wind directions and speeds, the regions where each of the wind speed criteria may be exceeded are then considered.

From a wind perspective most people will consider a site unacceptable for a given activity if the gust velocities in that area during the average annual maximum synoptic wind event exceed the annual maximum wind speed criterion for that activity. The site would also be likely to be considered excessively windy for that activity during more moderate winds.

The threshold gust velocity criteria [2] are:

Table 1: Wind Comfort and Safety Gust Criteria for Gold Coast Area	
Annual Maximum 3 second Gust Speed	**Result on Perceived Pedestrian Comfort**
>23m/s	Unsafe (frail pedestrians knocked over)
<16 m/s	Acceptable for Walking (steady steps for most pedestrians)
<13 m/s	Acceptable for Short Standing (window shopping, vehicle drop off, queuing)
<10 m/s	Acceptable for Long Standing, Sitting (outdoor cafés, pool area, gardens)

3.1 Recommended Comfort Criteria

Table 2 lists the specific areas adjacent to the development and the corresponding recommended criteria. The assessment areas are also shown from to with the recommended criteria overlaid.

Table 2: Recommended application of criteria	
Area	**Recommended Criteria**
Public Footpaths	Recommended to fulfil criterion for walking
Building Entrances	Recommended to fulfil criterion for standing
Balconies, Podium roof, Roof Terraces	Recommended to fulfil criterion for walking (*refer to the discussion below*)

3.2 Discussion on Recommended Balconies and Terrace Areas

Balconies and terrace areas are not be intended for use all the time. People should be safe and comfortable to walk around these areas or decide whether to use the area for other recreation activities. Therefore, the walking criterion can be applied to the area since;

- The use of these areas is optional.
- The use of these areas can be avoided during a high wind events and
- These areas are not public spaces and their use is not required all the time.

It is likely to be difficult to achieve wind conditions meeting a more stringent criterion than the walking criterion on the balcony areas of the proposed development due to their exposure, the form and proximity of adjacent developments.

The walking criterion is recommended as the minimum requirement for these areas. However, it should be noted that meeting the walking criterion on elevated recreation areas may not guarantee that occupants will find wind conditions in these areas acceptable at all times.

In our experience it is preferable that outdoor recreation areas should meet the criterion for sitting comfort in order that the majority of reasonable people consider such areas acceptable for their intended use from a wind point-of-view. Wind conditions that exceed the sitting criterion will tend to result in a perceived reduction in amenity of the area. This perception may be due to:

- the cooling effect of the wind on the human body (particularly for pool deck areas),
- it being impractical to have lightweight items such as towels, serviettes, newspapers, lightweight furniture (eg. plastic banana lounges) in these areas and
- difficulty hearing others speak.

- Wind conditions meeting the criterion for walking may still result in the removal of lightweight furniture during storms whilst the balconies/terraces are unoccupied.

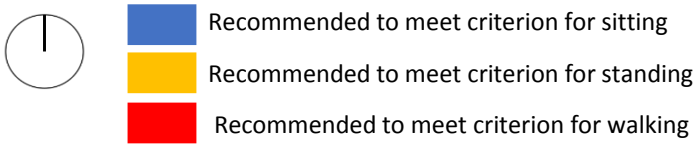
3.3 Intended Use of Ground Level Areas

The main building entrances of the proposed developments are highlighted in orange in Figure 6 . It is recommended that the criterion for standing be satisfied for this area.

Public footpaths adjacent to or in close proximity to the proposed development are highlighted in red in Figure 7. It is recommended that the walking criterion be satisfied for these areas.

Outdoor seating areas are located on the ground floor as highlighted in blue in Figure 8. It is recommended that the sitting criterion be satisfied for these areas.

Balconies and terrace areas of the proposed development are highlighted in red from Figure 6 to Figure 9. It is recommended that the criterion for walking be satisfied for this area (see discussion in Section 3.2).



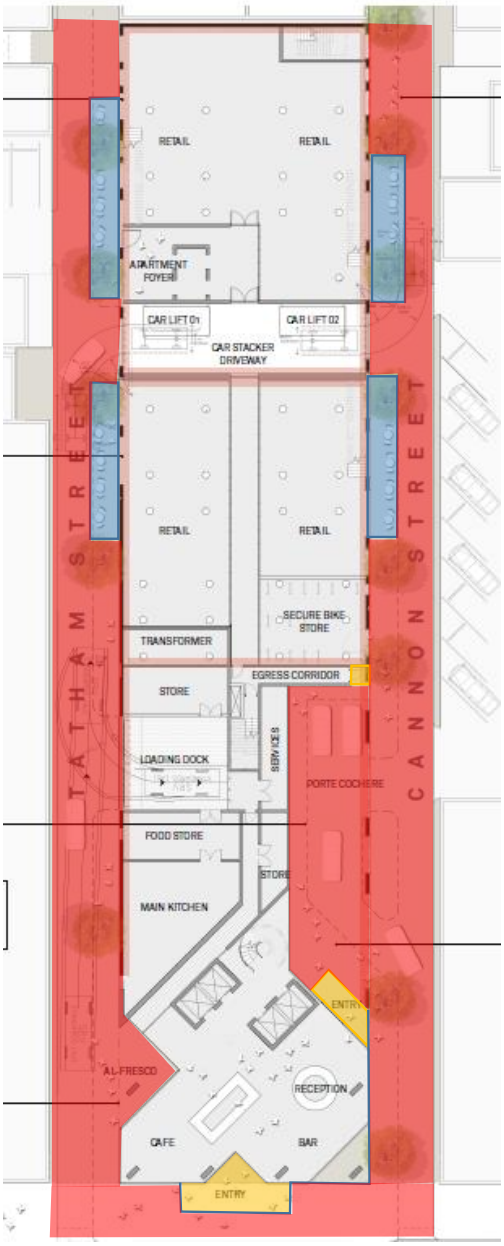


Figure 6 Schematic plan view of proposed development with recommended wind criteria overlaid on the ground floor of the proposed development

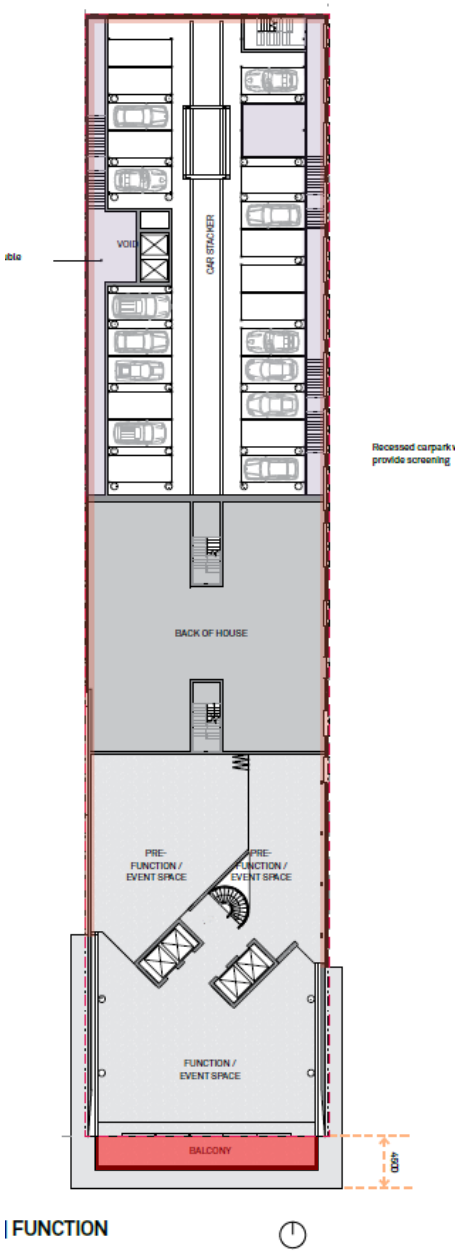


Figure 7 Schematic plan view of proposed development with recommended wind criteria overlaid on the level 1-2 of the proposed development

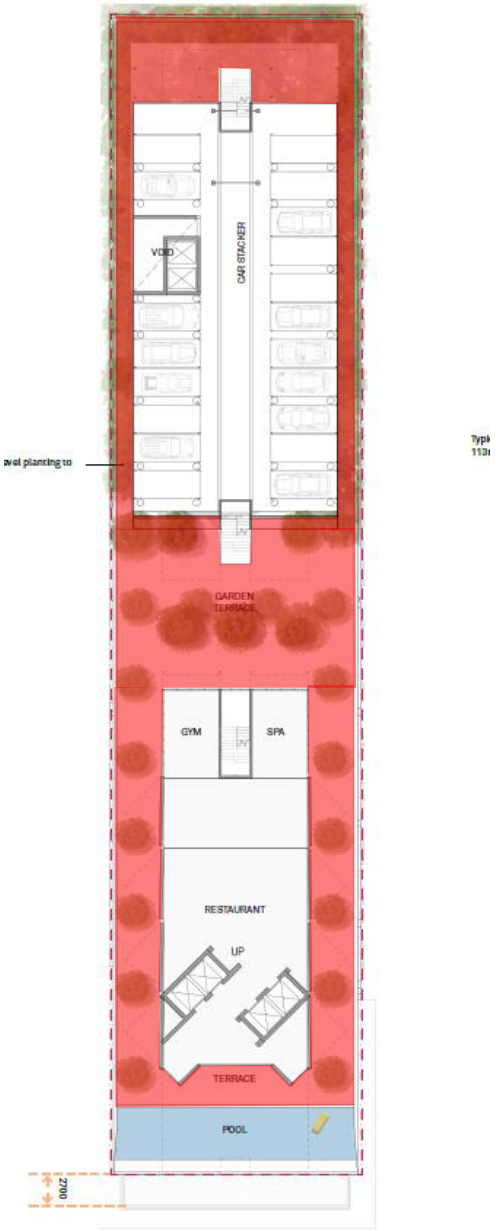


Figure 8 Schematic plan view of proposed development with recommended wind criteria overlaid on the level 3 of the proposed development

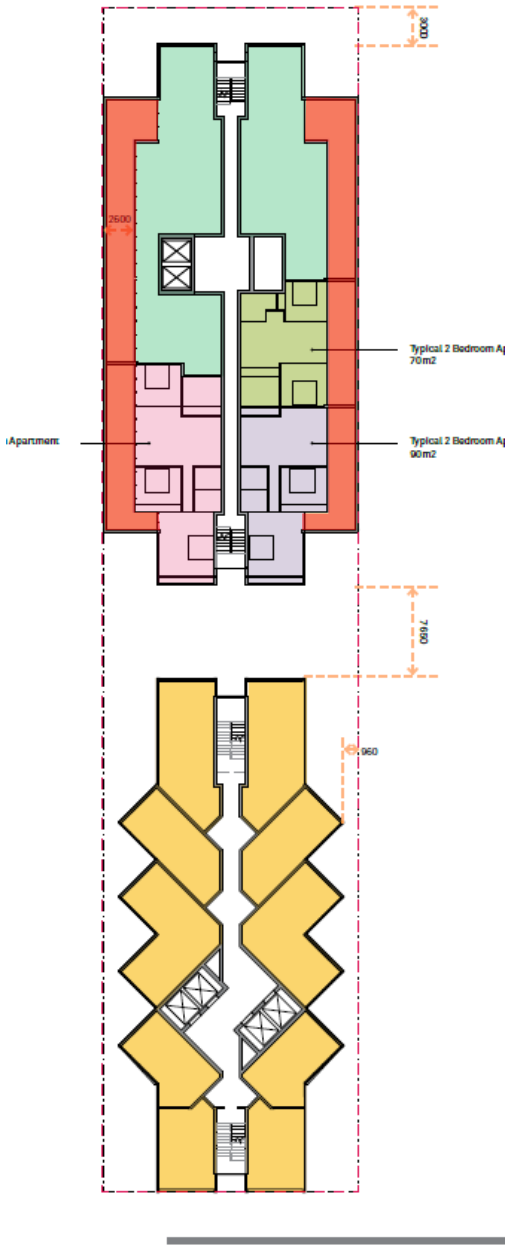


Figure 9 Schematic plan view of proposed development with recommended wind criteria overlaid on the level 4-20 of the proposed development

4. WIND ENVIRONMENT ANALYSIS

The wind profile of the site can be factored for height above ground, estimated local terrain roughness, local turbulence and the influence of buildings to produce estimated annual average maximum 3-second moving average gust wind speeds adjacent to the proposed development. These estimates can then be compared with the selected criteria to determine whether they would be acceptable or not. Estimates of wind speeds have been made based on the Adelaide region wind climate data, computational analysis, empirical aerodynamics data and upstream exposure.

Impacts on Adjoining Properties & Footpaths

Considering the orientation, building setbacks from the property boundary and the locations of buildings to adjoining properties and footpaths, it is predicted that the surrounding areas will not be adversely impacted by the proposed development.

Main Building Entrances

The main entrances to the Hotel Tower are located on the southern and eastern faces of the building with exposure to the weak southerly and easterly winds in the Adelaide region. As the entrances are set back beneath the Level 1 building line above and will therefore not be affected by downwash, it is predicted these areas will satisfy the recommended standing criterion and no further recommendations have been made.

The ground floor entrance area of the Apartment tower is located on the west face of the proposed development, exposed to the strong westerly wind in the Adelaide region. Outdoor seating areas are also located outside the Retails. Even though large trees at the west can provide some shielding, it is predicted that this area can meet or exceed the recommended criteria. Thus, a canopy is recommended to be implemented at the entrance. (*Refer Figure 6*)

Ground Floor Outdoor Sitting Area

The ground floor outdoor sitting areas are located at the west and east face of the proposed developments. The areas at the east face are exposed to the weak easterly wind and we consider these areas will satisfy the recommended sitting criterion.

The areas at the east face exposed to the strong westerly and southwesterly winds. It is predicted that higher wind speeds may approach the sitting criterion. To increase the comfort of this area, recommendations on using screens to have been made to reduce the wind.

Level 3 Terraces

Outdoor terraces are located on the Level 3 shared podium. As illustrated in Figure 10, the form and orientation of the buildings create a narrowing passage for westerly wind to pass through. When a large volume of air is channelled through a constricted pathway, the wind increases speed as air flows through the constriction to maintain flow continuity. Thus, elevated wind speeds in these areas may occur due to the wind channelling phenomenon. Thus, it is predicted that higher wind speeds may

infrequently approach the walking criterion. Thus, recommendations on minimum balustrade heights have been made accordingly.

Figure 10: Potential for channelling on the level 3 terrace

Balcony Areas

Due to the height and exposure of the balcony areas it is predicted that wind speeds may exceed the recommended walking criterion during infrequent wind events, particularly on corner balconies. The phenomenon of elevated wind velocities resulting in discomfort to the users on corner balconies and terrace areas is a common occurrence for similar developments. Accelerated corner flows result in standing vortices and high exposure to corner balconies often attract a windy environment that may impede the overall use of the recreational area. As a result, owners of corner apartments may resort to using their balcony less frequently. Thus, it is predicted that owners of corner apartments will consider the balcony areas as acceptable for their intended use majority of the time, however, the overall use of these areas may be impeded during strong wind events. (***Refer to Section 3.2)***

5. RECOMMENDATIONS

Ground Floor Outdoor Sitting Area

It is recommended that dense vegetation or wind screening with minimum 1.2m height be implemented around the ground floor outdoor sitting area, as illustrated in red in Figure 11, to improve the wind comfort in this area.

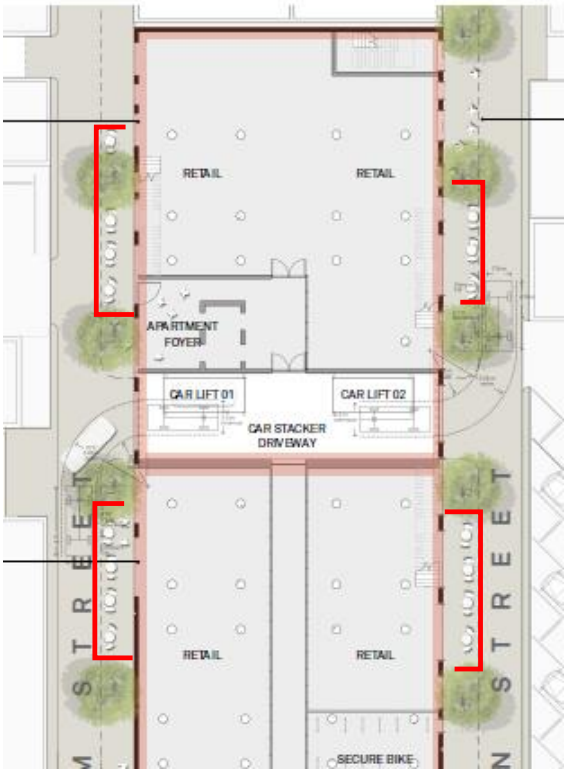


Figure 11: Recommended location of dense vegetation/Screen around the ground floor outdoor sitting area

Canopy over Apartment Tower Entrance

It is recommended that a canopy of minimum 2.5m width be implemented along the western frontage as highlighted in blue in Figure 12 below.

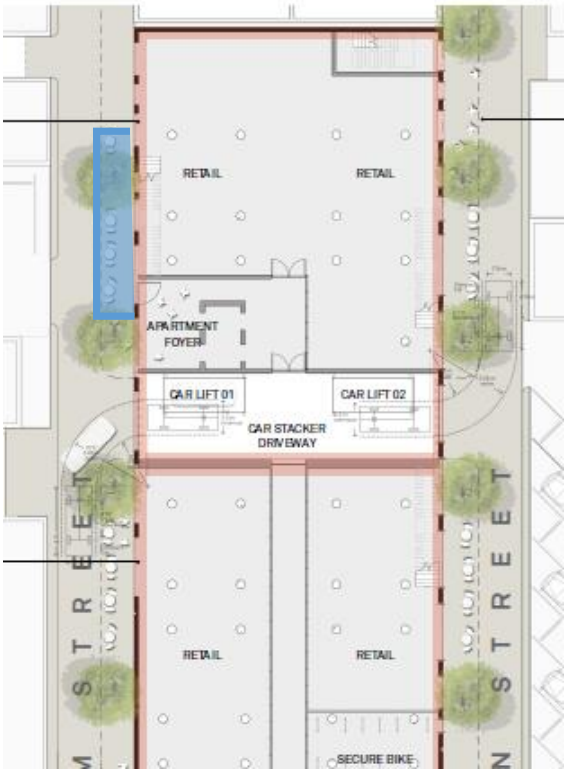


Figure 12: Recommended application of minimum canopy width on the western front of Apartment Tower building

Level 3 Terraces

It is recommended that planters with dense vegetation or balustrades of 1.2m height be implemented along the perimeter of the podium Recommended locations are highlighted in red in Figure 13 below. It is recommended that balustrades of minimum 1.5m height be implemented in the location highlighted in blue.

Figure 13: Recommended locations of dense vegetation and balustrade heights on the level 3 terrace

Balconies

It is recommended that safety and precaution is taken by the building occupants to securely fix lightweight items in the balcony areas.

6. CONCLUSION

GWTS has carefully evaluated the wind environment around the proposed building by considering the form and exposure of the proposed development, the nearby existing developments, the local wind climate and the proposed use of ground level areas and elevated recreational areas in and adjacent to the proposed development. Based on our experience and empirical relations for wind speeds at pedestrian/recreational areas, and the above consideration, the expected wind speeds around the proposed building have been predicted and assessed against widely accepted and used criteria for comfort and safety.

A summary of the study is as follows:

- Minor increases in wind speeds were predicted to occur at pedestrian level as a result of the proposed development.
- Wind speeds are predicted to approach or marginally exceed the limit for the recommended criteria in some locations and recommendations have been made where necessary.

The following recommendations were made:

- Use of a canopy at the entrance of Apartment Tower.
- Use of dense vegetation/screen around the ground floor outdoor sitting area
- Minimum balustrade heights on the level 3 outdoor terraces
- Use of dense vegetation on the level 3 outdoor garden terrace
- Precaution to securely fix or remove lightweight items on balconies during high wind events.

Please note that this is an opinion statement and is not based on wind tunnel testing.

7. REFERENCES

1) Australian Standard 1170.2:1989, Wind actions

2) Melbourne, W. H., “Criteria for Environmental Wind Conditions”, Jour. Industrial Aerodynamics, Vol. 3, 241-249,1978

3) Australian Wind Engineering Society, “Cladding Pressure and Environmental Wind Studies” Quality Assurance Manual, 2001

4) AS/NZS 1170.2 Supplement 1: 2011

5) Guidelines for Pedestrian Wind Effects Criteria, Australasian Wind Engineering Society, September 2014

6) Developmentactivity.melbourne.vic.gov.au. (2018). *Development Activity Model*. [online] Available at: https://developmentactivity.melbourne.vic.gov.au/ [Accessed 16 Oct. 2018].

APPENDIX A – DRAWING FILES

OFFICE FOR DESIGN + ARCHITECTURE SA

Confidential

File No:
2020/04575/01

Ref No:
15351013

14 April 2020

Sarah Elding
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

sarah.elding@sa.gov.au

For the attention of the State Commission Assessment Panel

108 Franklin Street, Adelaide

Further to the referral 020/A048/19 received 26 February 2020 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel at one full Design Review session and one Desktop Design Review session.

I support the aspiration to deliver a large scale mixed use development in this location that has the potential to achieve precinct wide placemaking through activation and use. I also strongly support the retention of the existing warehouse facade that contributes fine grain character to the locality and presents a unique opportunity to inform the overall project identity.

The 2,018 square metre site is located at the western end of Franklin Street opposite the Adelaide Central Bus Station. The long and narrow site extends to Tatham Street to the west and Cannon Street to the east, and with the exception of the adjoining allotment to the north, comprises a full city block. The site currently contains The Publishers Hotel fronting Franklin Street and a red brick warehouse built to the side boundaries. The adjoining allotment, owned by others, contains Federation Trading, a Local heritage place. Franklin Street is recognised as a wide east-west boulevard providing an important entry point into the city. Cannon and Tatham Streets are minor streets with narrow footpaths that allow one-way vehicle movement. Cannon Street includes on-street parallel parking. This scheme presents a rare opportunity due to the size of the site and the unique character afforded by the existing warehouse and immediate context. I am of the opinion that any development of this scale has a responsibility to deliver a high benchmark for good design, particularly in terms of the form, massing, architectural expression, user amenity, public realm and streetscape contribution.

The proposed scheme comprises two building elements located over a continuous podium. The proposal retains the existing warehouse facade along Cannon and Tatham Streets, which becomes a frontage for new tenancies on the ground floor level and screens a car stacker located in the base of the northern building. The Publishers Hotel is to be demolished and replaced with a new building element fronting Franklin Street containing hotel front of house, function spaces and a balcony.

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File No:
2020/04575/01

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I support the approach for two building elements above a podium and the proposed building heights at 66 metres and 68 metres, noting these heights exceed that envisaged by the Development Plan and will be evaluated against over height criteria. A 7.65 metre gap is proposed between the two building elements, which I understand is a result of the three metre northern setback and internal layouts. I support the northern setback and provision of natural light and outlook that extends to the shared corridor. However, I am not convinced by the proposed distance between the buildings. I recommend developing key view perspectives that demonstrate the effectiveness of the building separation from street level including oblique views.

The proposal retains the existing brick warehouse facade, with new openings to suit the porte cochere, ground floor tenancies and car park access. The traffic and parking report notes the design of the porte cochere should be informed by turning path and sight distance requirements, which require discussions with the City of Adelaide in order to develop an agreed design outcome. I strongly support the intent to retain the warehouse facade and the value placed on the existing fabric. However, I am concerned by the width of the porte cochere opening at approximately 22 metres. In my view, further resolution of the design of the porte cochere is required informed by structural and vehicle circulation requirements, in order to assess the resulting streetscape presentation and extent of fabric removal.

Contemporary steel plate surrounds are proposed for the modified openings with integrated signage to reflect the industrial warehouse character, which I support. In my view, the internal elevations of the warehouse also offer a distinct character, and I urge exploration of opportunities to integrate this unique fabric as design development progresses.

The northern portion of the podium includes a car stacker located over levels one to three, which is accessed from Tatham Street via a dual lane crossover. I acknowledge the ability to dismantle the stacker to remove car parking from the site for future adaptive reuse. I also anticipate the suitability of car stackers has been duly considered by the project team, based on the anticipated frequency of use and complex operational requirements. The stacking system is setback approximately 1.5 metres from the retained warehouse facade to create a level one gallery space or voids to the retail space below. Opportunities for alternating larger break out spaces are also identified, accessed via stairs located within the setback void. I strongly support the strategy to activate the retained warehouse facade over both levels, and the genuine screening of the car stacker. In my view, the success of this strategy is contingent on the depth, material quality, use, curation and ongoing management of the level one spaces. To support this, I urge further testing of the car stacker types and configurations in the next stage of design development, with the view to creating a variety of spaces and to reinforce the sense of the depth to the facade.

The hotel building podium fronting Franklin Street is configured on the diagonal with the view to connecting the Cannon Street porte cochere visually and physically with the Franklin Street entry. The diagonal core arrangement also responds to the hotel room configuration above. In my view, the highly transparent expression of the building podium fronting Franklin Street is key to its success, particularly in achieving natural wayfinding. I recommend testing of the facade's performance against quantitative energy efficiency requirements to support delivery of the envisaged highly transparent outcome. I also recommend ongoing consideration of the lobby operation and opportunities to transform the ground floor plane into a highly porous semi-public space.

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Weathered steel cladding is proposed above the retained warehouse facade to complete the podium form. I support the composition and material relationship between the metal cladding and retained brick warehouse. I also support the intent to create a veil-like lantern effect through graduated perforations. I recommend further testing of the setback of the steel cladding element as design development progresses, including skylight opportunities along the leading edges, with the view to further improving the amenity of the level one gallery/break out spaces and reinforcing the warehouse saw tooth form.

The podium level features a garden terrace between the two towers, perimeter cascading plants to screen car parking and trees along the eastern and western edges. I support the location of communal landscaped space at the podium level, as this is readily accessible and contributes to both the site's amenity as well as the public realm. I also support the planting strategy that achieves a sense of texture and softens the podium form. In my view, this treatment could extend south to further enrich the podium character. A garden terrace is proposed in the gap between the two buildings, and in my opinion the environmental conditions and landscape design will be critical to the experiential quality of this space. I recommend provision of a detailed landscaping plan for the podium level supported by a maintenance strategy to ensure delivery of a high quality and usable communal open space for the development.

The site dictates a long, narrow north-south footprint with large expanses of east and west facing facades causing a significant challenge in terms of heat gain. I understand the overall design intent is for corresponding tower volumes, proportions and materiality. The distinctive architectural expression of each tower is then informed by the window orientation and sun shading strategies to address solar loads and overlooking. I understand the intent for the hotel and apartment building materiality is for a complimentary modern palette of neutral tones and minimal clean expression. In principle, I support this approach. However, I recommend that all material selections be defined and that the envisaged material quality be clearly demonstrated including provision of physical material samples.

The concept for the northern serviced apartment building is for a rectilinear form with dual facades comprising a setback glazed internal envelope and solid external facade that varies from solid to semi-perforated to open in response to the environmental conditions and internal program. The external facade is positioned on the east and west boundaries. The zone between the two wall elements accommodates full width 2.6 metre wide balconies. I generally support the design intent for the northern building including the articulation resulting from the variable external facade. In my view, the opportunity exists to further strengthen the concept by referencing the podium's screen and veil expression with punched openings. The northern building expression may also benefit from additional materiality to provide facade relief and further strengthen the identity of the development.

The southern building accommodating the hotel comprises a rectilinear form with a series of angled offset windows orientated south west and south east. The hotel footprint, room layouts and circulation core directly relate to the site orientation. Along Franklin Street the built form is positioned on the boundary, with the level three pool terrace providing a recessive transition between the podium and building above. I acknowledge the intent for the building composition including the 45 degree shift that creates unique internal spaces and a dynamic architectural expression. I also acknowledge the deliberate contrast between the hotel expression and the northern building and shared podium. The angular nature of the hotel form also goes some way to responding to the warehouse saw tooth context, which I support.

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I anticipate the preliminary internal layouts for the hotel and serviced apartment building will evolve through the next stage of design development and in response to operator requirements. I recommend that daylight studies be undertaken to balance solar control with light penetration for the residential balconies.

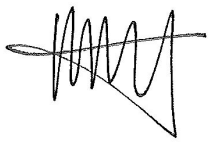
The plant for the northern and southern buildings appears to be integrated into the built form, which I support.

The existing footpaths along Tatham and Cannon Streets are narrow and are not universally accessible. The application presents two options for the scheme, one proposing potential works to Tatham Street and Cannon Street beyond the site boundary and the second based on the existing situation. The first option removes existing on-street car parking and kerbs, and introduces paving treatments and landscaping to create shared use zones along the side streets with the view to improving the pedestrian experience and to further strengthen activation of the proposed ground floor tenancies. I support this ambition and I recommend ongoing consultation and collaboration with the City of Adelaide early in the design process to assess the viability of this proposition. I also recommend development of a mutually agreed strategy for progressing the public realm design and delivery, given that the proposed works fall outside the site boundary. In regard to the second option, I acknowledge the challenges presented by the existing site footpath conditions and how this is managed while also retaining the existing facade.

To ensure the most successful design outcome is achieved, I recommend further consideration of some aspects of the proposal, such as:

- Demonstration of external material selections supported by a materials samples board
- Provision of key view perspectives to demonstrate the effectiveness of the building separation
- Provision of further information regarding the design of the porte cochere informed by structural and vehicle circulation requirements, in order to assess the resulting streetscape presentation and extent of fabric removal
- Testing of the hotel's glazed facade performance against quantitative energy efficiency requirements to support delivery of the envisaged highly transparent outcome
- Provision of a detailed landscaping plan for the podium level supported by a maintenance strategy to ensure delivery of a high quality and usable communal open space
- Further review of the expression of the northern serviced apartment building, including exploring opportunities to strengthen the relationship with the podium through detailing and material quality
- Provision of daylight studies to demonstrate the amenity of the residential balconies

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Ellen Liebelt ODASA ellen.liebelt@sa.gov.au

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Government of South Australia

15 September 2020

Janaki Benson
Department of Planning, Transport & Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Janaki,

DEVELOPMENT NUMBER: **020/A048/19**
APPLICANT: **Adelaide 108 Pty Ltd C/- Fyfe**
NATURE OF DEVELOPMENT: **Hotel and Serviced Apartments.**
SUBJECT LAND: **108-112A Franklin Street ADELAIDE SA 5000**

The application has been assessed and the building at an approx. proposed height of RL 112.20m AHD the application **will** penetrate the Adelaide Airport Obstacle Limitation surfaces (OLS) which is protected airspace for aircraft operations.

The application will require approval in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996 with final approval by the Department of Infrastructure and Regional Development.

The developments will penetrate the OLS by approximately 25.2 metres.

The airport will not object to the development as it is in the vicinity of other taller buildings and shielded in accordance with the Civil Aviation Safety Authority (CASA) regulations by the Westpac House Tower.

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

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

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

Yours sincerely,

Brett Eaton
Airside Manager

Adelaide Airport

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Enquiries: Danni Biar 8203 7099
CoA Ref: S10/30/2020
SCAP Ref: 020/A048/19

29 April 2020

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/30/2020
Applicant: ADELAIDE 108 P/L
Address: 108-114 FRANKLIN STREET, ADELAIDE SA 5000
Description: DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF TWO TOWERS ABOVE A COMMON PODIUM FOR HOTEL AND SERVICED APARTMENT USE, ALONG WITH PODIUM FOR HOTEL AND SERVICED APARTMENT USE, ALONG WITH PORTE COCHERE OFF CANNON STREET AND ANCILLARY CAR PARKING ACCESS VIA TATHAM STREET

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

TECHNICAL COMMENTS

ROADS / FOOTPATHS ENGINEERING

- Existing boundary (back of path) levels must not be modified. Footpath reinstatements associated with works will need to match surrounding materials and pavement composition. Any damage to Council road, footpath and kerbing infrastructure will be the responsibility of the developer to rectify.
- It is unclear from the plans provided whether the intention is to convert Tatham Street and Cannon Street to shared use zones – further information is required.
- Several driveway crossovers redundant on Cannon Street will be required to be reinstated to kerb and water table and footpath to City of Adelaide standards, lifting existing path levels and adjusting service pit covers as required.
- All new driveway crossovers and interfaces between public and private pavements (Alfresco zones and Porte Cochere), will impact City of Adelaide assets and will required detail design for approval of works to be allowed.

TORRENS & STORM

- Stormwater runoff from the development must be contained

WATER	within the property boundaries, collected and discharged to the existing Council underground stormwater infrastructure on Franklin Street. • All stormwater pipes and inlets shall be designed by a qualified Civil Engineer to City of Adelaide Design Standards, to ensure adequate sizing to ensure a suitable flow to the stormwater pipe network. • A Final stormwater management plan shall be provided to Council and approved in writing by City of Adelaide's Technical Services Team. • All checker plate discharge points made redundant by the development are to be removed and reinstated with footpath (refer requirements above for footpath reinstatement/make good requirements).
LIGHTING / ELECTRICAL / CCTV	• As new canopies are to be constructed as part of these works, then lighting to meet City of Adelaide's under verandah requirements shall be installed.
STREET TREES / LANDSCAPING	• All works around street trees must be undertaken in accordance with AS 4970-2009 Protection of Trees on Development Sites. Any pruning of Council trees is to be undertaken only by Council once permission is granted.
TRAFFIC / TRANSPORT	• Any proposal to upgrade the public realm and introduce a "Shared Use" zone is separate to this DA and would require further discussion with Council.
WASTE	• It is noted that the Waste Management Plan collection frequency for general waste and food/garden organics is once per week, whereas commingled recycling is three times a week (table 1). Routine collection services will be provided by a private contractor for all waste streams. • Current transfer paths from bin storage to bin presentation area are up to 50 m in length, which seems excessive making it harder to service. • It is noted that, among other waste system design or management issues (section 3.7 of the waste management plan) there are several other recommendations pertaining to vermin, hygiene and odour management, including ventilation, and these shall be followed at the detail design stage.
HERITAGE	• Despite the modifications to the openings, the retention of much of the historic brick fabric softens the transition with the local heritage places on Waymouth Street. • A Corten screen above the brick facades adds to the fine grain detail of the podium and the colour complements the historic fabric of the Local Heritage places. • The retention of historic (but unlisted) fabric and the use of Corten are integral to the successful relationship between the local

heritage places and this new development.

- The northern tower of the development is not considered to impact on the heritage significance of the Local Heritage places on Waymouth Street as it is sufficiently separated from the principal facades.

PLANNING RELATED COMMENTS

Council Administration has not undertaken a thorough planning assessment of the proposal but makes the following comments:

ENCROACHMENTS

- The proposed canopy on Franklin, Cannon and Tatham Streets meets the minimum height requirement of 3m.
- It is unclear from the plans whether the canopy has a minimum clearance of 1m from street infrastructure on Franklin Street and a minimum clearance of 600mm from the kerb on Cannon and Tatham Streets.

Yours sincerely

Danni Biar
Senior Planner - Development Assessment

CAPITAL CITY ZONE

Introduction

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

DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

(a) **Contextual** – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.

(b) **Durable** – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it.

(c) **Inclusive** – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike.

(d) **Sustainable** – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and minimise energy consumption.

(e) **Amenable** – by providing natural light and ventilation to habitable spaces.

Contemporary juxtapositions will provide new settings for heritage places. Innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and broader streetscape, while supporting optimal site development. The

addition of height, bulk and massing of new form should be given due consideration in the wider context of the proposed development.

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

Adelaide's pattern of streets and squares

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

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

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

(a) North Terrace will be reinforced as an important pedestrian promenade and cultural boulevard that provides an important northern edge to the City square mile.

(b) King William Street will be enhanced as the City's principal north-south boulevard and will be reinforced as the City's commercial spine.

(c) Grote Street-Wakefield Street will be enhanced as the City's principal east-west boulevard and will be developed to provide a strong frame that presents a sense of enclosure to the street.

(d) East Terrace will be characterised by buildings that maximise views through to the Park Lands and provide a distinct City edge.

(e) West Terrace will be reinforced as the western 'gateway' to the City centre and will form an imposing frontage to the western City edge. Buildings will be constructed to the front and side boundaries, and designed to maximise views through to the Park Lands. Corner sites at the junctions of West Terrace and the major east-west streets will be developed as strongly defined visual gateways to the City. This will provide an imposing frontage to the western edge of the City, which comprises a mixture of commercial, showroom and residential development.

(f) Pulteney and Morphett streets are key north-south boulevards. A sense of activation and enclosure of these streets will be enhanced through mixed use development with a strong built form edge. Pulteney Street will include residential, office and institutional uses, and retail activities. These boulevards will become important tree-lined commercial corridors.

(g) Currie, Grenfell, Franklin and Flinders streets, as wider east-west boulevards provide important entry points to the City. Currie and Grenfell streets will become a key focus for pedestrians, cycling and public transport. These streets also provide long views to the hills as their closing vistas and these view corridors should remain uncluttered.

(h) Victoria, Hindmarsh and Light Squares will have a continuous edge of medium to high-scale development that frames the Squares and increases ground level activity.

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

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

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

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

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

OBJECTIVES

General

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

Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.

Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.

Objective 4: City streets that provide a comfortable pedestrian environment.

Objective 5: Innovative design approaches and contemporary architecture that respond to a building's context.

Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.

Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.

Objective 8: Development that contributes to the Desired Character of the Zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Affordable housing
Aged persons accommodation
Community centre
Consulting room
Convention centre
Dwelling
Educational establishment
Emergency services facility
Hospital
Hotel
Indoor recreation centre
Licensed entertainment premises

Library
Motel
Office
Pre-school
Personal service establishment
Place of worship
Serviced apartment
Restaurant
Residential flat building
Student accommodation
Shop or group of shops
Tourist accommodation

2 Land uses that are typically closed during the day should be designed to maximise daytime and evening activation at street level and be compatible with surrounding land uses, in particular residential development.

3 Low impact industries should be located outside the Central Business Policy Area and have minimal off-site impacts with respect to noise, air, water and waste emissions, traffic generation and movement.

4 Development listed as non-complying is generally inappropriate.

Form and Character

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

Design and Appearance

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

7 Buildings should achieve a high standard of external appearance by:

(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;

(b) providing a high degree of visual interest though articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;

(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and

(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.

8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.

9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.

10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.

11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.

12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:

(a) relates to the scale and context of adjoining built form;

(b) provides a human scale at street level;

(c) creates a well-defined and continuity of frontage;

(d) gives emphasis and definition to street corners to clearly define the street grid;

(e) contributes to the interest, vitality and security of the pedestrian environment;

(f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and

(g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);

other than (h) or (i):

(h) in the Central Business Policy Area;

(i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.

13 Buildings north of Rundle Mall, Rundle Street, Hindley Street and Gouger Street should have a built form that incorporates slender tower elements, spaces between buildings or other design techniques that enable sunlight access to the southern footpath.

14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.

15 Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.

16 Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

The Squares (Victoria, Hindmarsh and Light)

17 Outdoor eating and drinking facilities associated with cafés and restaurants are appropriate ground floor uses and should contribute to the vitality of the Squares and create a focus for leisure.

18 Buildings fronting the Squares should:

(a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and

(b) reinforce the enclosure of the Squares with a continuous built-form with no upper level set-backs.

The Terraces (North, East and West)

19 Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.

20 Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.

Building Height

21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and

(a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or

(b) more than 15% of dwellings are affordable housing; or

(c) only if:

(i) at least three of the following are provided:

(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;

(2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;

(3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;

(4) no on site car parking is provided;

(5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;

(6) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;

(7) the building is adjacent to the Park Lands;

(8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 in relation to sunlight access and overlooking; and

(ii) at least three of the following sustainable design measures are provided:

(1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;

(2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;

(3) passive heating and cooling design elements including solar shading integrated into the building;

(4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;

(5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.

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

(a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;

(b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;

(c) the site is adjacent to a heritage place, or includes a heritage place;

(d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

Interface

23 Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.

24 Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.

25 Parts of a development that exceed the prescribed maximum building height shown on Concept Plan Figures CC/1 and 2 that are directly adjacent to the City Living, Main Street (Adelaide) or the Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like

Movement

26 Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding Zones and giving a variety of north-south and east-west links.

27 Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.

28 Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with Map Adel/1 (Overlay 2A).

29 Car parking should be provided in accordance with Table Adel/7.

30 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) within any of the following areas:

(i) the Core Pedestrian Area identified in Map Adel/1 (Overlays 2, 2A and 3)

(ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;

(b) where they conflict with existing or projected pedestrian movement and/or activity;

(c) where they would cause undue disruption to traffic flow; and

(d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in Map Adel/1 (Overlay 1).

31 Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on Map Adel/1 (Overlays 2, 2A and 3).

32 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

(a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;

(b) complement the surrounding built form in terms of height, massing and scale; and

(c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

Advertising

33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.

34 In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.

35 There should be an overall consistency achieved by advertisements along individual street frontages.

36 In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.

37 Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:

(a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.

(b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

PROCEDURAL MATTERS

Complying Development

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

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

(a) Other than in relation to a State heritage place, Local heritage place (City Significance), or Local heritage place, work undertaken within a building which does not involve a change of use or affect the external appearance of the building;

(b) Temporary depot for Council for a period of no more than 3 months where it can be demonstrated that appropriate provision has been made for:

(i) dust control;

(ii) screening, including landscaping;

(iii) containment of litter and water; and

(iv) securing of the site.

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

Non-complying Development

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

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

Amusement machine centre

Advertisements involving any of the following:

(a) third party advertising except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Street and Pulteney Street, or temporary advertisements on construction sites;

(b) advertisements located at roof level where the sky or another building forms the background when viewed from ground level;

(c) advertisements in the area bounded by West Terrace, Grote Street, Franklin Street and Gray Street;

(d) animation of advertisements along and adjacent to the North Terrace, King William Street and Victoria Square frontages.

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

Vehicle parking except:

(a) where it is ancillary to an approved or existing use;

(b) it is a multi-level car park located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3); or

(c) it is within an existing building located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3).

Public Notification

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

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

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

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

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

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

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

Medium to High Scale Residential/Serviced Apartment

OBJECTIVE

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

(a) has a high standard of amenity and environmental performance;

(b) comprises functional internal layouts;

(c) is adaptable to meet a variety of accommodation and living needs; and

(d) includes well-designed and functional recreation and storage areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Building Entrances

1 Entrances to medium to high scale residential or serviced apartment development should:

(a) be oriented towards the street;

(b) be visible and easily identifiable from the street; and

(c) provide shelter, a sense of personal address and transitional space around the entry.

2 Entrances to individual dwellings or apartments within medium to high scale residential or serviced apartment development should:

(a) be located as close as practical to the lift and/or lobby access and minimise the need for long access corridors;

(b) be clearly identifiable; and

avoid the creation of potential areas for entrapment.

Daylight, Sunlight and Ventilation

3 Medium to high scale residential or serviced apartment development should be designed to maximise opportunities to facilitate natural ventilation and capitalise on natural daylight and minimise the need for artificial lighting during daylight hours.

Design Technique *(this is ONE WAY of meeting the above Principle)*

50.1 *Design solutions may include:*

(a) corner dwelling/apartment

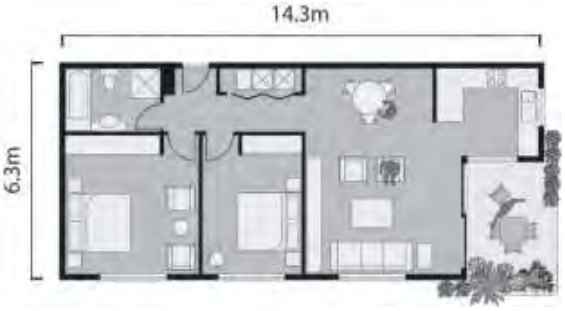

Figure 50.1 - two bedroom corner dwelling.

(b) double aspect dwelling/apartment.

Figure 50.2 - two bedroom double aspect dwelling/apartment.

Figure 50.3 - two bedroom double aspect dwelling/apartment.

Figure 50.4 - one bedroom double aspect dwelling/apartment.

(c) split level dwelling/apartment.

Figure 50.5 - one bedroom split level dwelling/apartment.

(d) shallow, single aspect dwelling/apartment limited in depth to 8 metres from a window

Figure 50.6 - one bedroom single aspect dwelling/apartment.

Note: If over 15 metres deep, the width of the dwelling/apartment should be 4 metres or greater to ensure sufficient natural daylight.

4 Medium to high scale residential or serviced apartment development should be designed and located to maximise solar access to dwellings and communal open space on the norther facade.

5 Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.

Design Technique *(this is ONE WAY of meeting the above Principle)*

52.1 *Design solutions may include:*

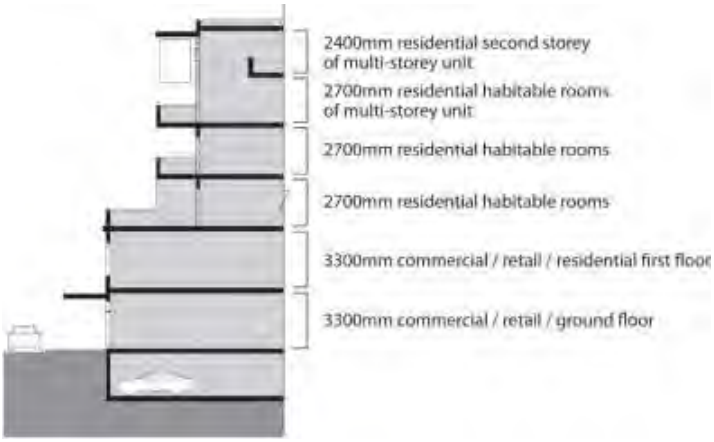

Figure 52.1 - appropriate ceiling heights for mixed use buildings.

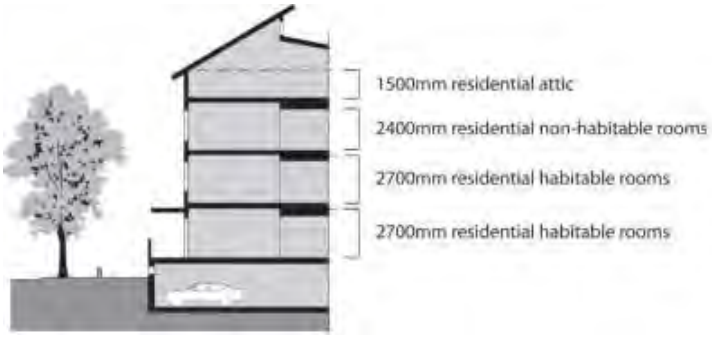

Figure 52.2 - appropriate ceiling heights for medium to high scale residential or serviced apartment development.

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

7 The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8 metres.

8 Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.

9 Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.

10 Medium to high scale residential or serviced apartment development should locate living areas, private open space and communal open space, where such communal open space provides the

primary area of private open space, where they will receive sunlight and, where possible, should maintain at least two hours of direct sunlight solar time on 22 June to:

(a) at least one habitable room window (excluding bathroom, toilet, laundry or storage room windows);

(b) to at least 20 percent of the private open space; and

(c) communal open space, where such communal open space provides the primary private open space for any adjacent residential development.

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

(a) positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;

(b) installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;

(c) installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;

(d) selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;

(e) ensuring the internal layout minimises interruptions to airflow;

(f) limiting building depth to allow for ease of cross ventilation; and/or

(g) draught proofing doors, windows and other openings.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

58.1 In relation *to Principle of Development Control 58(e):*

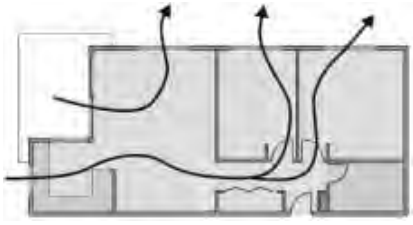

Figure 58.1 - effective layout for an upper level corner dwelling/apartment.

Figure 58.2 - optimal layout allowing air flow directly from one side of a dwelling/apartment to the other.

Private Open Space

12 Medium to high scale residential development and serviced apartments should provide the following private open space:

(a) studio (where there is no separate bedroom): no minimum requirement but some provision is desirable.

(b) 1 bedroom dwelling/apartment: 8 square metres.

(c) 2 bedroom dwelling/apartment: 11 square metres.

(d) 3+ bedroom dwelling/apartment: 15 square metres.

A lesser amount of private open space may be considered appropriate in circumstances where the equivalent amount of open space is provided in a communal open space accessible to all occupants of the development.

Private open space for 2 or more bedroom dwellings/apartments may be divided into different areas whilst private open space for studios or 1 bedroom dwelling/apartments should be in a single area.

Areas used for parking of motor vehicles are not included as private open space.

Note: In the City Living, Main Street and Institutional Zones, specific landscaped open space and private landscaped open space provisions apply.

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

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

Design Techniques *(these are ONE WAY of meeting the above Principle)*

61.1 *Design solutions for balconies may include:*

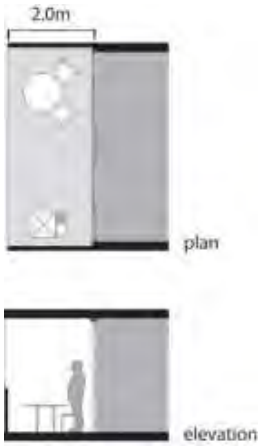

Figure 61.1 - a minimum depth of 2 metres

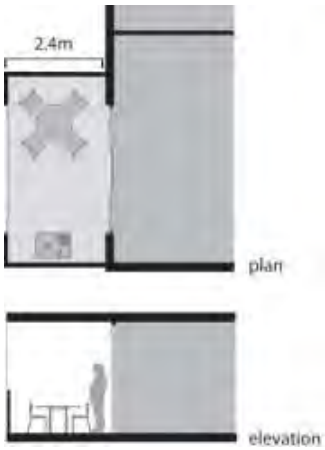

Figure 61.2 - a 2.4 metre deep balcony is needed for a table and four chairs.

15 Balconies should be integrated into the overall architectural form and detail of the development and should:

(a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;

(b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;

(c) be of a depth that ensures sunlight can enter the dwelling below; and

(d) allow views and casual surveillance of the street while providing for safety and visual privacy.

16 Secondary balconies, including Juliet balconies or operable walls with balustrades should be considered, subject to overlooking and privacy, for additional amenity and choice.

17 For clothes drying, balconies off laundries or bathrooms and roof top areas should be screened from public view.

18 The incorporation of roof top gardens is encouraged providing it does not result in unreasonable overlooking or loss of privacy.

Visual Privacy

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

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

Noise and Internal Layout

21 Medium to high scale residential or serviced apartment development close to high noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.

22 Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.

Minimum Unit Sizes

23 Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:

(a) studio (where there is no separate bedroom): 35 square metres.

(b) 1 bedroom dwelling/apartment: 50 square metres

(c) 2 bedroom dwelling/apartment: 65 square metres

(d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

Note: Dwelling/apartment "unit size" includes internal storage areas but does not include balconies or car parking as part of the calculation.

24 Internal structural columns should correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.

Adaptability

25 Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:

(a) a range of activities and privacy levels between different spaces;

(b) flexible room sizes and proportions;

(c) efficient circulation to optimise the functionality of floor space within rooms; and

(d) the future reuse of student accommodation as residential apartments through a design and layout that allows individual apartments to be reconfigured into a larger dwelling or other alternative use.

Design Technique *(this is ONE WAY of meeting the above Principle)*

72.1 *Design solutions may include:*

(a) windows in all habitable rooms and to the maximum number of non-habitable rooms;

(b) adequate room sizes or open plan dwellings which provide a range of furniture layout options; and/or

(c) dual master bedrooms that can support two independent adults living together or a live/work situation.

Outlook

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

Note: Outlook is a short range prospect and is distinct from a view which is more extensive and long range to particular objects or geographic features.

27 Light wells may be used as a source of daylight, ventilation, outlook and sunlight for medium to high scale residential or serviced apartment development provided that:

(a) living rooms do not have lightwells as their only source of outlook;

(b) lightwells up to 18 metres in height have a minimum horizontal dimension of 3 metres or 6 metres if overlooked by bedrooms; and

(c) lightwells higher than 18 metres in height have a minimum horizontal dimension of 6 metres or 9 metres if overlooked by bedrooms.

On-Site Parking and Fencing

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

30 Car parking areas should be designed and located to:

(a) be close and convenient to dwellings/apartments;

(b) be lit at night;

(c) be well ventilated if enclosed;

(d) avoid headlight glare into windows; and

(e) clearly define visitor parking.

31 Where garages are located within a basement or undercroft:

(a) the width of access driveways should be kept to a minimum and should not detract from the streetscape;

(b) driveways should be designed to ensure safe and convenient access and egress;

(c) access should be restricted to one driveway or one point of access and egress;

(d) vehicles should be able to safely exit in a forward direction and should not compromise pedestrian safety or cause conflict with other vehicles; and

(e) the height of the car park ceiling should not exceed one metre above the finished ground floor level to ensure minimal impact on the streetscape.

Environmental

Crime Prevention Through Urban Design

OBJECTIVES

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

(a) ensures that land uses are integrated and designed to facilitate natural surveillance;

(b) promotes building and site security; and

(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

32 Development should promote the safety and security of the community in the public realm and within development. Development should:

(a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:

(i) orientating windows, doors and building entrances towards the street**,** open spaces, car parks, pedestrian routes and public transport stops;

(ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;

(iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;

(iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;

(v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;

(vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;

(vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and

(viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.

(b) provide access control by facilitating communication, escape and path finding within development through legible design by:

(i) incorporating clear directional devices;

(ii) avoiding opportunities for concealment near well travelled routes;

(iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;

(iv) use of devices such as stainless steel mirrors where a passage has a bend;

(v) locating main entrances and exits at the front of a site and in view of a street;

(vi) providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and

(vii) locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.

(c) promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:

(i) clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;

(ii) dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and

(iii) locating main entrances and exits at the front of a site and in view of a street.

(d) provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:

(i) avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;

(ii) using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;

(iii) ensuring barriers along pathways such as landscaping, fencing and walls are permeable;

(iv) planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;

(v) adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; and

(vi) use of robust and durable design features to discourage vandalism.

Waste Management

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

34 A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.

35 Development greater than 2 000 square metres of total floor area should manage waste by:

(a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;

(b) on-site storage and management of waste;

(c) disposal of non-recyclable waste; and

(d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

36 Development should not result in emission of atmospheric, liquid or other pollutants, or cause unacceptable levels of smell and odour which would detrimentally affect the amenity of adjacent properties or its locality. Land uses such as restaurants, shops, cafés or other uses that generate smell and odour should:

(a) ensure extraction flues, ventilation and plant equipment are located in appropriate locations that will not detrimentally affect the amenity of adjacent occupiers in terms of noise, odours and the appearance of the equipment;

(b) ensure ventilation and extraction equipment and ducting have the capacity to clean and filter the air before being released into the atmosphere; and

(c) ensure the size of the ventilation and extraction equipment is suitable and has the capacity to adequately cater for the demand generated by the potential number of patrons.

Energy Efficiency

OBJECTIVE

Objective 30: Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

PRINCIPLES OF DEVELOPMENT CONTROL

All Development

37 Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:

(a) providing an internal day living area with a north-facing window, other than for minor additions*, by:

(i) arranging and concentrating main activity areas of a building to the north for solar penetration; and

(ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.

(b) efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;

(c) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;

(d) allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;

(e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;

(f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;

* Minor additions have a floor area less than 50 percent of the existing dwelling and do not include a day living area.

38 All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.

39 Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.

40 New buildings should be readily adaptable to future alternative uses.

41 Selection of internal materials for all buildings should be made with regard to internal air quality and ensure low toxic emissions, particularly with respect to paint and joinery products.

Micro-climate and Sunlight

OBJECTIVES

Objective 33: Buildings which are designed and sited to be energy efficient and to minimise micro-climatic and solar access impacts on land or other buildings.

Objective 34: Protection from rain, wind and sun without causing detriment to heritage places, street trees or the integrity of the streetscape.

PRINCIPLES OF DEVELOPMENT CONTROL

42 Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.

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

44 Development should not significantly reduce daylight to private open space, communal open space, where such communal open space provides the primary private open space, and habitable rooms in adjacent City Living Zone, Adelaide Historic (Conservation) Zone and North Adelaide Historic (Conservation) Zone.

45 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

Buildings within the Core and Primary Pedestrian Areas identified in Map Adel/1 (Overlays 2, 2A and 3), unless specified otherwise within the relevant Zone or Policy Area, should be designed to provide weather protection for pedestrians against rain, wind and sun. The design of canopies, verandahs and awnings should be compatible with the style and character of the building and adjoining buildings, as well as the desired character, both in scale and detail.

46 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.

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

Stormwater Management

OBJECTIVES

Objective 35: Development which maximises the use of stormwater.

Objective 36: Development designed and located to protect stormwater from pollution sources.

Surface water (inland, marine, estuarine) and ground water has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and

possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

Objective 37: Development designed and located to protect or enhance the environmental values of receiving waters.

Objective 38: Development designed and located to prevent erosion.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both the construction and operation phases of development to minimise the transportation of sediment and pollutants off-site.

Objective 39: Development designed and located to prevent or minimise the risk of downstream flooding.

PRINCIPLES OF DEVELOPMENT CONTROL

48 Development of stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.

49 Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.

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

Infrastructure

OBJECTIVES

Objective 40: Minimisation of the visual impact of infrastructure facilities.

Objective 41: Provision of services and infrastructure that are appropriate for the intended development and the desired character of the Zone or Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

51 Provision should be made for utility services to the site of a development, including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.

52 Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.

53 Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.

54 Development should only occur where it has access to adequate utilities and services, including:

(a) electricity supply;

(b) water supply;

(c) drainage and stormwater systems;

(d) effluent disposal systems;

(e) formed all-weather public roads;

(f) telecommunications services; and

(g) gas services.

Heritage and Conservation

OBJECTIVES

Objective 42: Acknowledge the diversity of Adelaide's cultural heritage from pre-European occupation to current time through the conservation of heritage places and retention of their heritage value.

Objective 43: Development that retains the heritage value and setting of a heritage place and its built form contribution to the locality.

Objective 44: Continued use or adaptive reuse of the land, buildings and structures comprising a heritage place.

Objective 45: Recognition of Aboriginal sites, items and areas which are of social, archaeological, cultural, mythological or anthropological significance.

PRINCIPLES OF DEVELOPMENT CONTROL

General

55 Development of a heritage place should conserve the elements of heritage value as identified in the relevant Tables.

56 Development affecting a State heritage place (Table Adel/1), Local heritage place (Table Adel/2), Local heritage place (Townscape) (Table Adel/3) or Local heritage place (City Significance) (Table Adel/4), including:

(a) adaptation to a new use;

(b) additional construction;

(c) part demolition;

(d) alterations; or

(e) conservation works;

should facilitate its continued or adaptive use, and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

57 A local heritage place (as identified in Tables Adel/2, 3 or 4) or the Elements of Heritage Value (as identified in Table Adel/2) should not be demolished unless it can be demonstrated that the place, or those Elements of Heritage Value that are proposed to be demolished, have become so distressed in condition or diminished in integrity that the remaining fabric is no longer capable of adequately representing its heritage value as a local heritage place.

58 Development on land adjacent to a heritage place in non-residential Zones or Policy Areas should incorporate design elements, including where it comprises an innovative contemporary design, that:

(a) utilise materials, finishes, and other built form qualities that complement the adjacent heritage place; and

(b) is located no closer to the primary street frontage than the adjacent heritage place.

59 Development that abuts the built form/fabric of a heritage place should be carefully integrated, generally being located behind or at the side of the heritage place and without necessarily replicating historic detailing, so as to retain the heritage value of the heritage place.

Built Form and Townscape

OBJECTIVES

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

(a) high rise development framing city boulevards, the Squares and Park Lands

(b) vibrant main streets of a more intimate scale that help bring the city to life

(c) unique and interesting laneways that provide a sense of enclosure and intimacy.

Objective 47: Buildings should be designed to:

(a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;

(b) maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings;

(c) contribute to pedestrian safety and comfort; and

(d) provide for a transition of building heights between Zone and Policy Areas where building height guidelines differ.

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

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

Height, Bulk and Scale

PRINCIPLES OF DEVELOPMENT CONTROL

61 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.

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

62 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.

63 Buildings and structures should not adversely affect by way of their height and location the long-term operational, safety and commercial requirements of Adelaide International Airport. Buildings and structures which exceed the heights shown in Map Adel/1 (Overlay 5) and which penetrate the Obstacle Limitation Surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport.

Articulation and Modelling

64 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

65 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.

66 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

67 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.

68 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).

Corner Sites

69 New development on major corner sites should define and reinforce the townscape importance of these sites with appropriately scaled buildings that:

(a) establish an architectural form on the corner;

(b) abut the street frontage; and

(c) address all street frontages.

Active Street Frontages

OBJECTIVES

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

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

(a) enlivening building edges;

(b) creating welcoming, safe and vibrant spaces;

(c) improving perceptions of public safety through passive surveillance; and

(d) creating interesting and lively pedestrian environments.

PRINCIPLES OF DEVELOPMENT CONTROL

70 Development should be designed to create active street frontages that provide activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of the public realm.

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

Advertising

OBJECTIVE

Objective 56: Outdoor advertisements that are designed and located to:

(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;

(b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and

(c) not create a hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

72 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:

(a) the scale, type, design, location, materials, colour, style and illumination of any advertisements should be compatible with the design and character of the buildings and land to which it is related, and should be in accordance with provisions for the Zone and Policy Area in which it is situated and any relevant adjacent Zones or Policy Areas;

(b) advertisements should be integrated with the architectural form, style and colour of buildings and wherever possible, requirements for advertisements should be considered in the design of new buildings;

(c) advertisements should be artistically interesting in terms of graphics and construction with intricacy and individuality in design encouraged while maintaining consistency in design and style where co-ordinated advertisements are appropriate;

(d) structural supports should be concealed from public view or of minimal visual impact;

(e) advertisements on individual premises should be co-ordinated in terms of type and design and should be limited in number to minimize visual clutter;

(f) advertisements should be displayed on fascia signs or located below canopy level;

(g) advertisements on buildings or sites occupied by a number of tenants should be co-ordinated, complementary and the number kept to a minimum; and

(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.

Transport and Access

Access and Movement

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

73 Development should provide safe, convenient and comfortable access and movement.

74 Vehicle access points along primary and secondary city access roads and local connector roads, as shown on Map Adel/1 (Overlay 1) should be restricted.

Pedestrian Access

OBJECTIVES

Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.

Objective 62: Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.

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

75 Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within Map Adel/1 (Overlays 2, 2A and 3) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.

76 Permanent structures over a footpath should have a minimum clearance of 3.0 metres above the existing footpath level, except for advertisements which should have a minimum clearance of 2.5 metres and temporary structures and retractable canopies which should have a minimum clearance of 2.3 metres above the existing footpath level.

Bicycle Access

OBJECTIVES

Objective 64: Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.

Objective 65: Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

77 An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in Table Adel/6.

78 Onsite secure bicycle parking facilities for short stay users (i.e. bicycle rails) should be:

(a) directly associated with the main entrance;

(b) located at ground floor level;

(c) located undercover;

(d) well lit and well signed;

(e) located where passive surveillance is possible, or covered by CCTV; and

(f) accessible by cycling along a safe, well lit route.

79 Access to bicycle parking should be designed to:

(a) minimise conflict with motor vehicles and pedestrians;

(b) ensure the route is well signed and well lit including the use of road markings such as a bicycle logo if appropriate to help guide cyclists; and

(c) ensure the route is unhindered by low roof heights.

Traffic and Vehicle Access

OBJECTIVES

Objective 68: Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).

Objective 69: An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.

Objective 70: Adequate off-street facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

80 Development should be designed so that vehicle access points for parking, servicing or deliveries, and pedestrian access to a site, are located to minimise traffic hazards and vehicle queuing on public roads. Access should be safe, convenient and suitable for the development on the site, and should be obtained from minor streets and lanes unless otherwise stated in the provisions for the relevant Zone or Policy Area and provided residential amenity is not unreasonably affected.

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

Economic Growth and Land Use
OBJECTIVES

Objective 73: The role of the City enhanced as:

(a) the community, civic and cultural heart of South Australia and as a driving force in the prosperity of the State;

(b) the State centre for business, administration, services, employment, education, political and cultural activities, government and public administration;

(c) a welcoming, secure, attractive and accessible meeting place for the people of metropolitan Adelaide and beyond for leisure, entertainment, civic and cultural activity, specialty shopping, personal and community services;

(d) a centre for education and research built on key academic strengths and on the excellent learning environment and student accommodation available in the City;

(e) a supportive environment for the development of new enterprises drawing on the cultural, educational, research, commercial and information technology strengths of the City centre;

(f) the gateway to the attractions of South Australia for international and interstate visitors by developing a wide range of visitor accommodation, facilities and attractions, particularly attractions which showcase the particular strengths of South Australia; and

(g) a great place to live, with a growing diversity of accommodation for different incomes and lifestyles.

Objective 74: A business environment which encourages investment from domestic and foreign sources, business development and employment.

Objective 75: Development which reinforces clusters and nodes of activity and distinctive local character.

Objective 76: A diverse mix of commercial, community, civic and residential activities to meet the future needs of the Capital City of South Australia.

PRINCIPLES OF DEVELOPMENT CONTROL

82 Development, particularly within the Capital City and Institutional Zones, is encouraged to:

(a) provide a range of shopping facilities in locations that are readily accessible;

(b) provide for the growth in economic activities that sustain and enhance the variety and mix of land uses and the character and function of the City;

(c) maximise opportunities for co-location, multiple use and sharing of facilities;

(d) be accessible to all modes of transport (particularly public transport) and safe pedestrian and cycling routes; and

(e) have minimal impact on the amenity of residential areas.

83 Development is encouraged to develop and expand upon the existing or create new tourism activities to maximise employment and the long-term economic, social and cultural benefits of developing the City as a competitive domestic and international tourist destination.

84 Tourist facilities should be compatible with the prevailing character of the area, within close proximity to public transport facilities and well designed and sited.

85 Development located either abutting, straddling or within 20 metres of a Zone or Policy Area boundary should provide for a transition and reasonable gradation from the character desired from one to the other.

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