

Byld C/- Planning Chambers

Partial demolition and construction of a 17 storey mixed-use building comprising tourist accommodation, residential apartments, ancillary car parking, associated hospitality facilities and retail

100 North Terrace, Adelaide

DA 020/A130/20

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OVERVIEW

Application No	020/A130/20
Unique ID/KNET ID	5277 - 2020/10956/01
Applicant	Byld C/- Planning Chambers
Proposal	Partial demolition and construction of a 17 storey mixed-use building comprising serviced apartments, residential apartments, ancillary car parking, associated hospitality facilities and retail tenancy
Subject Land	100 North Terrace, Adelaide
Zone/Policy Area	Capital City Zone / Central Business Policy Area
Relevant Authority	State Planning Commission
Lodgement Date	29 May 2020
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan [Consolidated 30 April 2020]
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect and Adelaide Airport
Report Author	Karl Woehle - Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for the partial demolition and construction of a 17 storey mixed-use building comprising serviced apartments, two residential apartments, ancillary car parking, associated hospitality facilities and retail tenancy in the Central Business Policy Area 13 of the Capital City Zone.

The proposed development is a merit kind of development that triggers a statutory referral to the Government Architect, Adelaide Airport and a non-mandatory referral to the City of Adelaide. The application is Category 1 form of development.

The overall building height is 17 storeys or approximately 67 metres (stair and lift core). It is acknowledged that the development site is not subject to a prescribed maximum building height, however relevant airport heights still apply to the development site. Adelaide Airport have confirmed the application will require approval from the Department of Infrastructure and Regional Development. Contextually the building height is considered comparable with the adjoining buildings on North Terrace and compatible with the established streetscape.

The proposed development seeks to retain and draw inspiration from the Art Deco Matters Building, which is strongly supported by the Government Architect. The resulting architectural expressions of the built form is considered restrained and elegant. The serviced apartments from levels 2 to 15 are considered compact, however it is acknowledged that the proposed floor layouts are efficient and meet the hoteliers operational requirements and minimum dimensions.

The apartments on the eastern elevation are situated on the boundary, which results in both the adjacent Oaks Horizon and the proposed development relying on Bernath Place to provide visual and physical separation. The resulting 4.55 metres between the buildings will result in a reduced outlook and apartment amenity. It is acknowledged that the development has been setback from the western and southern boundaries to manage the interface with the adjoining developments and further setbacks from the eastern boundary could potential deem the site unusable.

The proposal generally achieves appropriate performance outcomes in respect to technical matters such as pedestrian access, vehicle movements, crime prevention, ESD principles and waste management.

On balance, it is considered the proposal satisfies the intent of the Central Business Policy Area and the Capital City Zone and other relevant development control policies. It is consequently considered that the proposed development is not at significant variance with the Development Plan and warrants Development Plan Consent subject to conditions.

ASSESSMENT REPORT

I. BACKGROUND

1.1 Strategic Context

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

1.2 Pre-Lodgement Process

The applicant engaged in the Pre-lodgement Service offered by the Department, which is provided to applicant with developments involving building work exceeding 10 million dollars in value within the City of Adelaide.

The proponent engaged in two (2) Pre-lodgement Panel meetings, one (1) Design Review session. The proponent responded to some of the issues raised during the pre-lodgement panel meeting and design review panel session.

1.3 Previous Decision

On 23 August 2018 the State Commission Assessment Panel (SCAP) granted conditional Development Plan Consent for DA 020/A040/14 comprising Demolition of existing 2 storey non-heritage listed building and construction of a 14 storey high tourist accommodation building comprising 60 dual-key serviced apartments (120 bedrooms), together with associated reception, management offices and sales, porte cochère, and staff car parking at ground level and conference facilities, gymnasium, business lounge and BBQ deck at first floor and signage.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the **ATTACHMENTS**.

Land Use Description	Multi-storey mixed use building comprising serviced apartments, two residential apartments, associated hospitality facilities, retail/commercial tenancy, ancillary car parking and retail.
Building Height	17 storeys or 67 metres (roof services)
Description of levels	Ground level: Commercial/ retail tenancy, waste collection room, back of house facilities, transformer, building services and hotel foyer Level one: Gym, conference room, water closet, roof deck and building services Level two - 15: hotel suites, building services and back of house facilities Level 16 - 17: 3 bedroom residential penthouse apartments and building services.

Apartment floor area (excluding balconies)	Studio apartments: 23m ² - 27m ² One bedroom apartments: 41m ² - 57m ² Dual key rooms: 64m ² - 74m ² Residential Penthouse Apartments: 250m ² - 279m ²
Site Access	Pedestrian access is via the main entrance on North Terrace and vehicle access to the car parking and loading dock is via Bernath Place from the existing cross-over on North Terrace.
Car and Bicycle Parking	4 carpark are located to the rear of the development in the form of two, two level car stackers
Encroachments	Existing street canopy extends over North Terrace footpath

3. SITE AND LOCALITY

3.1 Site Description

The development site comprises of a single allotment located at 100 North Terrace, Adelaide and is situated on the southern side of North Terrace. The development site is rectangular in shape and has a site area of approximately 688m². The site has a primary street frontage of approximately 19.6 metres to North Terrace and a secondary street frontage of 35.7 metres to Bernath Place. The development site has free and unrestricted access to Bernath Place, which is generally 4.6m wide and can accommodate one way vehicle movements. The development site does have a gentle slope, which falls from east to west.

The development site contains the former Metters Limited Building, a two storey building constructed in the 1920's. Whilst the Metters building is not heritage listed, it does contribute to the quality of the North Terrace streetscape and public realm.



Figure 1 – Former Metters Limited building

Lot No	Section	Street	Suburb	Hundred	Title Reference
A500	D37352	North Terrace	Adelaide	Adelaide	CT 5174/32

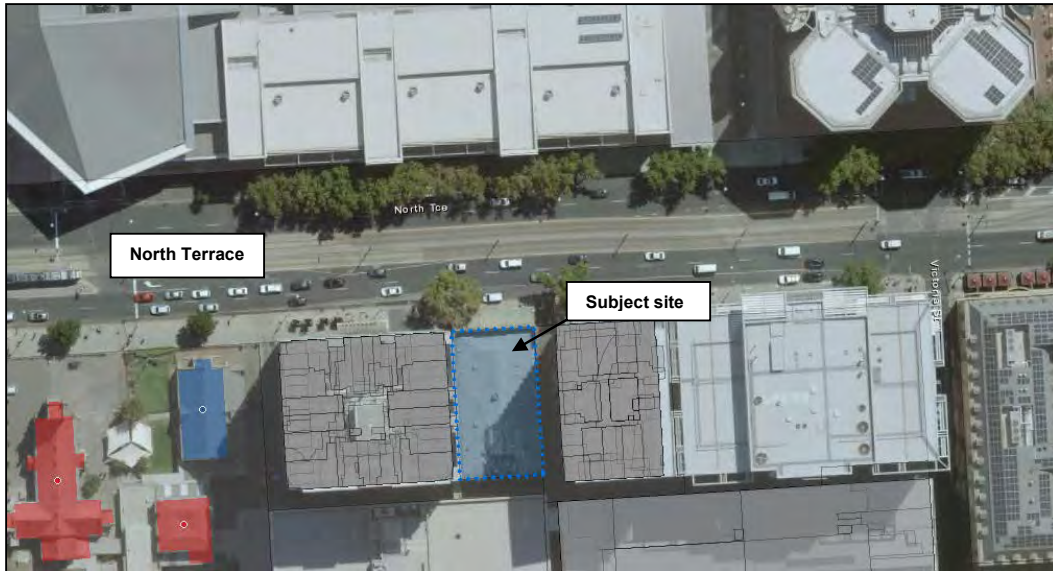


Figure 2 - The site and its surrounding context

3.2 Locality

The immediate locality is generally characterised by a wide range of land uses from commercial offices, retail tenancies, residential apartments and short term tourist accommodation. The built form ranges from low scale two storey buildings through to buildings up to 17 storeys. Notably to the west is Trinity Church Adelaide which has two state heritage and one local heritage place. Directly adjacent the development site is the Adelaide Convention Centre.



North Terrace - looking south toward subject site
Figure 3 - Site Photos, sourced from Google Maps



North Terrace - looking south down Bernath Place

4. COUNCIL COMMENTS or TECHNICAL ADVICE

The City of Adelaide Council was referred pursuant to Regulation 38 (2)(b) of the *Development Regulations 2008*.

Council	Advice	Hyperlink
City of Adelaide	<p>Council raised concern that the bin storage room does not appear large enough for hard waste and additional waste services. It was also noted that it is not clear if the bin storage is ventilated.</p> <p>Council noted that additional bicycle parking should be provided to meet the Development Plan requirements and that the proposed bicycle parking appears to restrict the access to the main switchboard and partially obstructs access to the liens rooms.</p>	Att 5

5. STATUTORY REFERRAL BODY COMMENTS

The following agency was formally consulted pursuant to Section 37 of the *Development Act 1993* and Schedule 8 of *Development Regulations 2008*.

Agency	Direction/ Regard	Advice	Comment	Hyperlink
Government Architect (GA)	Regard	In principle support	There remains some details of the development which require further clarification and or consideration	Att 4a & 4b
Adelaide Airport	Direction	-	The application will require approval in accordance with the Airport Act 1996 and the Airports (Protection of Airspace) Regulation 1996 with final approval by the Department of Infrastructure and Regional Development	Att 4c

6. PUBLIC NOTIFICATION

The application is a Category 1 form of development in pursuant to Principle of Development control 40(a) of the Capital City Zone and as such no public notification was required.

7. POLICY OVERVIEW

The subject site is located in the Central Business Policy Area of the Capital City Zone as described within the Adelaide City Development Plan [Consolidated 30 April 2020]. The relevant planning policies are contained in **ATTACHMENTS** and summarised briefly below.

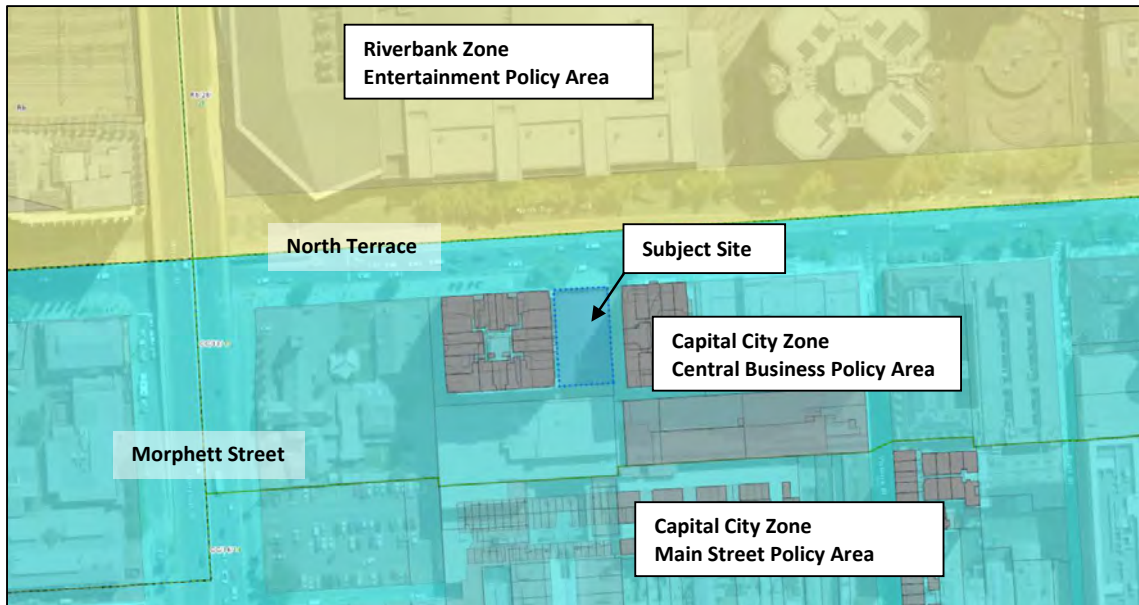


Figure 4- Policy Area and Zoning Map

7.1 Central Business Policy Area 13

Development in Policy Area 13 should include the highest concentration of employment, hospitality and entertainment activities with increased opportunities for residential, student and tourist accommodation to contribute to the area's role and function as the State's premier business district.

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

7.2 Zone

The Capital City Zone encourages a diverse range of land uses with non-residential land uses at ground level to achieve greater activation of street frontages. It is anticipated that developments fronting North Terrace will reflect their importance through highly contextual design that reflect and responds to their setting and role.

It is noted that there is no prescribed height for this particular part of the Capital City Zone. The Zone seeks a high standard of architectural design and finish that is appropriate to the City's role and image as the capital of the State.

The Zone recognises the importance of boulevards and it is envisaged that development along North Terrace will reinforce the important pedestrian promenade and cultural boulevard that provides an important northern edged to the City square mile.

7.3 Council Wide

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



7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.4.2 Adelaide City Airport Building Heights

Referral to the Department of Transport, Regional Development and Cities through Adelaide Airport Limited is required where a development would exceed the Obstacle Limitation Surface (OLS) contours shown on Development Plan Map Adel/1 (Overlay 5).

In this instance, the OLS contour shown on Map Adel/1 (Overlay 5) is identified as 90 metres AHD. At a height of 67 metres above ground (or 99.80 metres AHD) the development would penetrate the OLS contour and accordingly a referral is required.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide [City] Development Plan consolidated 30 April 2020, which are contained in **ATTACHMENTS**.

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	No prescribed height limit	67 metres or 17 storeys	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Yes
Car Parking	No minimum or maximum recommended provision of car parking in the Capital City Zone	2 staff car parks 2 residential parks	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	N/A
Bicycle Parking	Serviced Apartments 1 per 20 employees 2 per 40 rooms + 1 for every additional 40 rooms Office/ancillary retail - one employee space per 200m ² and two patron spaces plus one patron space per 1,000m ² of gross leasable floor area High Scale Residential Two residential spaces per apartment with total floor area greater than 150m ²	Proposed - 6 bicycle parks Required Serviced Apartments - 6 Retail - 4 Residential Apartments - 4	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Shortfall of 8 bicycle parks - discussed further within the assessment



Front Setback	Buildings should be positioned regularly on the site and built to the street frontage (except where a setback is required for outdoor dining or to provide a contextual response to a heritage place)	Proposed development at ground maintains existing facade and setbacks	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Yes
Rear Setback	As above		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Yes
Side Setback	As above		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Yes

8.2 Land Use and Character

The proposed land-use is for serviced and residential apartments and retail/commercial tenancy which is consistent with PDC 1 which envisages these forms of land uses within the Capital City Zone.

8.3 Building Height

The proposed development is approximately 67 metres in height to the top of the roof service and in principle is supported by the Government Architect. It is noted that the development site is not subject to a prescribed maximum building height, however relevant airport heights still apply to the development site.

Adelaide Airport have confirmed that the proposed development will penetrate the Adelaide Airport Obstacle Limitation Surface (OLS) airspace by approximately 4.8m. As such the application will require approval from the Department of Infrastructure and Regional Development.

Contextually the height of the proposed development is comparable with the adjoining building on North Terrace and is considered consistent with the Development Plan policies relating to building height.

8.4 Design and Appearance

The Capital City Zone and Central Business Policy seeks buildings to reflect innovative design approaches and contemporary architecture that responds appropriately to the locality and context. The Central Business Policy envisages tall and imposing buildings that provide a hard edge to the street and are of the highest design quality. There is a strong emphasis placed on creating interesting pedestrian environments and ground floor activation through careful building articulation and fenestration, frequent openings in building facades and other features.

The proposed development is broken down into two distinct segments which reflects the original Metters Building from ground to level 2 and the tower element which is setback from the northern boundary from level 3 to level 17.

The proposed development retains the original facade of the Metters Limited building, which is strongly supported by the Government Architect. The reinstatement of the windows on the northern facade fronting North Terrace will reference the original spacing and window frame design of the original building. The original canopy over the North Terrace footpath is to be restored and reinstated as part of the proposed building works and should provide an appropriate level of pedestrian amenity and human scale.

The glazing at ground level on the eastern elevation coupled with the proposed commercial tenancy will provide some activation and passive surveillance of Bernath Place and is considered a positive design outcome. The Government Architect initially raised concern with the material quality and expression of the eastern elevation and was of the opinion that further review of the design of the building base is required to further strengthen its built form relationship to the Metter Limited facade. The applicant acknowledged these concerns and provided revised plans which changed the window framing configuration on the eastern facade (figure 5). Banding elements were introduced around windows and along the parapet walls, which adds further depth to the facade and references the Metters Art Deco style.



Figure 5 - Eastern Elevations

The tower element is setback 1.9 metres from the northern boundary, which assist in providing a distinct visual separation from the Metters Building and the tower element and is supported by the Government Architect. The 1.9 metre setback also creates a continuous balcony behind the Metters parapet, ensuring the tower element does not visually dominate the primary frontage.

The tower element references the design language of the Metters Building. As such the northern facade is characterised by the three distinct rectangle framed elements which is further articulated through the use of contrasting black mouldings. In principle the Government Architect supports the design intent for a limited two tone exterior colour palette with feature timber look soffit lining. It was noted by the Government Architect that the northern elevation precast concrete and mouldings has been amended to reflect one colour and recommends confirmation be provided of the method of achieving this colour, noting that painted or applied finishes for building of this scale is not supported due to a concern with its longevity. The applicant confirmed that the proposed precast panels are acid etched and turmeric colour.

The residential penthouse apartments on levels 16 and 17 'cap' the tower element and is designed to be visually recessive. The Government Architect initially suggested further review of the level 17 penthouse apartment layout, with the view to maximise the northern aspects. Concern was also raised with the close proximity of the pool and alfresco area on level 16 to the adjoining development and the dual lift access arrangement. The applicant provided revised level 17 plans which rearranged the floor plan and maximised the northern aspects for the living/dining area (figure 6).



Figure 6 - Level 17 floor plan

The proposed development exhibits a unique design expression which references the original Art Deco Metters Building. The design and appearance of the proposal in principle is supported by the Government Architect and on balance is considered acceptable.

8.5 Occupant Amenity

The Capital City Zone is generally silent on policies relating to serviced apartments, as such Council Wide policies were used in this section.

On levels 3 to 17, a total of 127 rooms are proposed in varying forms and layouts. The floor plate of the proposed development has been orientated to provide natural light and ventilation to the apartment suites, which is a positive design outcome. The functional apartment layouts contain a double bed, robe, kitchen and dining area and bathroom.

Council Wide PDC 59 & 70 provides the following minimum internal floor areas and private open space for residential and serviced Apartments

- Studio** - 30m² internal floor area no private open space requirement
- One bed** 50m² internal floor area and 8m² private open space
- Two bed** 65m² internal floor area and 11m² private open space

It is noted that of the 127 apartments, 96 apartments are smaller than the desired minimal floor area with shortfalls ranging between 1m² to 9m². The majority of the proposed serviced apartments do not meet the envisaged minimal private open space, only the northern apartments achieve the 8m² minimum requirements. Whilst these shortfalls is not considered ideal, it is acknowledged that guests have access to the hotel amenities in the form of communal deck, gym and business lounge. It is also acknowledged that the nature of stay for this type of accommodation is short to medium term in nature. The Government Architect acknowledges the efficient layouts of the serviced apartments and also notes that the proposed floor plates would meet the hotelier's apartment minimum requirements.

The residential 3 bedroom penthouse apartments on levels 16 and 17 exceed the minimum internal floor area, private open space and generally meet the Council Wide policy requirements.

Notwithstanding the compact apartment floorplate and shortfall in private open space, the proposed serviced apartments on levels 3 to 15 display sufficient levels of occupant amenity and is considered appropriate for short to medium term stays.



8.6 Traffic Impact, Access and Parking

8.6.1 Rights of way

Vehicle access to and from the site for the 4 car parks and service vehicles is proposed to occur via a right of way afforded to the subject site over Bernath Place (highlighted in blue) located on the eastern boundary. The subject land is illustrated as Allotment 500 in figure 7. It is also acknowledged that the subject site has rights of way over portions HB, HC, D, JA and H.

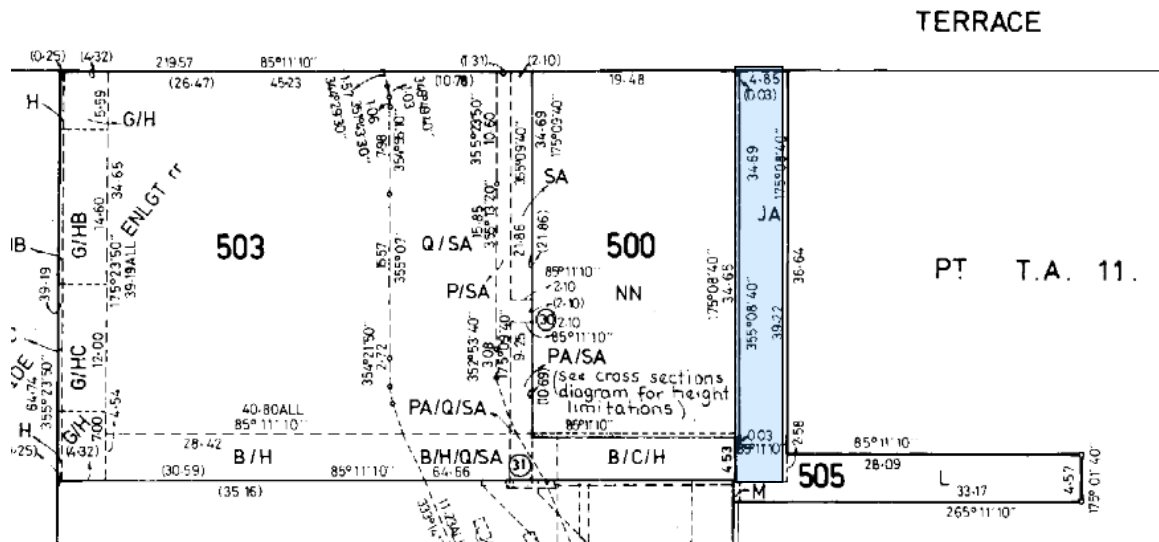


Figure 7 - Existing right of ways over Bernath Place

8.6.2 Vehicle Access

Council Wide PDC 241 (Traffic and Vehicle access) seeks development to be designed so that vehicle access points for parking, servicing or deliveries are located to minimise traffic hazards and vehicle queuing on public roads. Access should also be safe and obtained from minor streets and lanes.

Proposed tenant and service vehicle access is via Bernath Place which the subject site has the right of way (as discussed above). Bernath Place functions as a service laneway for the abutting properties and is approximately 5.8m wide and gradually tapers to 4.4m to the south.

The traffic consultant noted that patron and visitor drop off and pick up movements will be accommodated in the adjacent parking lane on North Terrace or via the broader road network.

Deliveries and service vehicles will access the loading bay/back of house facilities via Bernath Place. It has been confirmed by the traffic consultant that the loading area can accommodate vehicles up to 8.8m in length which is a medium rigid vehicle. Figure 8 illustrates the typical turning path for a medium rigid vehicle within the loading bay. The vehicle will be able to enter and exit Bernath Place onto North Terrace in a forward direction, which is consistent with Council Wide PDC 242 which seeks service vehicles to enter and exit in a forward direction.

The vehicle movements associated with the proposed development is considered appropriate and is unlikely to detrimentally impact the immediate road network.

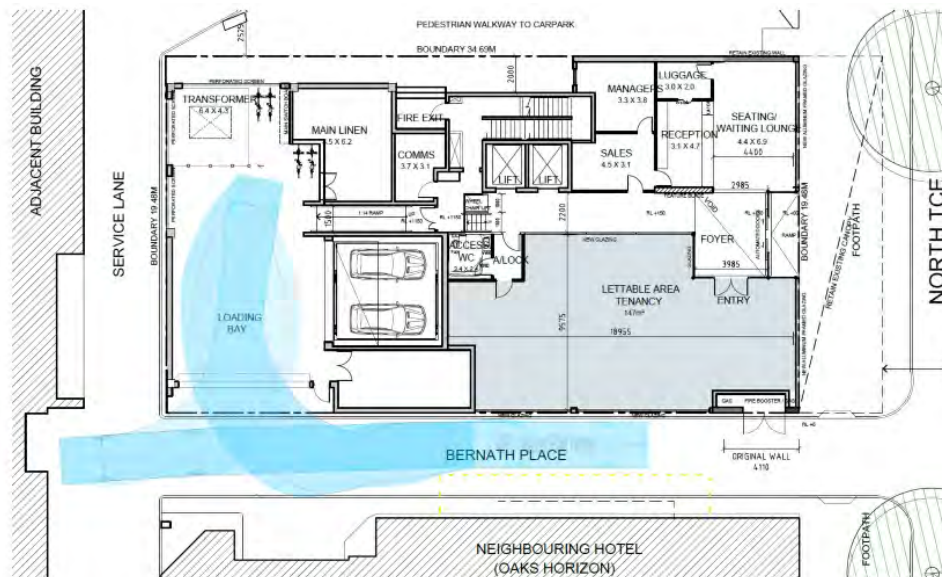


Figure 8 - Swept paths of a Medium ridge vehicle within the proposed loading bay

8.6.3 Car parking

The Capital City Zone does not specify a minimum or maximum number of car parking spaces for tourist accommodation within the Central Business Policy Area.

The proposal incorporates 4 on-site car parking spaces in the form of two mechanical car stackers. Two of the spaces will be designated to staff for the serviced apartments and the other two will be designated for the penthouses. The traffic consultant has confirmed the proposed car parking dimensions exceeds the relevant Australian standard for off-street parking. The parking spaces will be accessed via a crossover on North Terrace to Bernath Place.

8.6.4 Bicycle parking

The Adelaide City Council Development Plan Table Adel/6 anticipates the following bicycle parking rates:

- serviced apartments - one space per 20 employees and two guest spaces for the first 40 rooms, plus one space for every additional room.
- office/ancillary retail - one employee space per 200m² and two patron spaces plus one patron space per 1,000m² of gross leasable floor area; and
- high scale residential - two residential spaces per apartment greater than 150m² plus one space for every ten dwellings.

In accordance with the highlighted Development Plan bicycle parking rates, the proposed development should include two employee spaces, eight guest spaces and four residential spaces. The proposed development incorporates six bicycle parking spaces in the back of house facilities, as such it presents a shortfall of 8 bicycle parks.

It is acknowledged that there are 8 bicycle parks adjacent the development site on the North Terrace footpath which could supplement the shortfall in bicycle parking. The traffic consultant noted that further additional spaces could be identified during the detailed design stage if required.



Whilst the shortfall in bicycle parking is not considered a good design outcome, it is not considered fatal to the application and it is encouraged that the applicant further investigate additional bicycle parking spaces for the guests.

8.7 Environmental Factors

8.7.1 Crime Prevention

The Development Plan generally seeks development to integrate and attempt to facilitate natural passive surveillance, clear lines of sight and appropriate lighting within the design of the building to reduce potential crime.

The proposed development incorporates extensive floor to ceiling glazed along the northern facade and additional glazing along the Bernath Place frontage, which should enhance the level of passive surveillance on North Terrace. It is also acknowledged that the proposed land-uses should create a complementary mix of activity that could extend the duration of the day and into the night. The complementary mix of activities should increase public realm activation along North Terrace and the immediate locality.

The development is sited on the North, East and South boundaries, which should provide a clear line of sight down the building and reduce areas of concealment. The reception desk is centrally located with clear lines sight to North Terrace, lounge area and secure foyer.

The proposed development generally demonstrates appropriate Crime Prevention measures that are considered consistent with the Development Plan policies.

8.7.2 Noise Emissions

Council Wide PDC 93 (Noise Emissions) seeks mechanical or plant equipment to be designed, sited and screened to minimise noise impacts on adjacent premises and properties in accordance with the provisions set out within the Development Plan.

The building services for each floor is housed in the south western corner of the building, abutting the stair and lift core. The services platform is screened on the southern elevation by black vertical steel framed fins and should appropriately screen the building services from the adjacent buildings.

Initial concern was raised with regards to the separate plant room on level 16 and the potential acoustic impacts on the adjacent penthouse apartment. The applicant confirmed that the walls of the plant room will be double layer acoustically treated walls, which should mitigate any potential acoustic impacts.

The mechanical plant, water tank and fire pump room is located on level one in the south eastern corner of the building and is screened with horizontal aluminium louvers.

A condition of Planning Consent is recommended to be included in the decisions to deal with the final screening and acoustic treatment/output of the proposed building services.

Notwithstanding the final detailed design of the acoustic screening devices, the plant equipment appears to be appropriately located and should not detrimentally impact the immediate locality.

8.7.3 Waste Management

Council Wide Waste Management policies and objectives collectively encourages the use of a dedicated area for on-site waste collection and sorting of recyclable materials, that do not create unacceptable levels of smell and odour or detrimental affect amenity.



The proposed development includes a storage area large enough to accommodate 3x1100L General Waste bins, 2x660L Recycling bins and 4x660L Green bins. The waste consultant noted that hard waste associated with the serviced apartments and commercial tenancy could be temporarily stored within the loading bay and collected by private contractors. A bin wash area is incorporated within the bin storage room.

The waste consultant noted that waste collection will be undertaken by private contractors and collection will occur every 2 days for General Waste and every 3 days for Co-mingled Recycling and Green Organics.

Council raised concern that the bin storage room does not appear to be large enough for hard waste and additional waste services in addition to the bins. Council sought further clarification as to whether the bin room is ventilated to reduce potential build-up of odours.

It is acknowledged within the proposed waste strategy that hard waste associated with the serviced apartments and commercial tenancy could be temporarily stored within the loading dock and collected via a waste contractors on an adhoc basis. It was also confirmed by the applicant that the waste room will be mechanically vented to ensure odours are appropriately dealt with.

The proposed development incorporates appropriate waste collection areas and is considered generally consistent with the Development Plan provisions.

8.7.4 Energy Efficiency

The Energy Efficiency policies and objectives seek developments to be compatible with long term sustainability of the environment and minimise consumption of non-renewable resources and utilities.

The applicant in consultation with the services engineer confirmed the proposed development will incorporate following ESD initiatives which include:

- LED lighting throughout the apartments and common areas. Motion Sensor lighting to all common areas and stair wells.
- Central HWS Solar Gas system
- Controlled by Room Management System. Features include:
 - Lighting within apartments activate only once card inserted in to card reader.
 - Air-conditioning system only operate when apartment is occupied and cut off if windows or doors are opened.
- Reduced Water Usage Sanitary fixtures
- Reuse of Fire Testing Water
- Low E Glazing to meet Part J Building Code Australia

The applicant also anticipates addition ESD initiatives will be further incorporated into the development within the detailed design stage.

The proposed energy efficiency initiatives applied throughout the development satisfies the various policies and design techniques under the Council Wide (Energy Efficiency) and are considered acceptable for the intended use.

8.7.1 Stormwater

Council Wide PDC 127 seeks developments to be designed to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.

The subject site is currently impervious, which is covered by asphalt and the existing building structure. The subject site drains currently into the existing Council stormwater system. The proposed development will cover the whole subject site and should not result in an increased stormwater discharge.



Council note stormwater runoff from the proposed development must be contained within the property and discharged to North Terrace by underground stormwater infrastructure. Final detailed design of the specific connections is expected to occur within the Building Rules Consent and will occur in consultation with Council. A condition of Planning Consent is recommended to be included in the decision to ensure the stormwater design and construction is in accordance with Australian Standards.

The proposed development is unlikely to significantly increase stormwater discharge to the existing Council stormwater system.

8.7.2 Wind Analysis

The Development Plan provisions encourages developments over 21 metres in building height to be designed to reduce potential wind impacts on adjacent properties and the pedestrian environment. The Development Plan encourages the use of podiums, canopies and placement of building as design initiatives that could mitigate potential wind impacts.

The applicant engaged Windtech to conduct a Pedestrian Wind Environment Statement. The report assessed the potential wind impacts upon the adjoining public realm, private balconies and common areas within the development.

The report found that the pedestrian footpath adjoining the subject site is unlikely to experience an increase in wind impacts as a result of the proposed development. The report did note that the common outdoor space on Level 1 and the northern balconies on Level 2, 16 and 17 will experience an elevated wind levels. It was recommended that the impacted areas include impermeable awnings and full height 1.8m privacy screens. The recommendations contained in the consultant's report have subsequently been incorporated into the development.

The proposed development displays appropriate design consideration in the form of siting, canopies and full height privacy screens and generally satisfies policy provisions relating to wind impacts and is deemed acceptable.

8.8 Signage

The proposed development includes corporate signage on the northern façade and underside of the pedestrian canopy on North Terrace, Level 17 northern and southern façade and signage in a vertical format on level 16 on both southern and western elevation. The 'Quest' signage appears to be consistent with the corporate branding of the hotelier.

The proposed signage is considered to be of appropriate size, location and design and should not detract from the established streetscape, consistent with PDC 211 Council Wide (Advertising).

8.9 Interface

Council Wide visual privacy policies seeks development to be sited to minimise the potential overlooking of habitable rooms such as bedrooms and living rooms adjacent the development. It is also expressed that habitable room windows and balconies should be setback 3 metres from boundaries with adjacent sites to provide an adequate level of amenity and privacy.

The apartment suites on the eastern elevation are set on the boundary and relies on Bernath Place to provide the separation from the adjacent Oaks Horizon, which is also set on the boundary. As a result the proposed apartments and Oaks Horizon are separated by approximately 4.55 metres, which presents a reduced level of visual and physical separation and is at odds with the Development Plan which seeks a total of 6 metres.

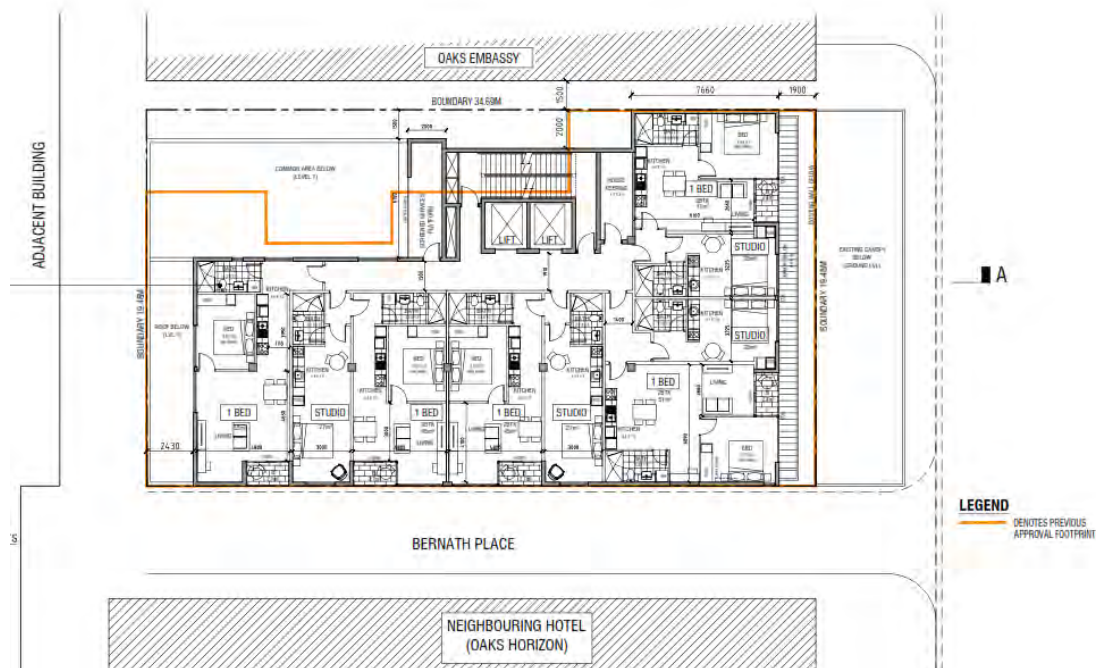


Figure 9 - Typical floor plan of the apartments in context to adjacent Oak Horizon and Embassy.

The apartment suites on the southern elevation are setback 2.4 metres from the boundary and when coupled with the rear laneway should provide an appropriate level of separation from the adjacent buildings to south. A portion of the proposed development abuts the western boundary, it is however acknowledged that the development does not incorporate any windows or balconies on the western elevation and such does not raise any concerns relating to visual interface.

The interface with the adjoining Oaks Horizon (eastern boundary) does raise concern and will result in a reduced level of visual privacy and physical separation. It is acknowledged that the proposed serviced apartments are typically used for short to medium term. On balance the potential impact on the eastern elevation is not ideal, but it is not considered fatal to the overall merits of the proposed development.

Council Wide PDC 120 encourages development to be design and sited to ensure an adequate level of daylight, minimise overshadowing of building, public and private spaces.

The scale and close proximity of the proposed development to both the Oaks Embassy (east) and Oaks Horizon (west), will result in overshadowing of both the eastern and western facades. It is noted that the desired character of the Central Business Policy Area is for tall and imposing buildings, which undoubtedly results in greater overshadowing. The issue of overshadowing is further compounded along boulevards with established tall building in close vicinity like North Terrace. As such the resulting overshadowing is considered unfortunate, but a likely outcome given the context, site orientation and established buildings.

On balance the interface and overshadowing as a result of the proposed development is considered acceptable when assessed against the Council Wide Policy provisions.

9. CONCLUSION

The applicant seeks Development Plan Consent for the Partial demolition and construction of a 17 storey mixed-use building comprising serviced apartments, residential apartments, ancillary car parking, associated hospitality facilities and retail tenancy in the Business Policy Area of the Capital City Zone at 100 North Terrace, Adelaide.

Overall the development will contribute to the desired character of the Central Business Policy Area and Capital City Zone. The proposed retail tenancy, serviced and residential apartments are consistent with the envisaged land-uses and is considered to be appropriate for the subject land and North Terrace generally.

The proposed development is not subject to a maximum building height but is considered appropriate in height and comparable in scale with the adjoining buildings on North Terrace. The Government Architect acknowledges and supports the height, overall architectural expression and the fine grain level of detail.

The proposed development seeks to retain and draw inspiration from the Art Deco Matters Building, which is strongly supported. The resulting architectural expression is considered restrained and elegant in nature. All of the serviced and residential apartments have direct access to natural light. While the majority of the serviced apartments do not meet the minimum size and private open space requirements, they are appropriately proportioned for the intended short to medium term use.

The interface with the adjoining Oaks Horizon (eastern boundary) does raise concern and will result in a reduced level of visual privacy and physical separation. It is acknowledged that the applicant has orientated and setback portions of the development to reduce the potential interface impacts with the southern and western boundary.

Council are generally satisfied with the proposed waste management scheme and the associated vehicle movements relating to the pickup and drop off of guest, deliveries and ancillary car parks.

When assessed against the relevant Development Plan policies the proposal generally satisfies the policy provisions. The proposal is consistent with the desired character of the Capital City Zone. Accordingly, the proposal warrants Development Plan consent subject to conditions.

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 Byld C/- Planning Chambers for the partial demolition and construction of a 17 storey mixed-use building comprising tourist accommodation, associated hospitality facilities and retail at 100 North Terrace, Adelaide subject to the following conditions of consent.

PLANNING CONDITIONS

1. The development granted Development Plan Consent / Development Approval shall be undertaken in accordance with the stamped approved plans, drawings, specifications and other documents submitted to the State Planning Commission, except where varied by conditions below.

Reason: To ensure the development is undertaken in accordance with the plans and details submitted.

2. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.

Reason: To ensure stormwater infrastructure is designed and constructed to minimise potential for flood risk to adjoining property or public roads associated with stormwater runoff in accordance with the necessary standard.

3. 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) prior to the occupation or use of the development.

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

4. All bicycle parks shall be designed and constructed in accordance with Australian Standard AS2890.3-2015.

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

5. The development will comply with noise level criteria specified in Environmental Protection (Noise) Policy 2007 (under the Environmental Protection Act). This includes noise from roof-level plant and equipment and the air-conditioning units with consideration given to the adjacent properties. Noise attenuation devices and visual screening will be implemented as necessary

Reason: To ensure the development does not cause unreasonable nuisance or loss of amenity in the locality.

Advisory Notes

- a) This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Planning Commission.
- b) The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c) The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d) A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Adelaide (Council) and implemented throughout construction in accordance with current industry standards including the Local Nuisance and Litter Control Act 2016, the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and, where applicable, "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction. The management plan should incorporate, without being limited to, the following matters:
 - timing, staging and methodology of the construction process and working hours;
 - traffic management strategies;
 - control and management of construction noise, vibration, dust and mud;
 - management of infrastructure services during construction and re-establishment of local amenity and landscaping;
 - stormwater and groundwater management during construction;



- site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
 - disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
 - protection and cleaning of roads and pathways; and overall site clean-up
- e) All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.
- f) 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 site, please contact the City of Adelaide.
- g) Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths transverse by vehicles using the site are to be maintained in a reasonable condition for the duration of the works and are to be reinstated to the satisfaction of Council on completion of the works.
- h) 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.
- i) Any further proposed addition to the structure, including aerials, masts and vent/exhaust stacks, must be subject to a separate assessment by the Commonwealth Department of Infrastructure and Transport. Crane operations associated with construction shall be the subject of a separate application. Adelaide Airport Limited requires 48 days prior notice of any crane operations during the construction.

A handwritten signature in black ink, appearing to read 'Karl Woehle'.

Karl Woehle
Planning Officer
DEVELOPMENT DIVISION
ATTORNEY-GENERAL DEPARTMENT

PROPOSED QUEST APARTMENT

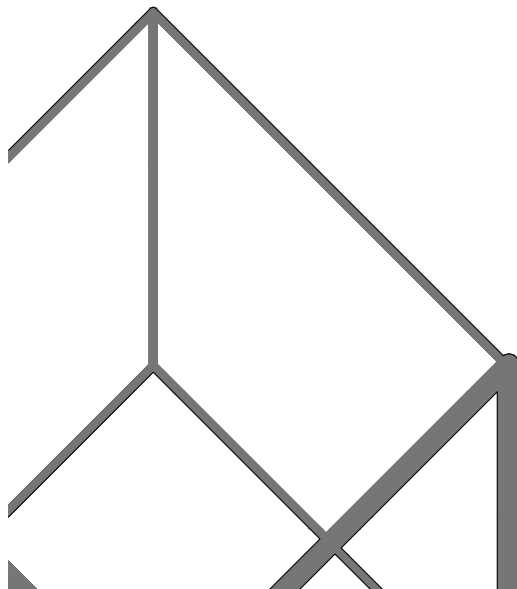
100 NORTH TERRACE, ADELAIDE, 5000

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PL03	FIRST FLOOR PLAN
PL04	LEVEL 2
PL05	LEVELS 3-14 TYPICAL FLOOR PLAN
PL06	LEVEL 15 FLOOR PLAN
PL07	LEVEL 16 PENTHOUSE 1
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PL09	ROOF PLAN
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PL16	PERSPECTIVES
PL17	PERSPECTIVES
PL18	PERSPECTIVES
PL19	PROPOSED RESIDENTIAL FLOOR PLAN
PL20	SECTION C



SITE LOCATION PLAN - NTS

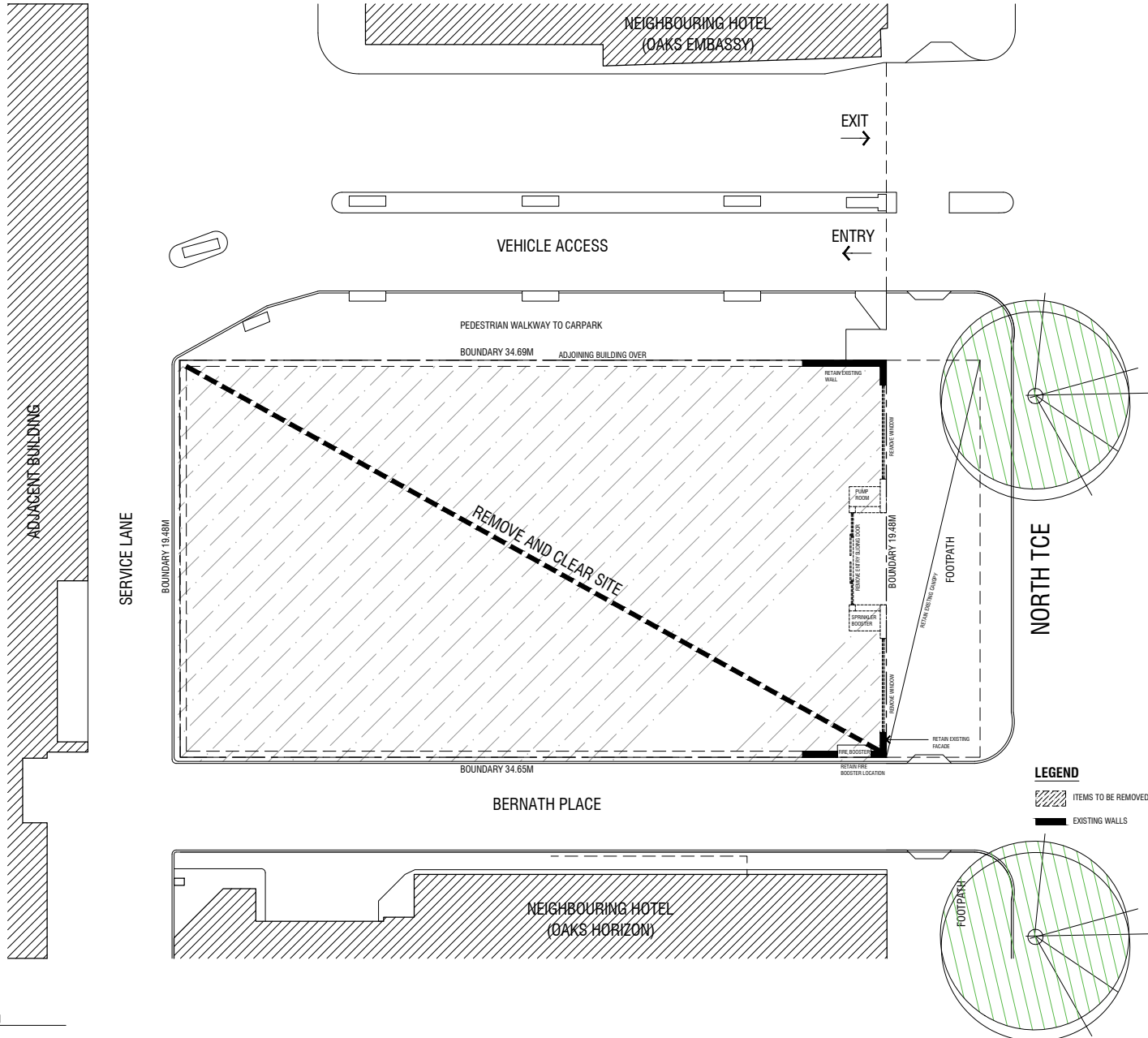
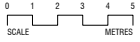


MAVTECT
DESIGNS

T: 08 8312 6155 E: emavrou@mavtectdesigns.com.au
A: 298A Grange Rd, Flinders Park SA W: www.mavtectdesigns.com.au



PLANNING ISSUE
OCTOBER 2020



LEGEND
 ITEMS TO BE REMOVED
 EXISTING WALLS

EXISTING/DEMO FLOOR PLAN
 SCALE 1:100



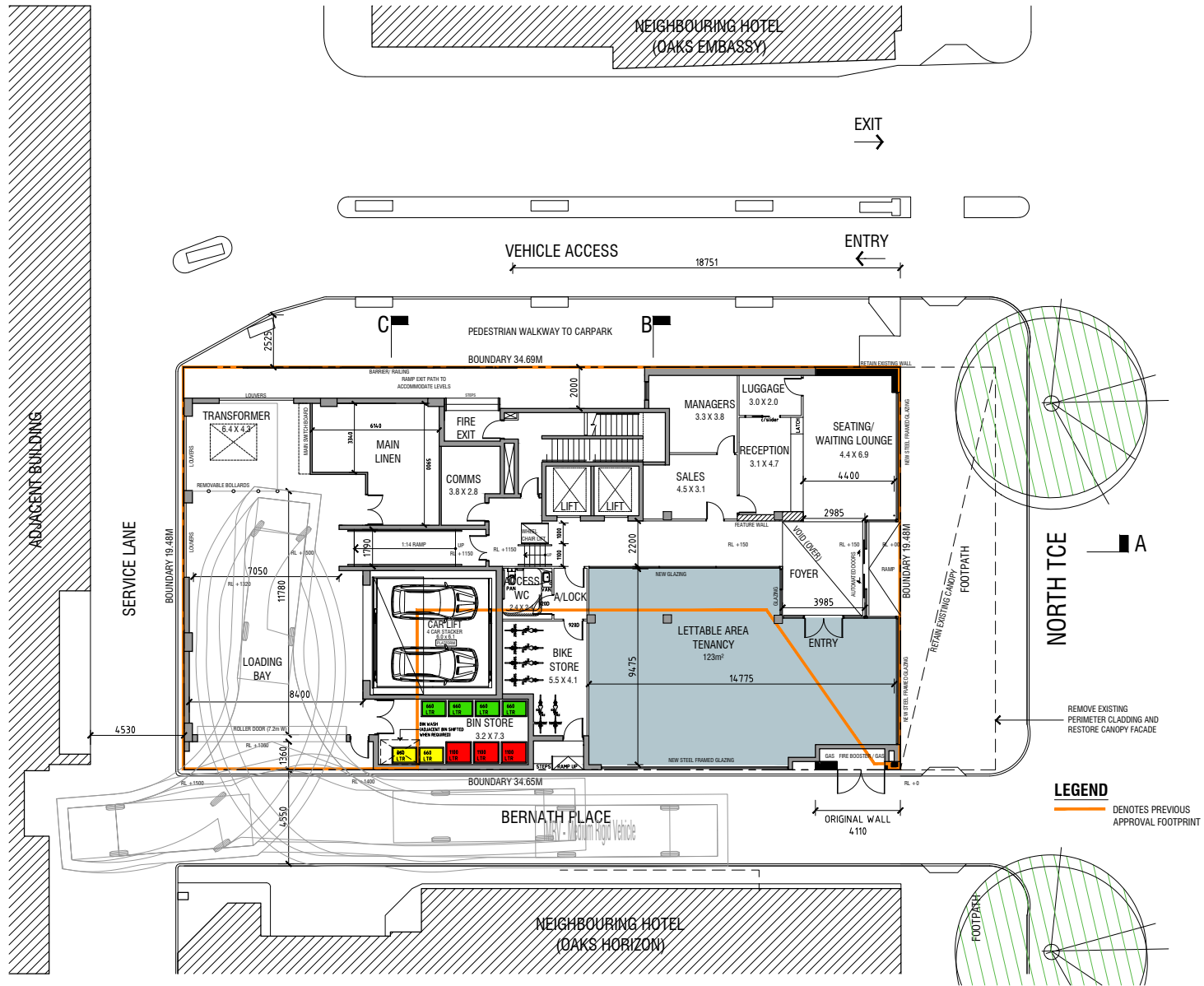
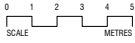
REV	DATE	NOTES
A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
B	25.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
F	20.08.20	SUBMISSION TO CLIENT
G	18.09.20	SUBMISSION TO COUNCIL
H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

GENERAL NOTES
 1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
 2. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.
 3. THE DESIGNER ACCEPTS NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DOCUMENT.
 4. THIS DOCUMENT IS THE PROPERTY OF MAVTECH SYSTEMS AND IS NOT TO BE REPRODUCED OR COPIED WITHOUT THE WRITTEN PERMISSION OF MAVTECH SYSTEMS.

PROJECT TITLE:
 EXISTING/DEMO FLOOR PLAN
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE	DATE	PROJECT
1:100 @A1	OCT 2020	100 NORTH TCE
JOB NO:	DRAWING NO:	REVISION:
1997	PL01	H

PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY, LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 636m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED GROUND FLOOR PLAN
SCALE 1:100

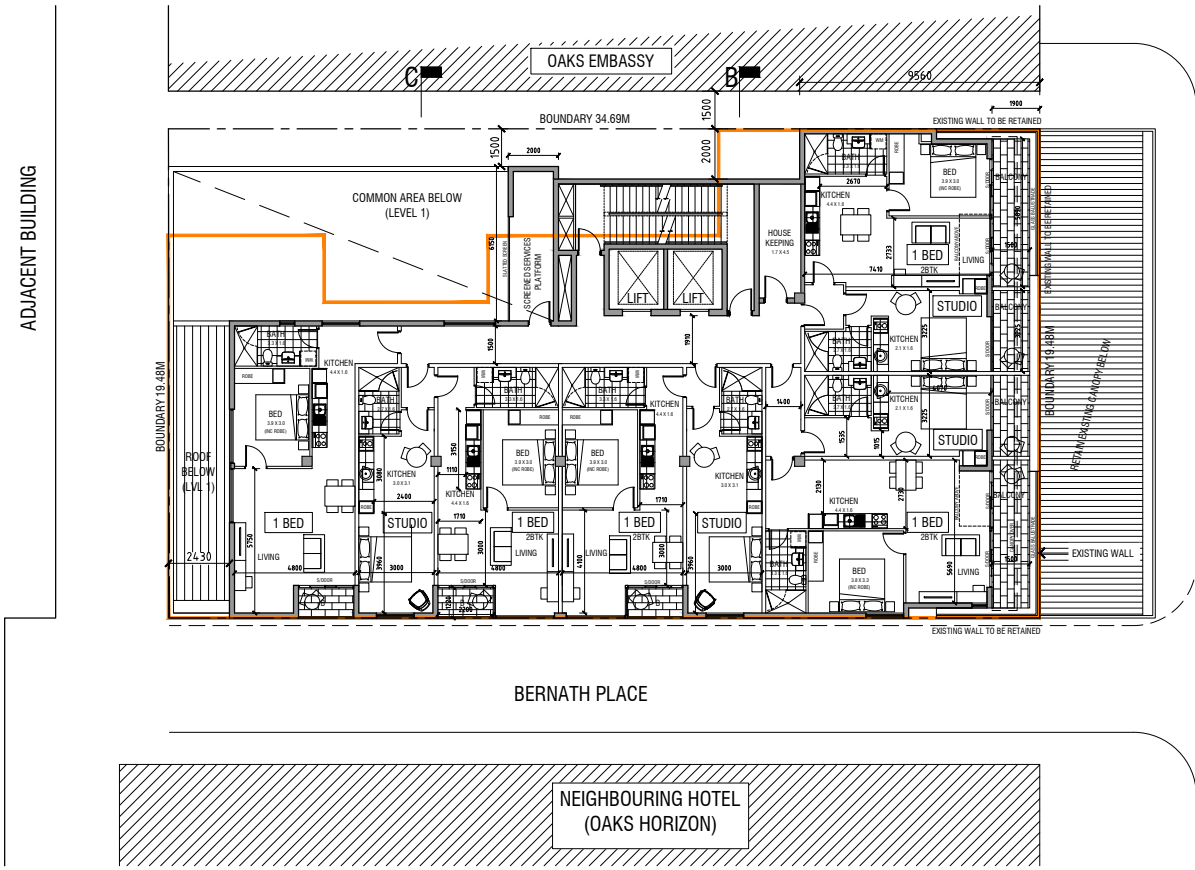
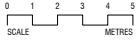


GENERAL NOTES	REV	DATE	NOTES
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	-	20.03.20	ISSUED TO CLIENT / CONSULTANTS
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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6. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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9. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT LEV 1.	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
GROUND FLOOR PLAN
ADDRESS:
100 NORTH TERRACE, ADELAIDE

SCALE: 1:100 @A1
DATE: OCT 2020
PROJECT: 100 NORTH TCE
JOB NO.: 1997
DRAWING NO.: PL02
REVISION: H

PLANNING ISSUE



LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 636m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED LEVEL 2 FLOOR PLAN
 SCALE 1:100

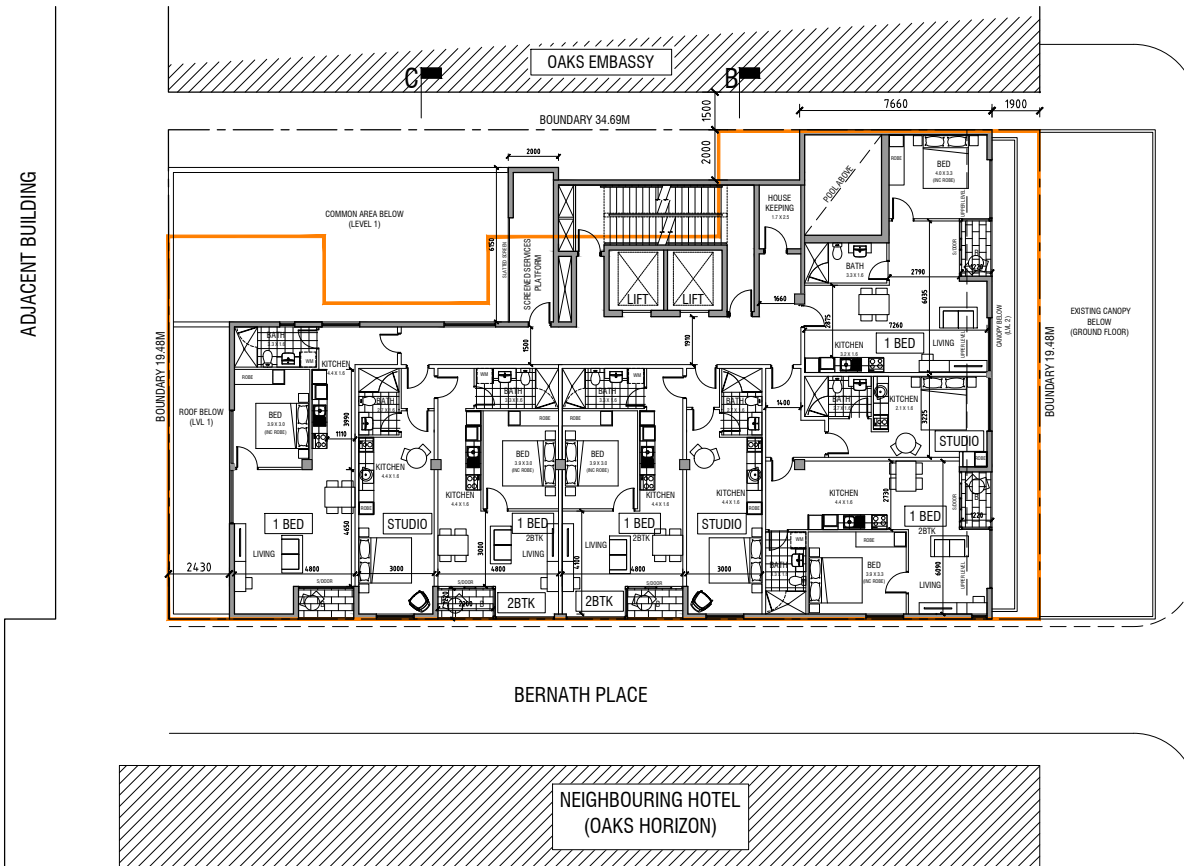
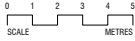


GENERAL NOTES	REV	DATE	NOTES
1. ALL WORK TO BE COMPLETED BY 20/10/2020	-	20/10/2020	ISSUED TO CLIENT / CONSULTANTS
2. ALL WORK TO BE COMPLETED BY 26/03/2020	A	26/03/2020	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. ALL WORK TO BE COMPLETED BY 23/04/2020	B	23/04/2020	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
4. ALL WORK TO BE COMPLETED BY 08/05/2020	C	08/05/2020	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
5. ALL WORK TO BE COMPLETED BY 15/05/2020	D	15/05/2020	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
6. ALL WORK TO BE COMPLETED BY 18/05/2020	E	03/05/2020	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
7. ALL WORK TO BE COMPLETED BY 20/08/2020	F	20/08/2020	SUBMISSION TO CLIENT
8. ALL WORK TO BE COMPLETED BY 18/09/2020	G	18/09/2020	SUBMISSION TO COUNCIL
9. ALL WORK TO BE COMPLETED BY 23/10/2020	H	23/10/2020	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
 PROPOSED LEVELS 2 - APARTMENTS
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:	DATE:	PROJECT:
1:100 @A1	OCT 2020	100 NORTH TCE
JOB NO.:	DRAWING NO.:	REVISION:
1997	PL04	H

PLANNING ISSUE



A

LEGEND
 — DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, GUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 636m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
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LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED LEVEL15 - FLOOR PLAN
 SCALE 1:100

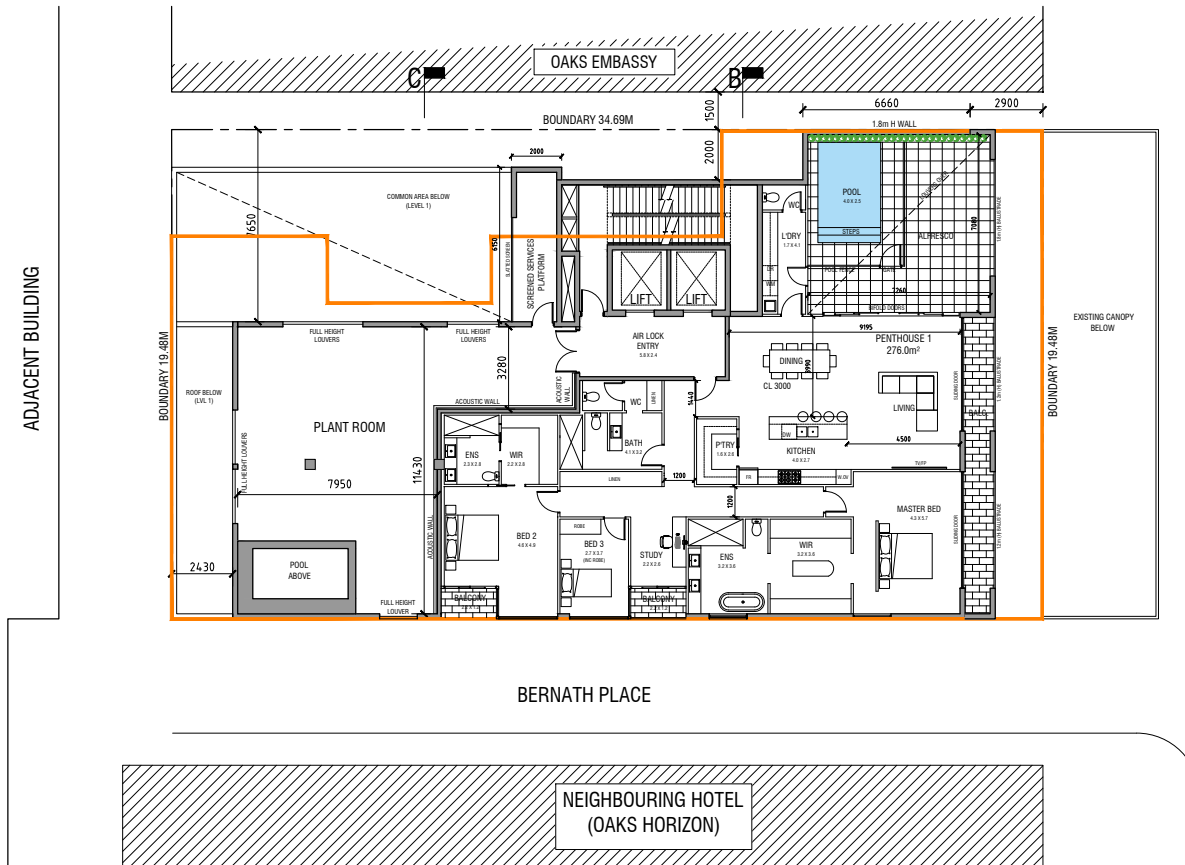
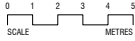


GENERAL NOTES	REV	DATE	NOTES
1. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.		20.03.20	ISSUED TO CLIENT / CONSULTANTS
2. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING SERVICES AND STRUCTURE.		26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
4. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
5. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
6. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
7. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
8. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	F	20.08.20	SUBMISSION TO CLIENT
9. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	G	18.09.20	SUBMISSION TO COUNCIL
10. ALL DIMENSIONS ARE UNLESS OTHERWISE SPECIFIED.	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
 PROPOSED LEVEL 15 APARTMENTS
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE: 1:100 @A1
DATE: OCT 2020
PROJECT: 100 NORTH TCE
JOB NO.: 1997
DRAWING NO.: PL06
REVISION: H

PLANNING ISSUE



LEGEND
 — DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 638m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED LEVEL 16 FLOOR PLAN - PENTHOUSE/ROOF PLANT
 SCALE 1:100

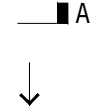
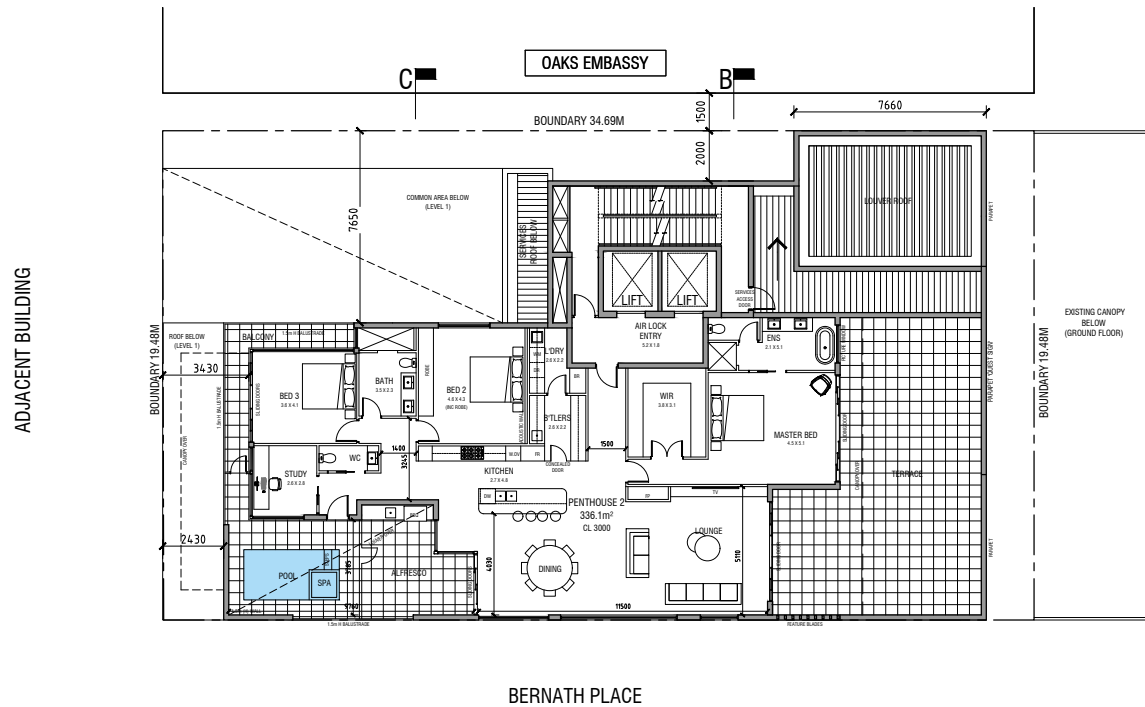
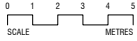


GENERAL NOTES	REV	DATE	NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED. 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.			
	A	25.03.20	ISSUED TO CLIENT /CONSULTANTS
	B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	E	03.09.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
 PROPOSED LEVEL 16 - PENTHOUSE/ ROOF PLANT
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:	DATE:	PROJECT:
1:100 @A1	OCT 2020	100 NORTH TCE
JOB NO.:	DRAWING NO.:	REVISION:
1997	PL07	H

PLANNING ISSUE



LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE = 638m ²
LEVEL 2 (ACCOMMODATION)	9 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	9 KEYS P/LEVEL X 12 = 108 ROOMS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	8 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 453m ²
LEVEL 17 (PENTHOUSE)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 331m ²

PROPOSED LEVEL 17 FLOOR PLAN - APARTMENTS
 SCALE 1:100

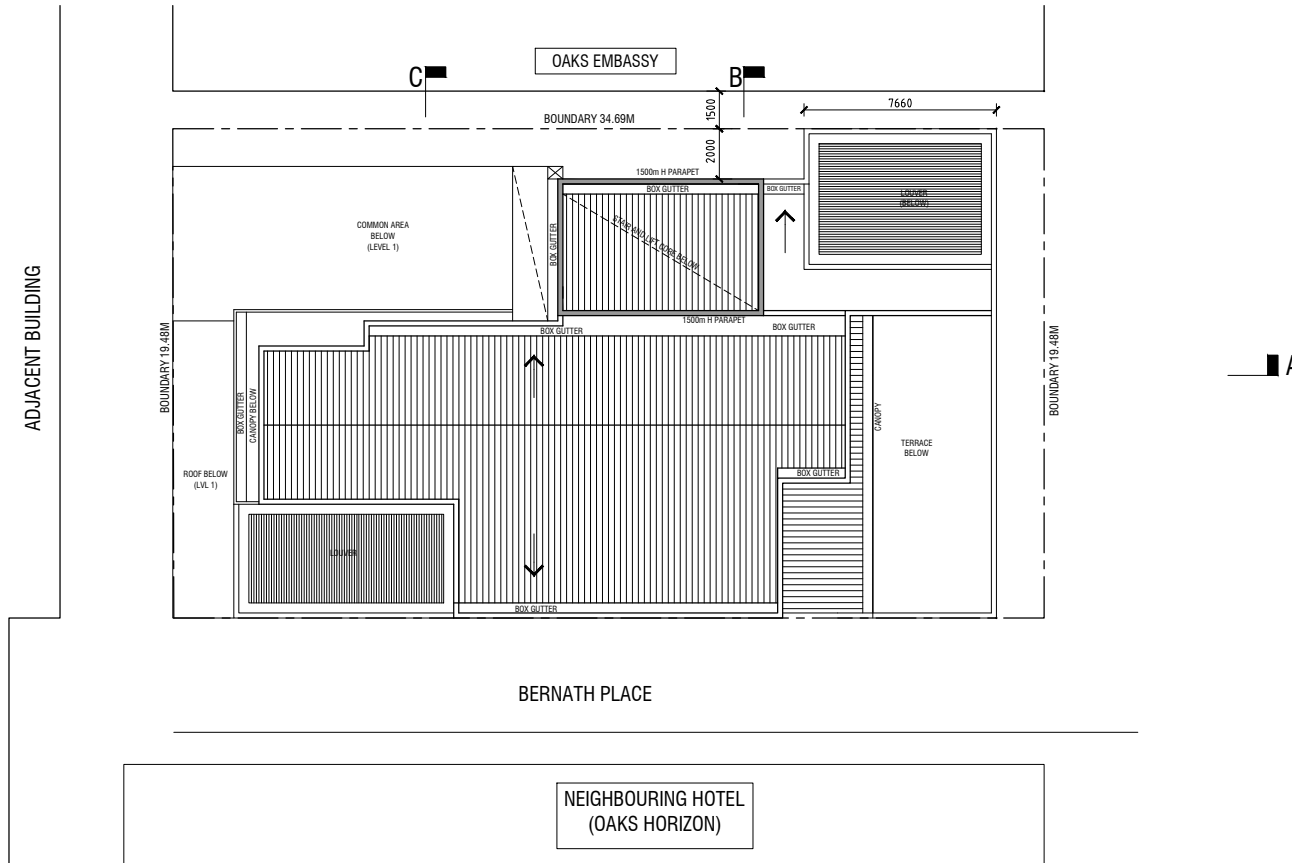
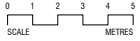


GENERAL NOTES	REV	DATE	NOTES
1. CONSULTANT'S DESIGN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY SERVICE OR PRODUCT. 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED. 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.		20.03.20	ISSUED TO CLIENT / CONSULTANTS
A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS	
B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS	
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS	
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS	
E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS	
F	20.08.20	SUBMISSION TO CLIENT	
G	18.09.20	SUBMISSION TO COUNCIL	
H	23.10.20	AMENDMENTS - COUNCIL COMMENTS	

DRAWING TITLE:
 PROPOSED LEVEL 17 -APARTMENTS
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE: 1:100 @A1
DATE: OCT 2020
PROJECT: 100 NORTH TCE
JOB NO.: 1997
DRAWING NO.: PL08
REVISION: H

PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 638m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED ROOF PLAN
SCALE 1:100

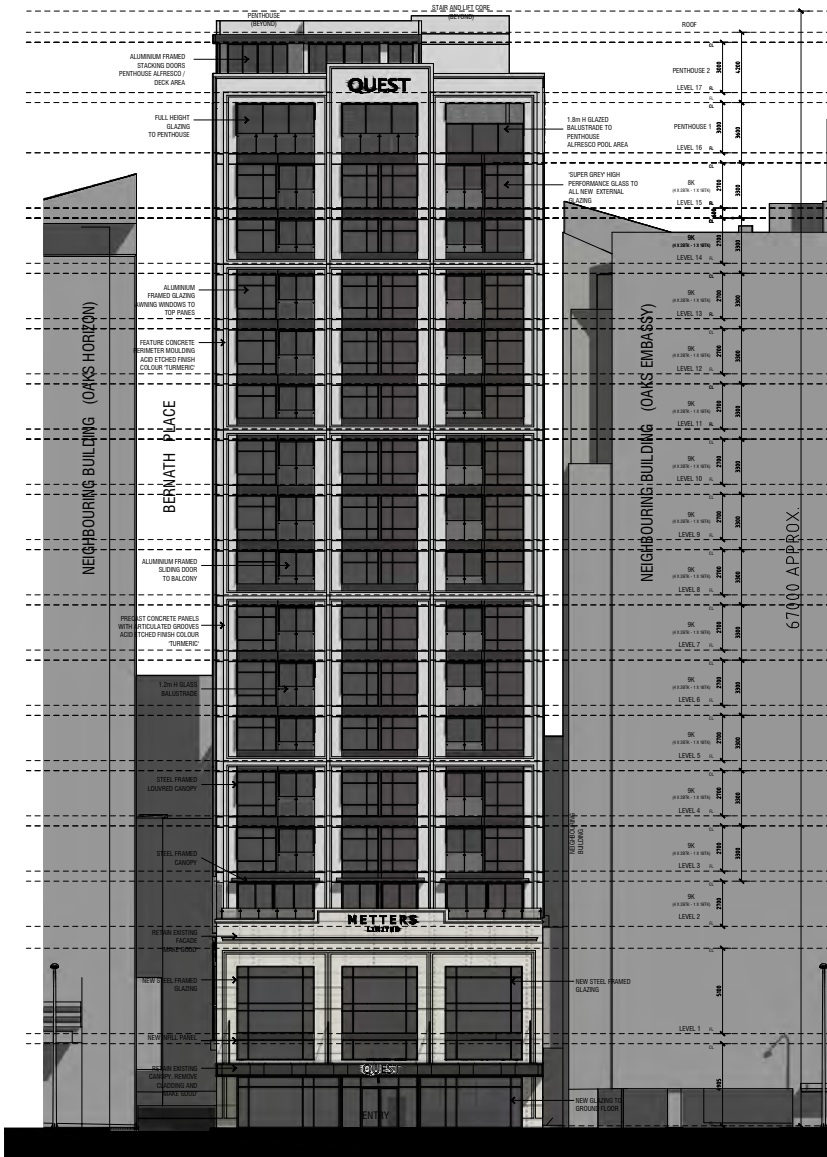


GENERAL NOTES	REV	DATE	NOTES
<small> 1. CONSULTANT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER SERVICES OR PRODUCTS. </small>			
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
PROPOSED ROOF PLAN
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1
 DATE:
 OCT 2020
 PROJECT:
100 NORTH TCE
 JOB NO:
 1997
 DRAWING NO:
 PL09
 REVISION:
 H

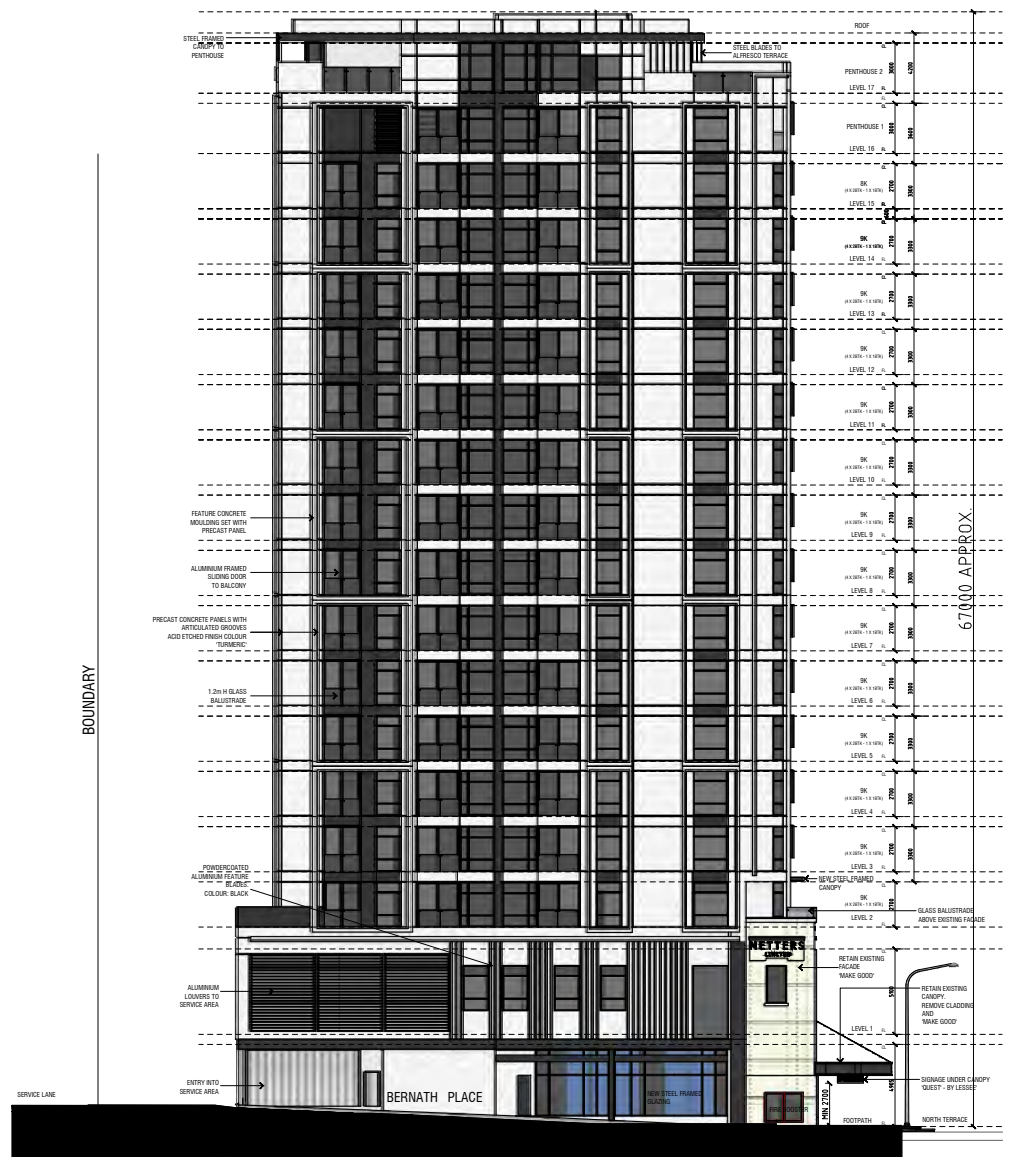
PLANNING ISSUE



PROPOSED NORTH ELEVATION
SCALE 1:150

EXTERIOR MATERIALS

- 1. PRECAST CONCRETE ACID ETCHED FINISH - COLOUR TURMERIC
- 2. PRECAST CONCRETE - COLOUR BLACK
- 3. ALUMINIUM FRAMING - BLACK (COMMERCIAL SECTION)
- 4. STEEL WINDOW FRAMING - BLACK SATIN PEARL
- 5. EXTERIOR GLAZING - "SUPER GREY" HIGH PERFORMANCE GLASS
- 6. SORT LINING - ULTRAMOOD ALUMINIUM TIMBER CLADDING "TASMANIAN OAK"



PROPOSED EAST ELEVATION
SCALE 1:150

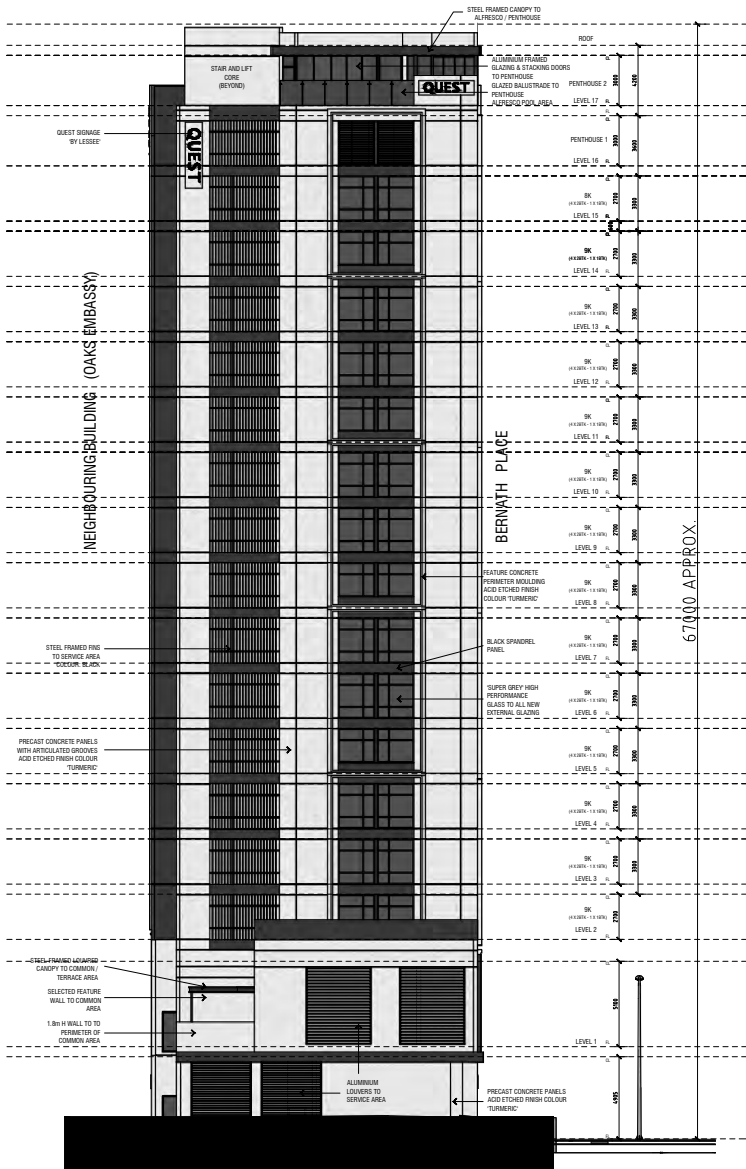


GENERAL NOTES	REV	DATE	NOTES
<p>© 2020 BYLD</p> <p>ALL RIGHTS RESERVED</p> <p>THIS DOCUMENT IS UNABLE TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.</p>			
	A	20.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

<p>DRAWING TITLE:</p> <p>PROPOSED NORTH AND EAST ELEVATIONS</p> <p>ADDRESS:</p> <p>100 NORTH TERRACE, ADELAIDE</p>
--

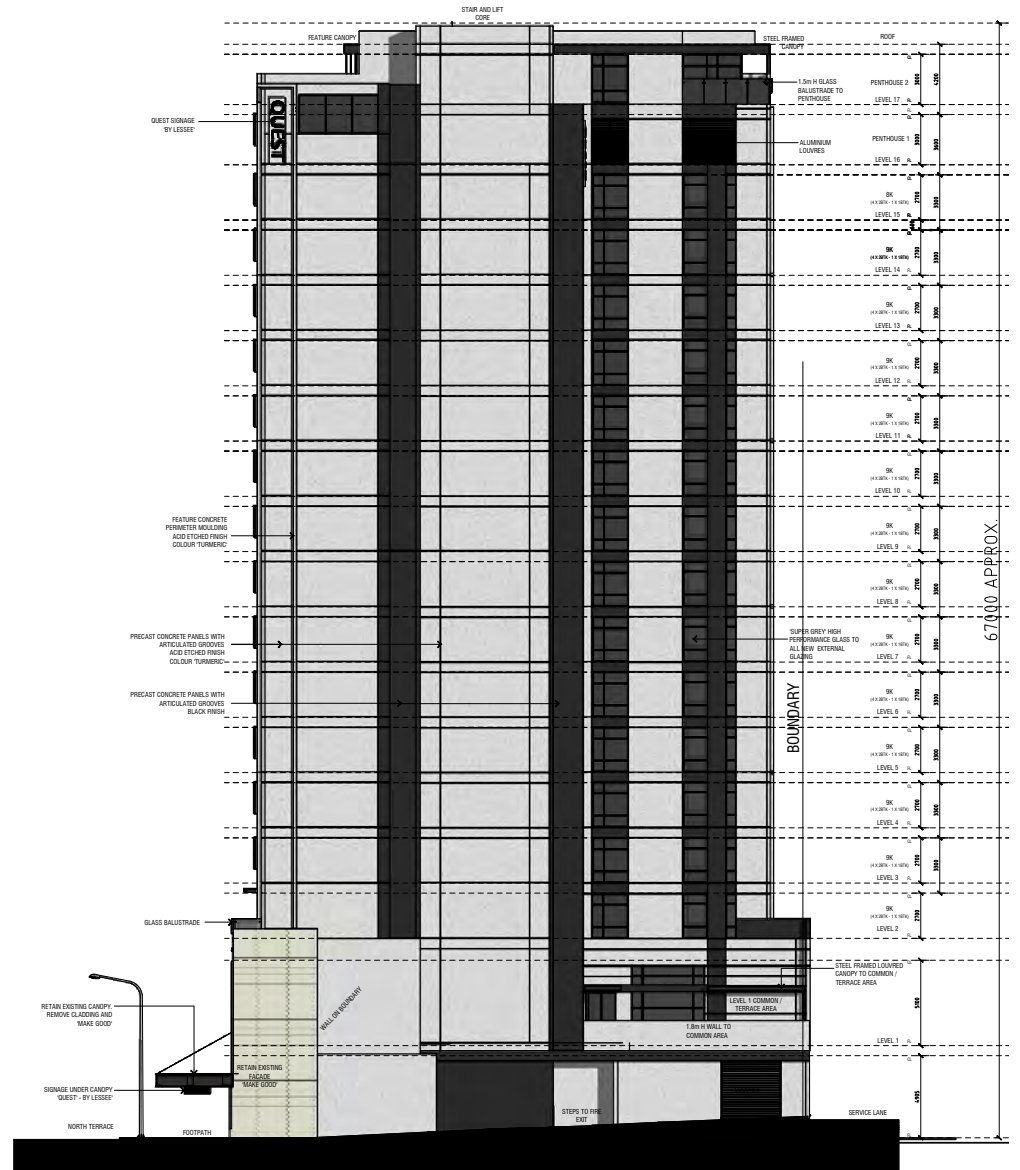
<p>SCALE:</p> <p>1:150 @A1</p>	<p>DATE:</p> <p>OCT 2020</p>	<p>PROJECT:</p> <p>100 NORTH TCE</p>
<p>JOB NO.:</p> <p>1997</p>	<p>DRAWING NO.:</p> <p>PL10</p>	<p>REVISION:</p> <p>H</p>

PLANNING ISSUE



EXTERIOR MATERIALS

- 1. PRECAST CONCRETE ACID ETCHED FINISH - COLOUR TURMERIC
- 2. PRECAST CONCRETE - COLOUR BLACK
- 3. ALUMINIUM FRAMING - BLACK (COMMERCIAL SECTION)
- 4. STEEL WINDOW FRAMING - BLACK SATIN PEARL
- 5. EXTERIOR GLAZING - "SUPER GREY" HIGH PERFORMANCE GLASS
- 6. SORT LINING - ULTRAWOOD ALUMINIUM TIMBER CLADDING "TASMANIAN OAK"



PROPOSED SOUTH ELEVATION
SCALE 1:100

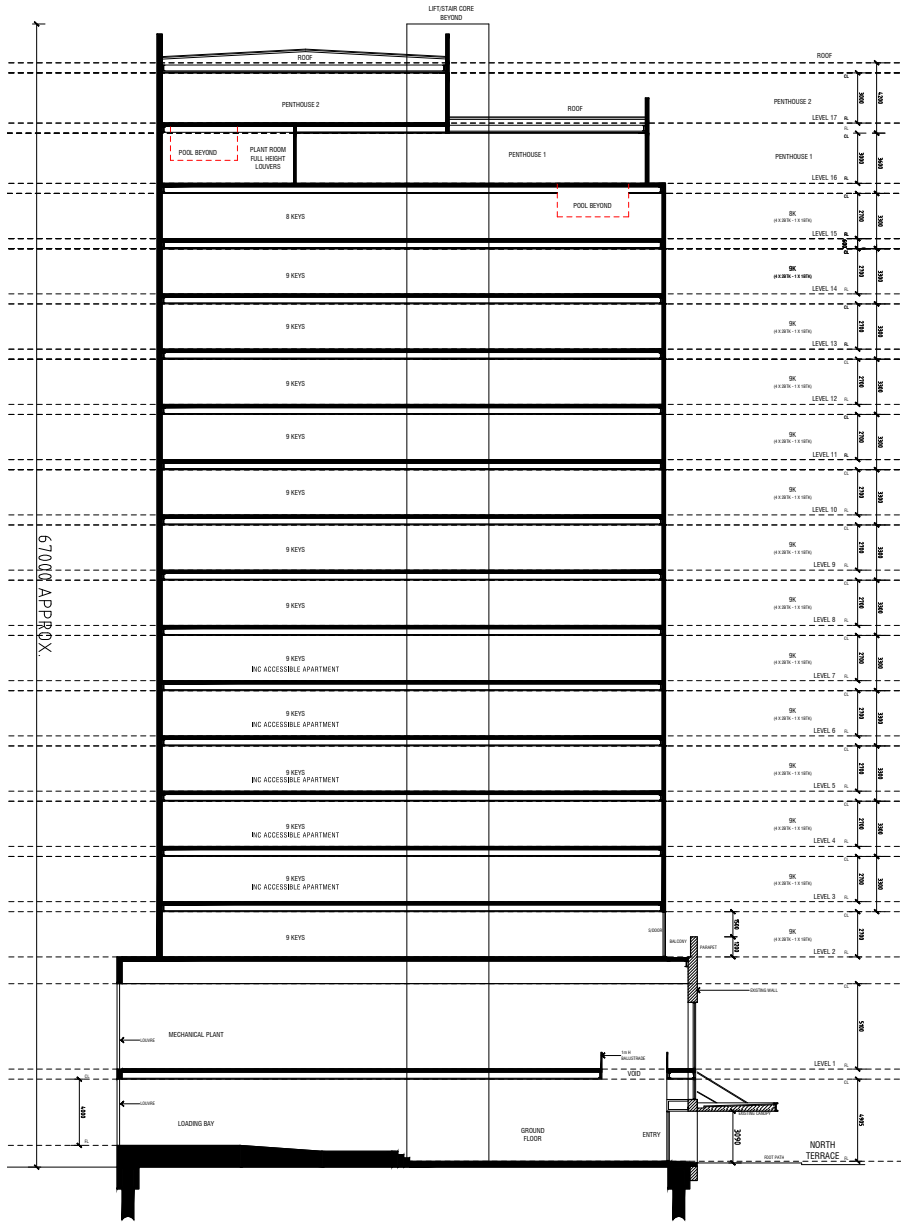
PROPOSED WEST ELEVATION
SCALE 1:100

GENERAL NOTES	REV	DATE	NOTES
<p>1. CONSULT WITH THE ARCHITECT TO CONFIRM LOCAL ACTS AND BY-LAWS AND ANY OTHER RELEVANT REGULATORY REQUIREMENTS.</p>		20.03.20	ISSUED TO CLIENT / CONSULTANTS
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

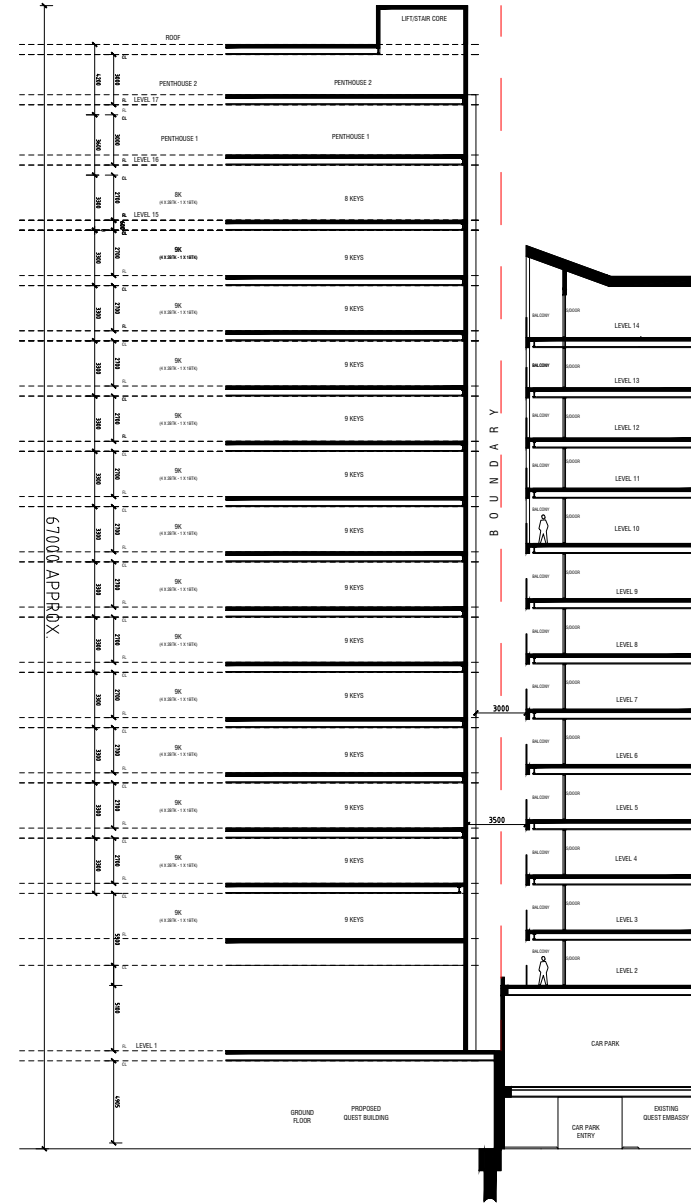
DRAWING TITLE: PROPOSED SOUTH AND WEST ELEVATIONS
ADDRESS: 100 NORTH TERRACE, ADELAIDE

SCALE: 1:150 @A1	DATE: OCT 2020
108 NO.:	1997

PLANNING ISSUE	
PROJECT: 100 NORTH TCE	REVISION: H
DRAWING NO.:	PL11



PROPOSED SECTION A
SCALE 1:150



PROPOSED SECTION B
SCALE 1:150



0901 626 367



GENERAL NOTES
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.

REV	DATE	NOTES
A	29.03.20	ISSUED TO CLIENT / CONSULTANTS
B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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F	20.08.20	SUBMISSION TO CLIENT
G	18.09.20	SUBMISSION TO COUNCIL
H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:
 PROPOSED SECTIONS
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:150 @A1
 DATE:
 OCT 2020
 JOB NO. NO:
 1997

PROJECT:
 100 NORTH TCE
 DRAWING NO. NO:
 PL12
 REVISION:
 H

PLANNING ISSUE



NORTHERN PERSPECTIVE VIEW (OVERALL)



SOUTHERN PERSPECTIVE VIEW (OVERALL)

GENERAL NOTES	REV	DATE	NOTES
1. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE. 2. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE. 3. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE. 4. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE. 5. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE.			
	A	26.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:	PERPECTIVES
ADDRESS:	100 NORTH TERRACE, ADELAIDE

SCALE:	1:150 @A1
DATE:	OCT 2020
JOB NO.:	1997

PLANNING ISSUE	
PROJECT:	100 NORTH TCE
DRAWING NO.:	PL13
REVISION:	H



PEDESTRIAN VIEW NORTH TCE



PEDESTRIAN VIEW MAIN ENTRY



PEDESTRIAN VIEW (NORTH WEST)



LOBBY/ENTRANCE/RECEPTION

GENERAL NOTES	REV	DATE	NOTES
<small> CONSULTANT'S USE ONLY TO BE COMPLETED BY THE CLIENT AND NOT TO BE USED FOR ANY OTHER PURPOSES. ALL RIGHTS RESERVED. </small>			
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE: PERSPECTIVES
ADDRESS: 100 NORTH TERRACE, ADELAIDE

SCALE: 1:150 @A1	DATE: OCT 2020
JOB NO: 1997	

PROJECT: 100 NORTH TCE
DRAWING NO: PL15
REVISION: H



WESTERN PERSPECTIVE VIEW (OVERALL)



EASTERN PERSPECTIVE VIEW (OVERALL)

GENERAL NOTES	REV	DATE	NOTES
1. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE PROJECT PROGRAMME OF WORK. 2. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE PROJECT PROGRAMME OF WORK. 3. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE PROJECT PROGRAMME OF WORK.			
	A	26.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	E	03.08.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:	PERSPECTIVES
ADDRESS:	100 NORTH TERRACE, ADELAIDE

SCALE:	1:150 @A1	DATE:	OCT 2020	PROJECT:	100 NORTH TCE
JOB NO.:	1997	DRAWING NO.:	PL14	REVISION:	H



SOUTH VIEW HIGH LEVEL



NORTH EASTERN VIEW HIGH LEVEL



HIGH LEVEL NORTH VIEW
PARAPET COMPOSITION

GENERAL NOTES	REV	DATE	NOTES
<small> CONSULTANT'S LIABILITY TO BE DETERMINED BY THE CLIENT. MAITECH SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. MAITECH SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. </small>			
	A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	25.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:	PERSPECTIVES
ADDRESS:	100 NORTH TERRACE, ADELAIDE

SCALE:	1:150 @A1
DATE:	OCT 2020
JOB NO.:	1997

PROJECT:	100 NORTH TCE
DRAWING NO.:	PL16
REVISION:	H



HIGH LEVEL VIEW
SOUTH WESTERN VIEW



HIGH LEVEL EASTERN VIEW
(PENTHOUSES)



HIGH LEVEL SOUTH
EASTER VIEW

GENERAL NOTES	REV	DATE	NOTES
1. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE. 2. ALL DIMENSIONS ARE TO FACE UNLESS STATED OTHERWISE. 3. ALL DIMENSIONS ARE TO FACE UNLESS STATED OTHERWISE. 4. ALL DIMENSIONS ARE TO FACE UNLESS STATED OTHERWISE.			
	A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	25.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:	PERSPECTIVES
ADDRESS:	100 NORTH TERRACE, ADELAIDE

SCALE:	1:150 @A1	DATE:	OCT 2020	PROJECT:	100 NORTH TCE
JOB NO.:	1997	DRAWING NO.:	PL17	REVISION:	H



VIEW OF LEVEL 1
COMMON / TERRACE AREA



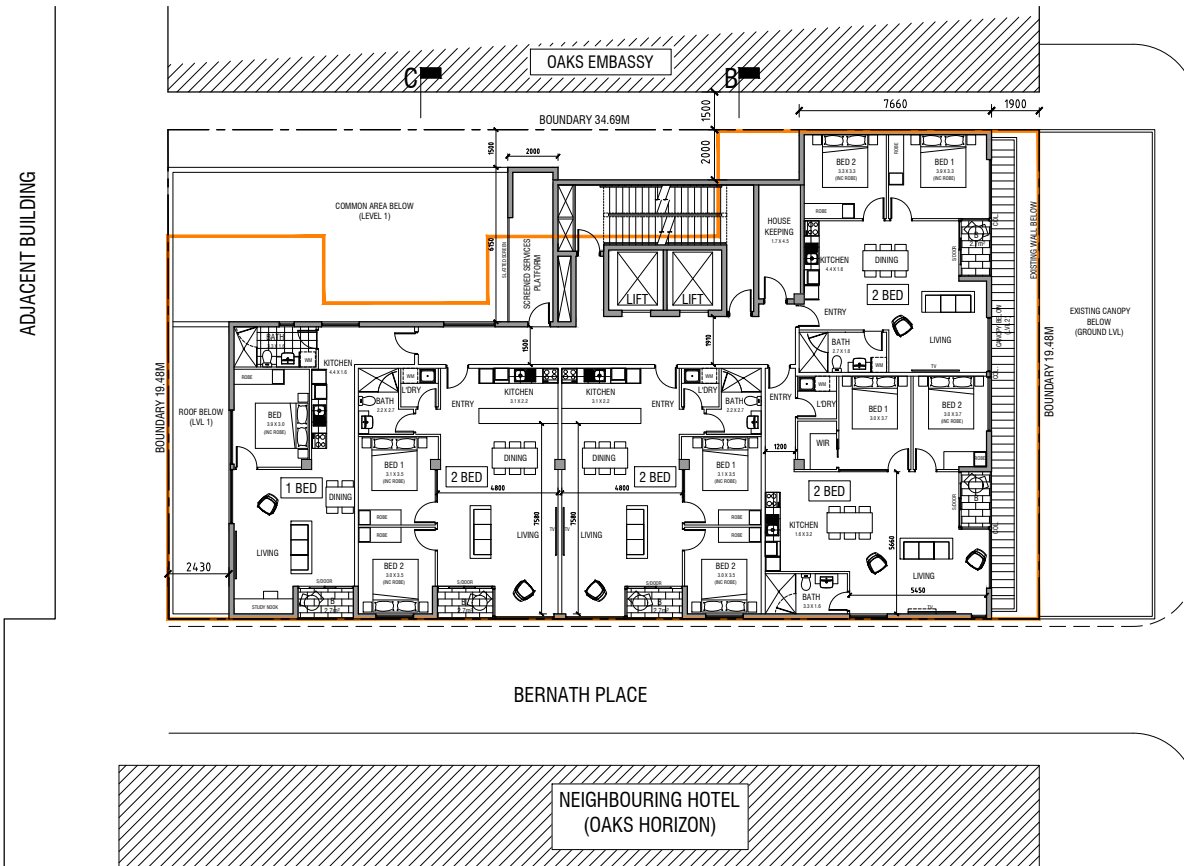
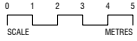
BUSINESS LOUNGE VIEW NORTH
(STEEL FRAMED GLAZING TO EXISTING FACADE)



BUSINESS LOUNGE VIEW TO CONFERENCE ROOM

GENERAL NOTES	REV	DATE	NOTES
<small> CONSULTANT'S LIABILITY TO BE LIMITED TO THE DESIGN OF THE PROJECT ONLY AND SHALL NOT BE EXTENDED TO ANY OTHER SERVICES PROVIDED BY THE CONSULTANT. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED BY THE CLIENT OR ANY OTHER PARTY AS A RESULT OF ANY DELAYS OR COSTS INCURRED BY THE CLIENT OR ANY OTHER PARTY. </small>			
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE: PERSPECTIVES	SCALE: 1:150 @A1	DATE: OCT 2020	PROJECT: 100 NORTH TCE
ADDRESS: 100 NORTH TERRACE, ADELAIDE	TOR NO: 1997	DRAWING NO: PL18	REVISION: H



LEGEND
 ——— DENOTES PREVIOUS APPROVAL FOOTPRINT

PROPOSED RESIDENTIAL FLOOR PLAN
 SCALE 1:100



GENERAL NOTES	REV	DATE	NOTES
1. CONSULTANT HAS REVIEWED THIS FLOOR PLAN AND HAS NO COMMENTS TO MAKE. ANY CHANGES TO THIS PLAN MUST BE APPROVED BY THE CONSULTANT AND THE ARCHITECT.		20.03.20	ISSUED TO CLIENT / CONSULTANTS
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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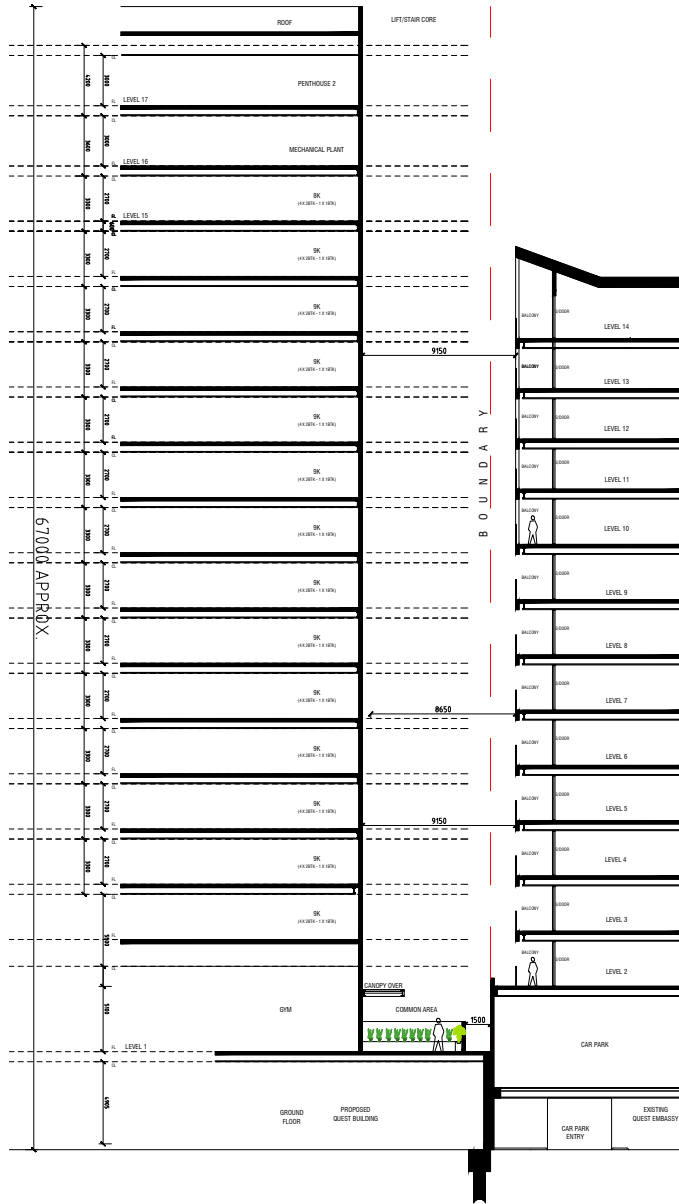


DRAWING TITLE:
 PROPOSED RESIDENTIAL FLOOR PLAN
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1
 DATE:
 OCT 2020

PROJECT:
 100 NORTH TCE
 JOB NO:
 1997
 DRAWING NO:
 PL19
 REVISION:
 H

PLANNING ISSUE



PROPOSED SECTION C
SCALE 1:100



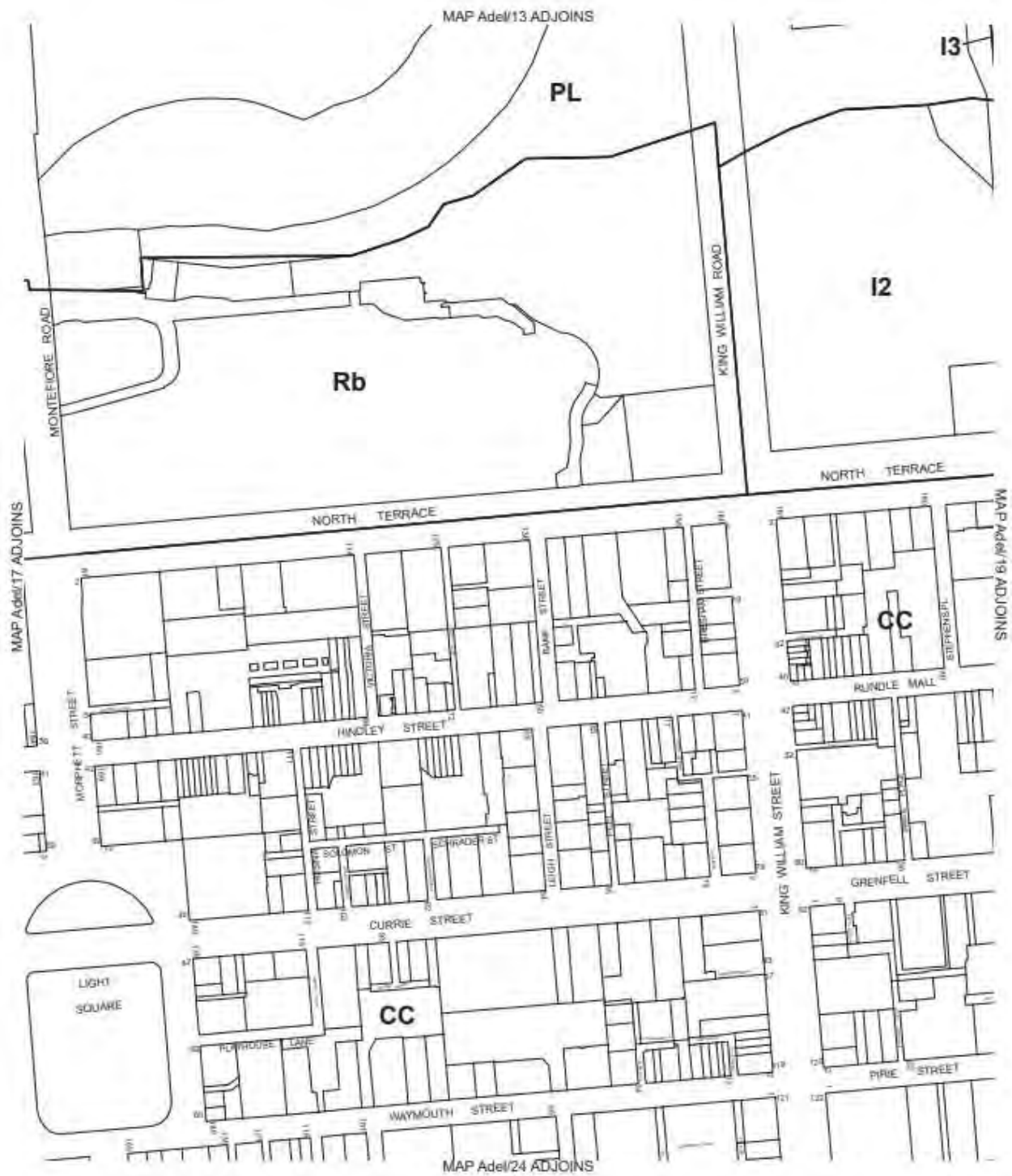
GENERAL NOTES	REV	DATE	NOTES
<small> CONSULTANT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER SERVICES OR PRODUCTS. MAVTECH DOES NOT WARRANT ANYTHING IS FREE OF DEFECTS OR WARRANTIES. </small>		20.03.20	ISSUED TO CLIENT / CONSULTANTS
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	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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	F	20.08.20	SUBMISSION TO CLIENT
	G	18.09.20	SUBMISSION TO COUNCIL
	H	23.10.20	AMENDMENTS - COUNCIL COMMENTS

DRAWING TITLE:	PROPOSED SECTIONS
ADDRESS:	100 NORTH TERRACE, ADELAIDE

SCALE:	1:150 @A1
DATE:	OCT 2020
JOB NO.:	1997

PROJECT:	100 NORTH TCE
DRAWING NO.:	PL20
REVISION:	H

PLANNING ISSUE



NOTE : For Policy Areas See MAP Adel/49

- CC** Capital City Zone
- I2** Institutional (Government House) Zone
- I3** Institutional (University) Zone
- PL** Park Lands Zone
- Rb** Riverbank Zone

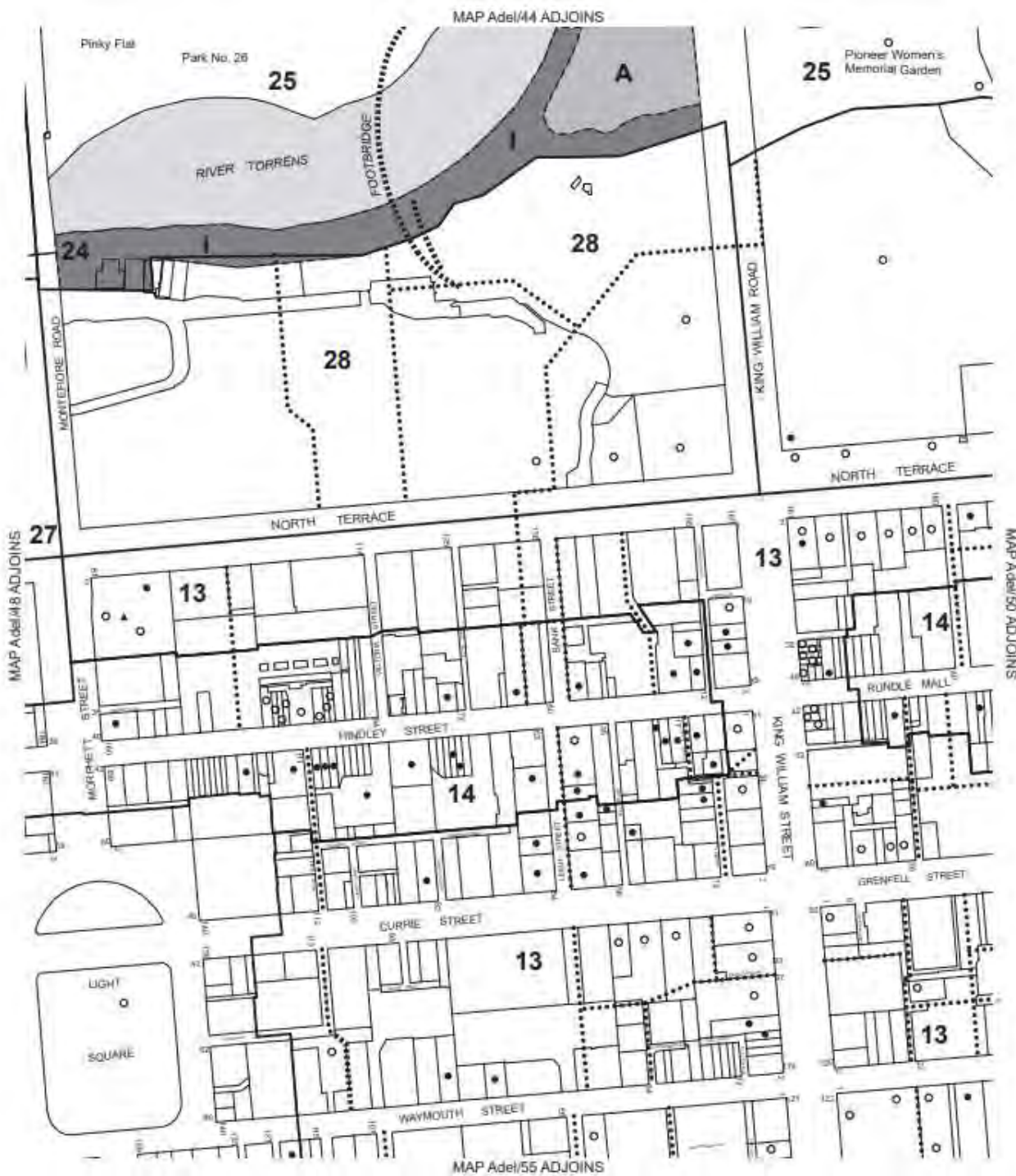


- Zone Boundary
- Development Plan Boundary

ADELAIDE (CITY) ZONES

MAP Adel/18

Consolidated - 30 April 2020

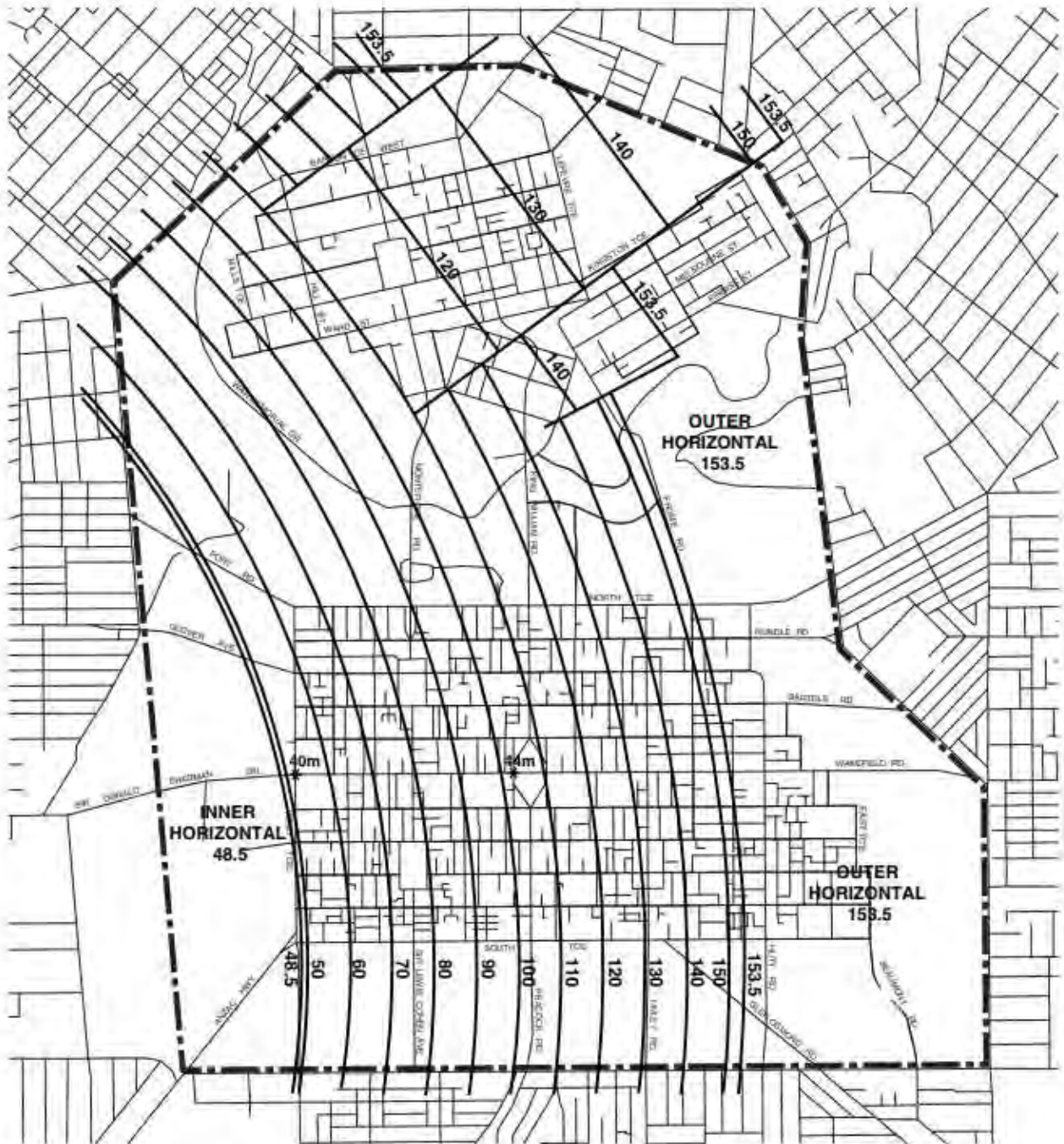


- 13 Central Business Policy Area
- 14 Main Street Policy Area
- 24 River Torrens West Policy Area
- 25 Adelaide Oval Policy Area
- 27 Health Policy Area
- 28 Entertainment Policy Area

- Special Events
- Area I
- State Heritage Place
- Local Heritage Place
- Significant Tree
- Pedestrian Link
- Pedestrian and Cycling Link
- Policy Area Boundary

ADELAIDE (CITY) POLICY AREAS MAP Adel/49

Consolidated - 30 April 2020



Referral to the Department of Transport and Regional Services through Adelaide Airport Limited is required where a development would exceed the Obstacle Limitation Surface (OLS) contours on this map.

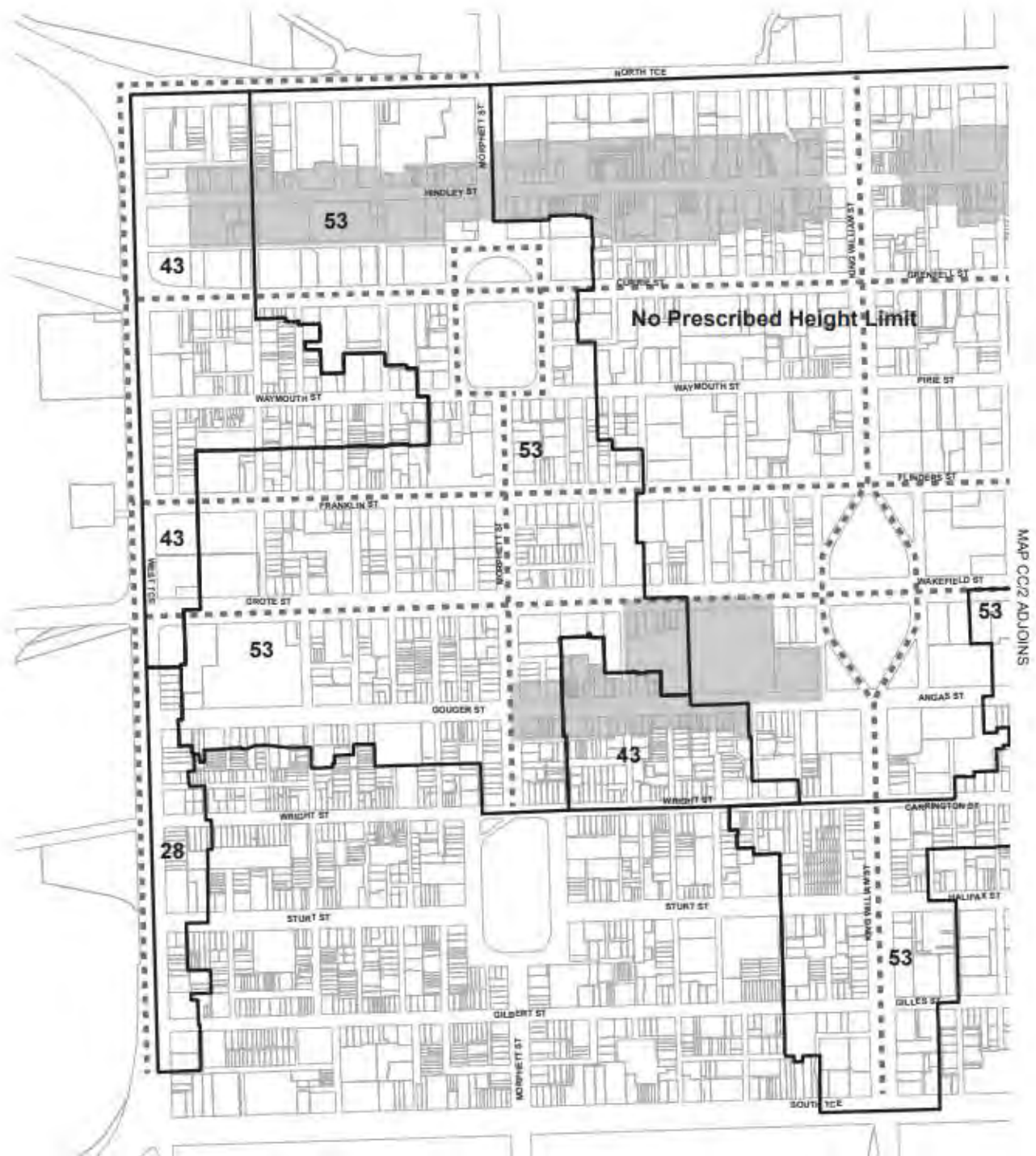
- 100** OLS Values in Australian Height Datum (AHD)
- OLS Contour Boundary
- * 40m** Indicative ground level in AHD. Note: Ground level varies throughout the Council area and accurate ground level in AHD would need to be confirmed
- - -** Development Plan Boundary






Scale 1:26,000
 Metres 500 1000

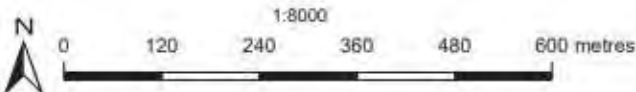
Note: Approval is required under the Commonwealth Airports Act 1996 for structures and the like that penetrate prescribed air space (as defined in the Airports Act 1996)

ADELAIDE (CITY) AIRPORT BUILDING HEIGHTS MAP Adel/1 (Overlay 5)



MAP CC/2 ADJOINS

-  Maximum Building Height (metres) within Capital City zoned land
Note: Airport Building Height Restrictions Apply. Refer Map Adel/1 (Overlay 5).
-  City Boulevards and Terraces
-  Policy Areas of a 'Main Street' type



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

Consolidated - 30 April 2020

REAL PROPERTY ACT, 1886



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



Certificate of Title - Volume 5174 Folio 32

Parent Title(s) CT 4401/108, CT 4401/109, CT 4401/110
Creating Dealing(s) RTD 7515307, T 7515320
Title Issued 09/03/1994 Edition 6 Edition Issued 16/11/2001

Estate Type

FEE SIMPLE

Registered Proprietor

ALDERGROVE PTY. LTD. (ACN: 008 172 898)
OF C/- 18 GREENHILL ROAD WAYVILLE SA 5034

Description of Land

ALLOTMENT 500 DEPOSITED PLAN 37352
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) CREATED BY TG 7515305 WITH LIMITATIONS AS DESCRIBED IN T 7515306 OVER THE LAND MARKED HB AND HC APPURTENANT ONLY TO THE LAND MARKED NN

TOGETHER WITH RIGHT(S) OF WAY AND EASEMENT(S) WITH LIMITATIONS OVER THE LAND MARKED D APPURTENANT ONLY TO THE LAND MARKED NN (TG 7515305)

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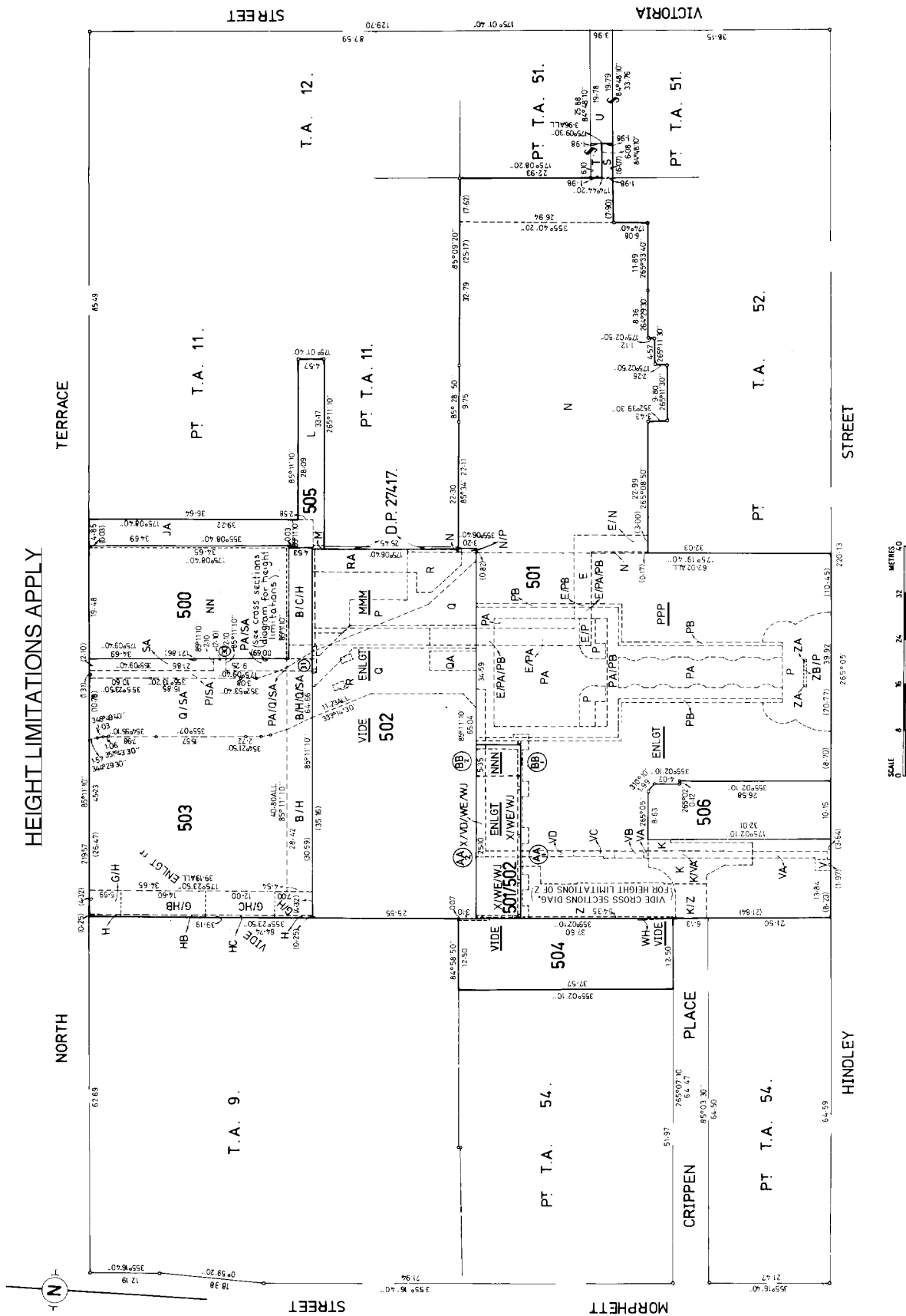
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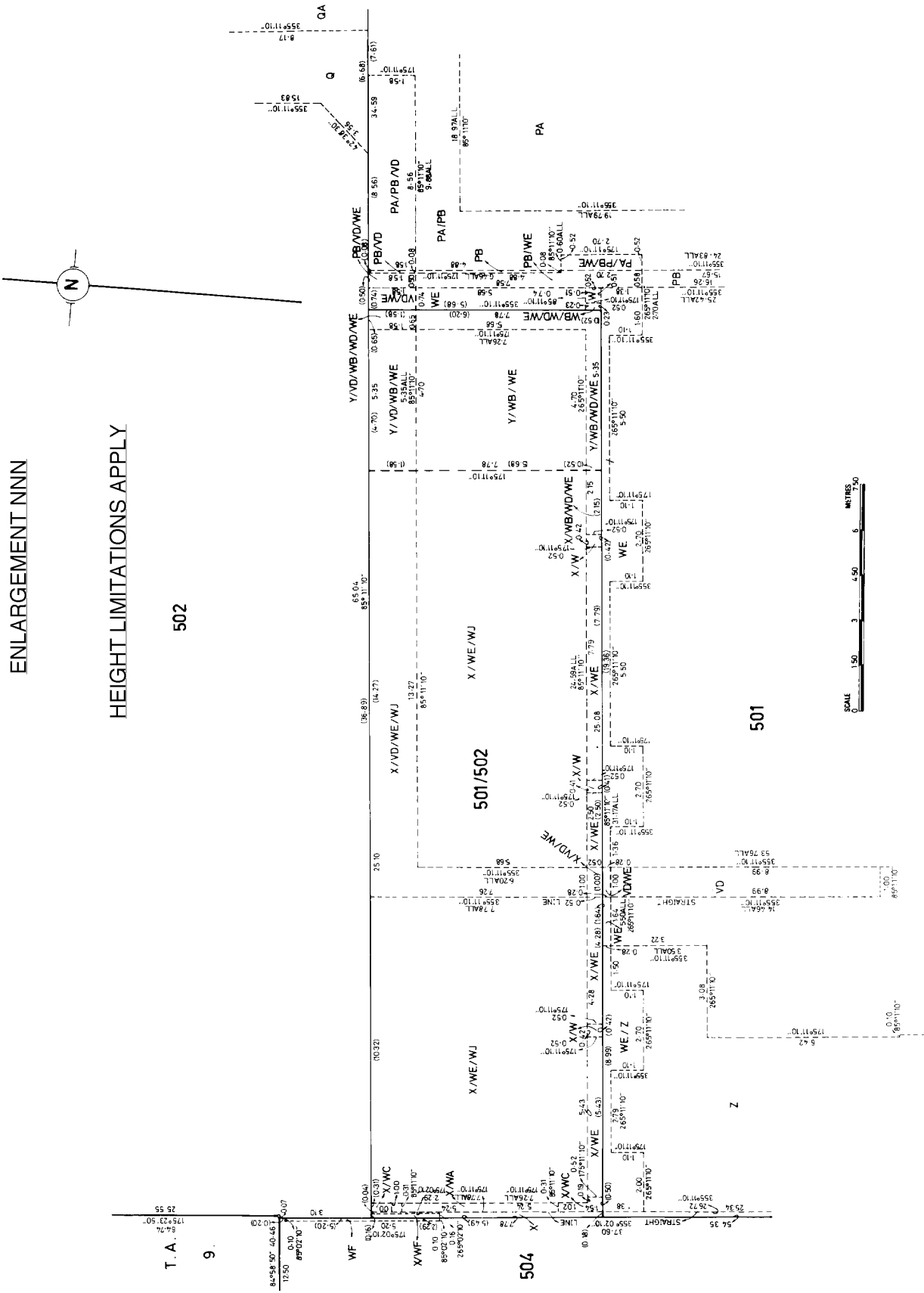
Schedule of Dealings

Dealing Number	Description
9212430	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

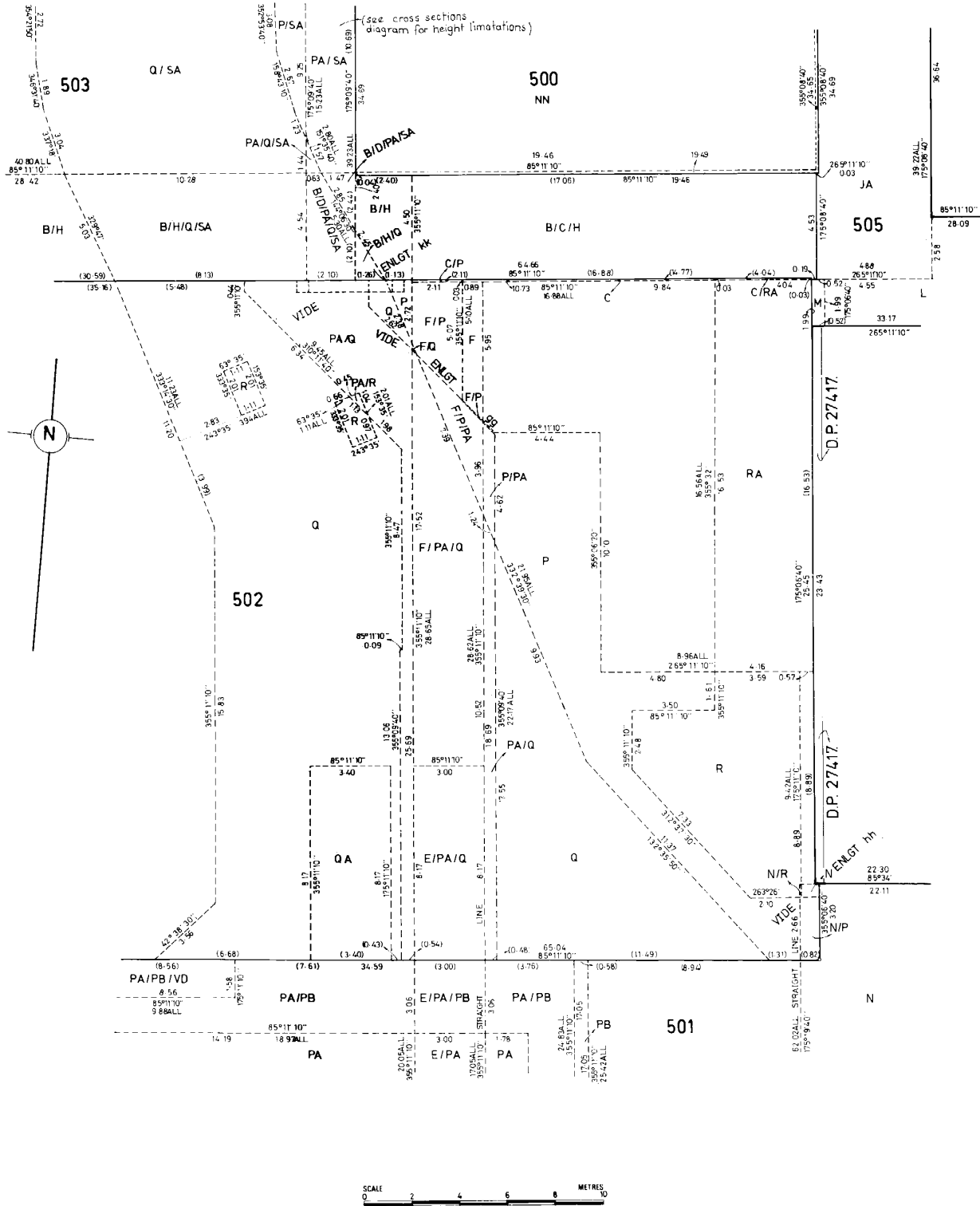
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Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

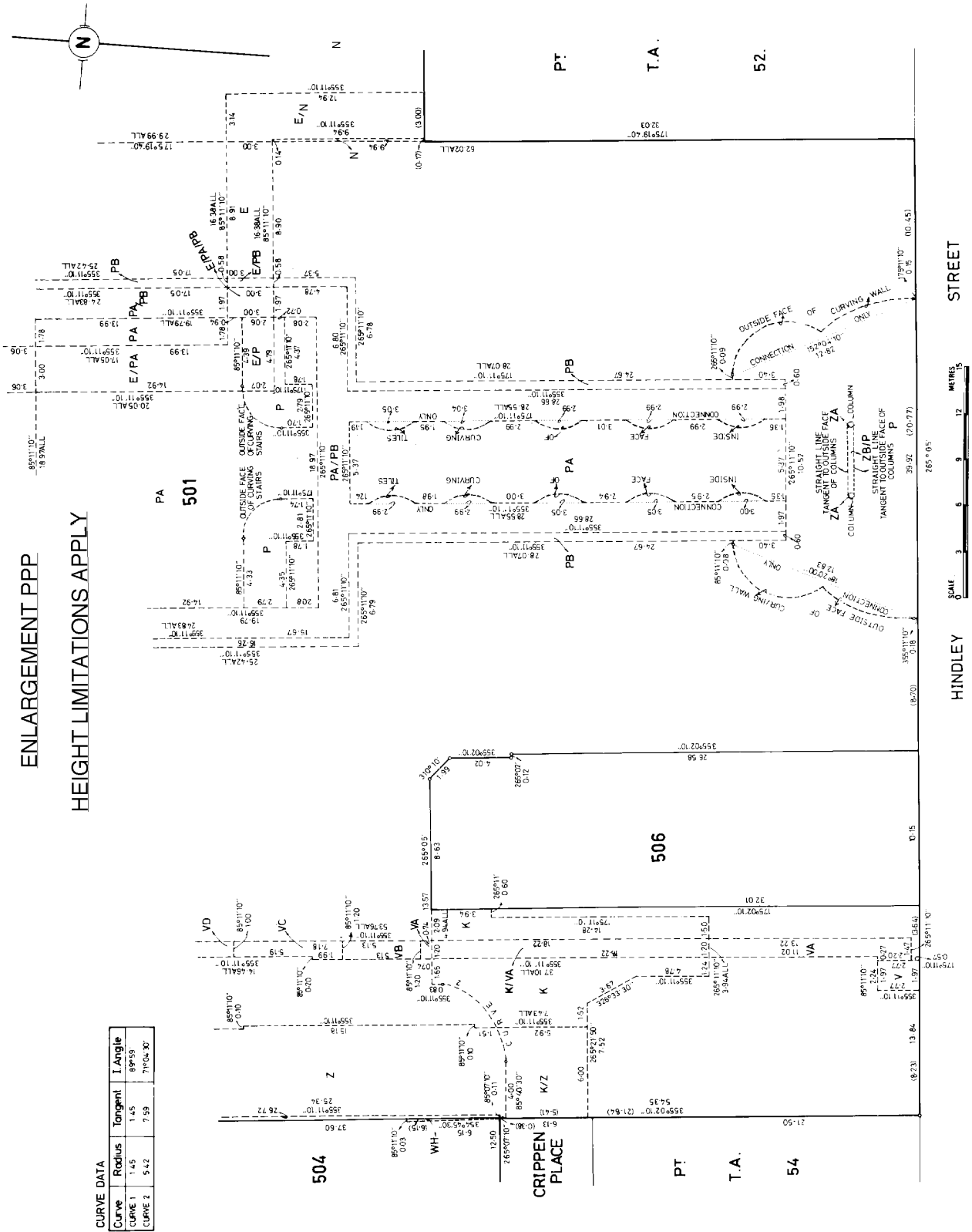






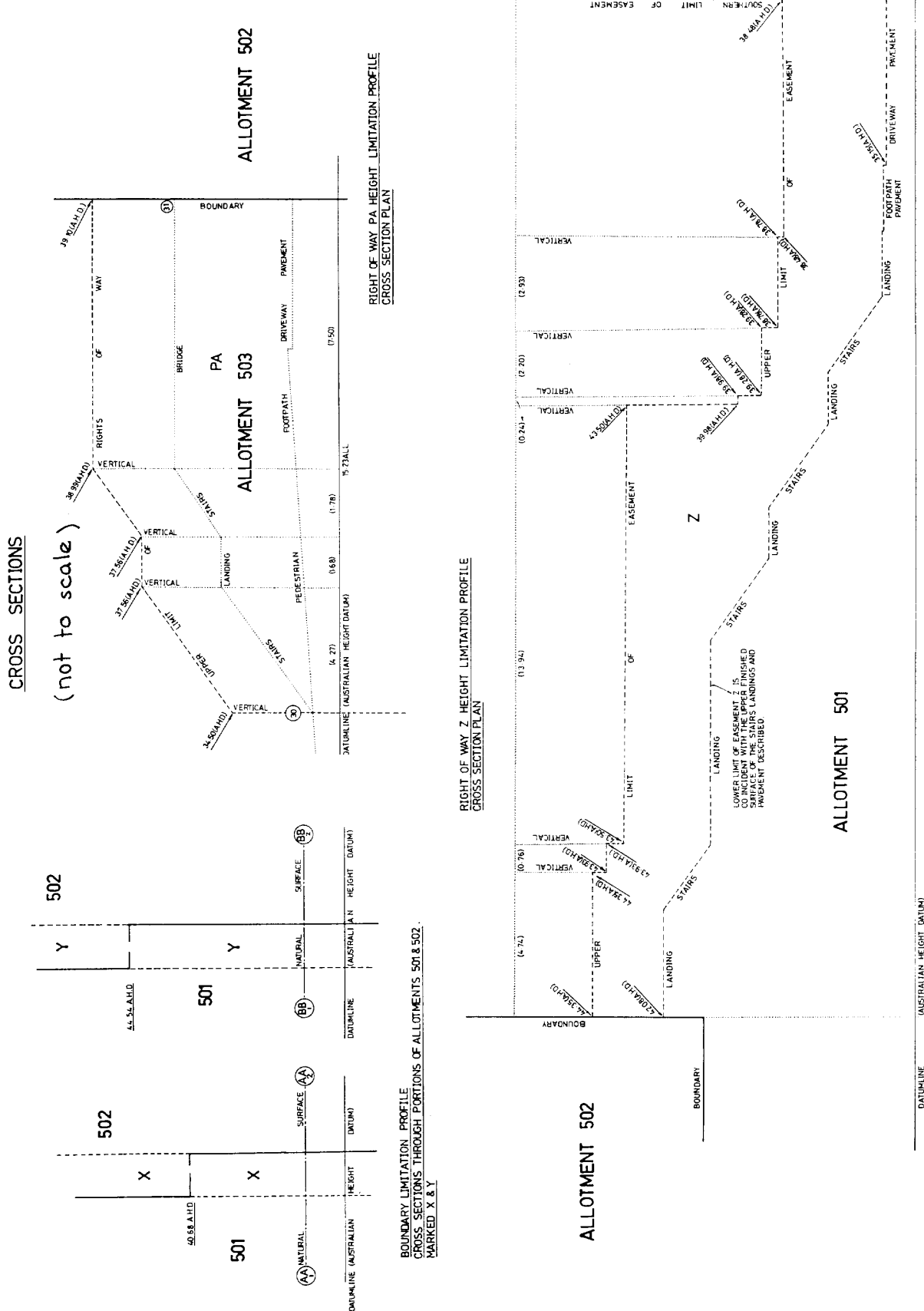
ENLARGEMENT MMM
 HEIGHT LIMITATIONS APPLY

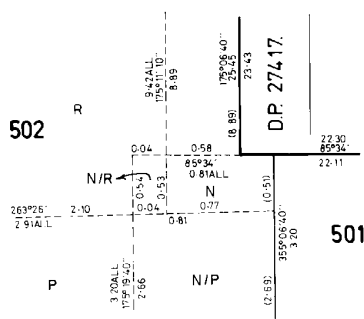




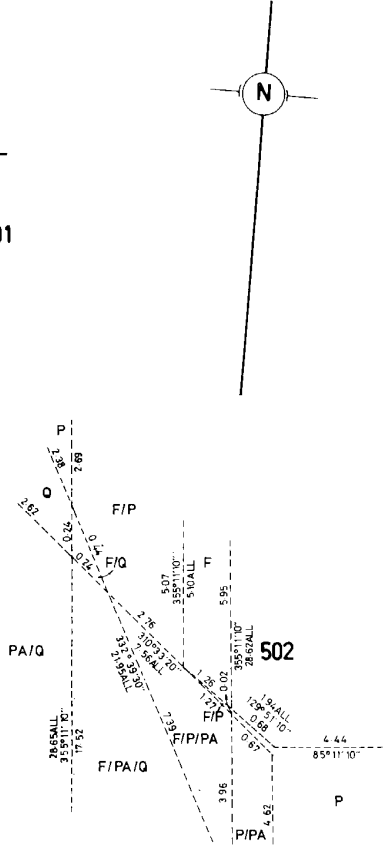
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CURVE 2	5.42	7.59	71°04'30"

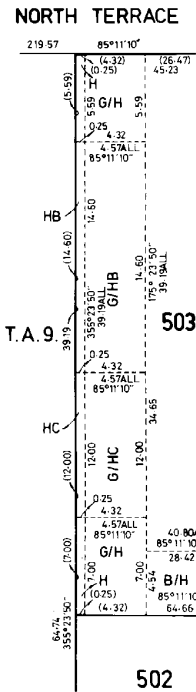




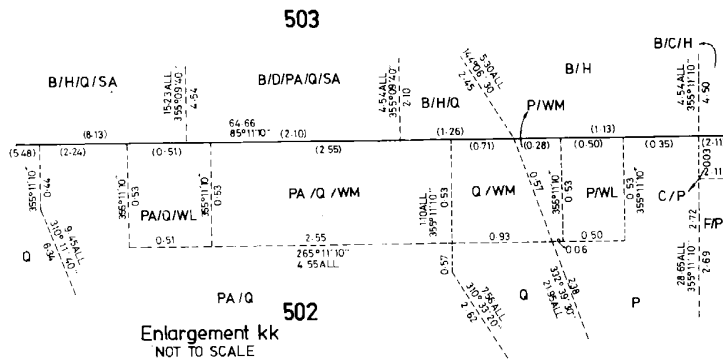
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Enlargement kk
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DEVELOPMENT APPLICATION FORM

18-093_DAF

COUNCIL: City of Adelaide

APPLICANT: Byld

Postal Address: c/- Planning Chambers
PO Box 6196
Halifax Street
Adelaide SA 5000

Owner: Aldergrove Pty. Ltd. (ACN: 008 172 898)
C/- 18 Greenhill Road Wayville SA 5034

BUILDER: TBC
Postal Address:
Builders Licence Number:

CONTACT PERSON FOR FURTHER INFORMATION

Name: Damian Dawson, Planning Chambers
Telephone: 8211 9776
Mobile: 0408 227 493
Email: damian@planningchambers.com.au

EXISTING USE: Two Storey Office Building

DESCRIPTION OF PROPOSED DEVELOPMENT: 17 - Storey Serviced Apartment Building

LOCATION OF PROPOSED DEVELOPMENT:

House No: 100 Allotment No: 500 Deposited Plan: 37352 Street: North Terrace
Town/Suburb: Adelaide Hundred: Adelaide Volume: 5174 Folio: 32

BUILDING RULES CLASSIFICATION SOUGHT: _____ Present classification: _____

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

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

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

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 1993 APPLY? YES NO

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID? YES NO

DEVELOPMENT COST [do not include any fit-out costs]: \$18,000,000.00

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 1993.

SIGNATURE:



Dated: 22.05.2020

Damian Dawson on behalf of Byld

FOR OFFICE USE	
Development No: _____	
Previous Development No: _____	
Assessment No: _____	

<input type="checkbox"/> Complying <input type="checkbox"/> Non Complying <input type="checkbox"/> Notification Cat 2 <input type="checkbox"/> Notification Cat 3 <input type="checkbox"/> Referrals/Concurrences <input type="checkbox"/> DA Commission	Application forwarded to DA Commission/Council on / / Decision: _____ Type: _____ Date: / /
---	---

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

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



To: City of Adelaide

From: Planning Chambers on behalf of Byld

Date of Application: 22 May 2020

Location of Proposed Development:

House No: 100 Lot No: 500 Street: North Terrace

Town/Suburb: Adelaide

Section No (full/part): Hundred: Adelaide

Volume: 5174 Folio: 32

Nature of Proposed Development: 17 - Storey Serviced Apartment Building

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

Signed: 

Date: 22.05.2020



**Government
of South Australia**

Note 1

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

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

Note 2

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

- a) an aerial line and a fence, sign or notice that is less than 2.0 m in height and is not designed for a person to stand on; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

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

Note 4

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

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

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

Note 5

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

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

Note 6

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

DEVELOPMENT ASSESSMENT REPORT

22 May 2020

100 NORTH TERRACE, ADELAIDE



PROJECT TEAM

Client: Byld

C/- Planning Chambers Pty Ltd

Project Planner: Damian Dawson

Planning Chambers Pty Ltd
PO Box 6196
Halifax Street SA 5000

T 08 8211 9776

E damian@planningchambers.com.au

Building Designer: Mavtect Designs

298A Grange Road
Flinders Park SA 5025

T 08 8312 6155

E emavrou@mavtectdesigns.com.au

Traffic Engineer: CIRQA

PO Box 144
Glenside SA 5065

T (08) 7078 1801

E ben@cirqa.com.au

Wind Engineer: WINDTECH Consultants Pty Ltd

607 Forest Road,
Bexley NSW 2207 Australia

T +61 2 9503 0300

E reception@windtechglobal.com

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1

DETAILS OF THE APPLICATION

1.1

SITE DETAILS

Property Description	Allotment 500 in DP 37352
Certificate of Title	Volume 5174 Folio 32
Address	100 North Terrace, Adelaide
Area	Adelaide
Existing Use	Office
Local Government Authority	Adelaide City Council
Development Plan Zoning and Policy Area Designation	Capital City Zone Central Business Policy Area

1.2

APPLICATION DETAILS

Development Type	Mixed Use – Serviced Apartments, Residential & Ground Floor Commercial
Category of Assessment	Merit
Applicant	Byld
Applicant's Representative	Planning Chambers Pty Ltd Po Box 6196 Halifax Street, SA 5000 P: (08) 8212 9776 E: damian@planningchambers.com.au
Relevant Plan(s)	Plans prepared by Mavtect Designs dated 15 May 2020



2 BACKGROUND

2.1 OVERVIEW

This Development Assessment Report for a proposed mixed-use development at 100 North Terrace, Adelaide has been prepared for our client, Byld.

Development Plan Consent was previously granted upon the site for DA 020/A040/18 by the State Commission Assessment Panel (SCAP) on 11 May 2018. The approved development consisted of the demolition of the existing 'Meters Limited' building and construction of a 52.6 metre high, 14 storey serviced apartment building comprising 60 dual-key apartments (120 bedrooms).

It is understood that a significant degree of the detailed design work and engineering was undertaken before the previous proponent determined not to proceed with the approved development. Byld and the project designer Mavtect Design have reviewed the approved plans and determined that several alterations to the construction and layout of the building were required to make the proposal feasible. These alterations have been included within the enclosed application which seeks to develop a slightly increased number of serviced apartments and two additional residential penthouses to ensure that the project is viable.

2.2 PRE-LOGEMENT PROCESS

The proposal has been formally considered by the Department of Planning, Transport and Infrastructure (DPTI), The Office for Design and Architecture SA (ODASA) and the Adelaide City Council in two formal Pre-lodgement meetings.

The advice provided at both meetings has been incorporated within the final design outlined within the proposed plans. A significant change to the preliminary proposal, and the previously approved scheme, was the deletion of the guest porte-cochère along the Bernath Place frontage. This change was enabled by the offer from Adelaide City Council of a dedicated on-street guest loading/unloading space on North Terrace. This change has allowed for a greater level of interest and activation of the ground level along both North Terrace and Bernath Place and an increase in the size of the proposed ground floor tenancy.

The proposal also considered by the ODASA Design Review Panel at a formal review session. The feedback from this session has been invaluable in shaping the final design of the proposal and is credited for improving a number of design elements including:

- Improvements in the layout and flow of the ground floor;
- Increased level of spaciousness to the passages and serviced apartments with the introduction of natural light to the circulation areas;
- A more refined and elegant architectural treatment to the façades to produce a taller, more vertically proportioned tower;
- A simpler palette of external materials;

- Setting back of the upper levels above the retained façade of the Metters Building;
- Increased glazing at the ground level; and
- Significant changes to the layout and arrangement of the upper level residential units.

It is understood that the proposal will be referred to the Government Architect for formal review as a part of the assessment process and we welcome any updated advice or commentary on the current proposal.

3

SUBJECT LAND & LOCALITY

3.1 SUBJECT LAND

The subject land is described in Certificate of Title 5174 Folio 32 as being Allotment 500 in Deposited Plan 37352 a copy of the title is included within **Appendix 1**. The subject land has rights of way and easements over the adjoining land to the east (Bernath Place) and service lane to the south allowing vehicle access around the subject land and returning out to North Terrace to the west.

The subject land is rectangular with a frontage to North Terrace of approximately 19.5 metres and a maximum depth of approximately 34.7 metres along the length of the western allotment boundary. The land has an approximate area of 680m².

The land fronts Bernath Place, a private road to the east and an unnamed service lane to the south, both of which are subject to rights of way for the subject land and adjacent properties.

The land is currently developed with a two-storey building most recently used as an office.



Figure 1: Subject land

Subject Land

3.2 LOCALITY

The locality is characterised by commercial and entertainment land uses. The immediate locality consists of the Adelaide Convention Centre and Riverside Centre to the north, the Oaks Embassy to the west, the Oaks Horizon to the east and the GU Film House to the south.

The adjacent Oaks Embassy and Oaks Horizon buildings are approximately 53 and 56 metres in height adjoining with commercial/retail tenancies on the ground floor fronting North Terrace and a mixture of serviced apartments and residential units above. A three-lane driveway serving a multi-storey car park to the south is located on the ground floor of the Oaks Embassy adjacent the subject land. The eastern façade of the Oaks Embassy abuts the subject land at the ground level and first floor with a 1.5 metre setback from common boundary for the subsequent levels above.



Figure 2: Subject land and Locality

Subject Land 



4 PROPOSAL

The application proposes the construction of a 17 storey (68.5 metre) mixed-use building comprising:

- 125 serviced apartments;
- 2 residential penthouses; and
- ground floor retail/commercial tenancy.

The proposal is outlined in plans prepared by Mavtect Designs as attached in **Appendix 2**.

A key element of the proposal is the retention of the front façade (and portion of the side walls) and canopy of the existing building upon the subject land. The existing building is the former Metters Limited Building constructed in the 1920's. Whilst the building is not heritage listed it is a character building, particularly within this portion of North Terrace where few original buildings remain. The ground and first floor façade and canopy are to be retained and restored with the full extent of the ground floor glazing reinstated along North Terrace.

The overall design and proportions used across all four façades of the proposed tower references and draws from the original façade of the Metters Building with a refined level of detailing and slender vertical proportions. The upper tower is setback from North Terrace behind the original façade with inset balconies to create a simple, clean, flat façade so as to not visually dominate the original building.

The ground level will comprise of a retail/commercial tenancy, foyer, reception, seating/waiting lounge, offices, luggage room and main linen room. The rear of the ground floor will have access from Bernath Place and will include a loading bay, car stacker (2 staff park and 2 for residents), 4 bike parks and bin storage.

Level 1 will consist of a conference room, business lounge, staff room, kitchen, amenities, stores areas, guest laundry, gym and roof deck. The mechanical plant, water tank and fire pump room will be located in the south-east corner of the building.

The ceiling to floor heights within both the ground level and first floor match the original ceiling heights of the Metters Building at 4.9 to 5 metres. A proposed void above the entrance foyer will further increase the sense of height and allow for a connection between the ground and first level.

Level 2 through to Level 14 has been designed with 4 studio apartments and 5 one-bedroom apartments on each level. Level 15 varies slightly with 3 studio apartments and 5 one-bedroom apartments. The dual-key configuration will allow for 4 adjoining rooms (1 studio, 1 one-bedroom apartment) on Levels 1-14 and 3 adjoining rooms on Level 15 to be combined. Each floor will have a housekeeping room and access to the lifts and stairwell.

Levels 16 and 17 will each contain a 3 bedroom penthouse apartment. Each penthouse will incorporate a pool and alfresco area and will have direct lift access.

Studio apartments will range in size from 23m² - 27m² with one-bedroom apartments from 41m² - 57m². The dual-key rooms on each level range between 64m² and 74m². The one-bedroom apartments on Levels 3-15 and on the eastern side of Level 2 will each have a 2.7m² balcony. The one-bedroom apartments facing North Terrace on Level 2 will have balconies with an approximate area of 8.8m² and the studio apartments will have balcony areas of 4.8m².

Servicing of the site will occur within the rear loading dock accessed from Bernath Place. The loading dock has been designed and sited to allow access for waste collection vehicles to park onsite and collect waste. Deliveries to the site will also occur via the loading dock with some on street load/unloading anticipated for smaller deliveries and guests.

5

DEVELOPMENT ASSESSMENT

5.1 NATURE OF DEVELOPMENT

I have undertaken an assessment of the proposal against the relevant provisions of the Adelaide City Development Plan, consolidated 16 January 2020.

Zone Map Adel/18 shows the subject land, and adjoining land on the southern side of North Terrace, is located within the Capital City Zone with Policy Area Map Adel/49 showing the land is within the Central Business Policy Area 13. The adjacent land on the northern side of North Terrace is located within the Entertainment Policy Area of the Riverbank Zone.

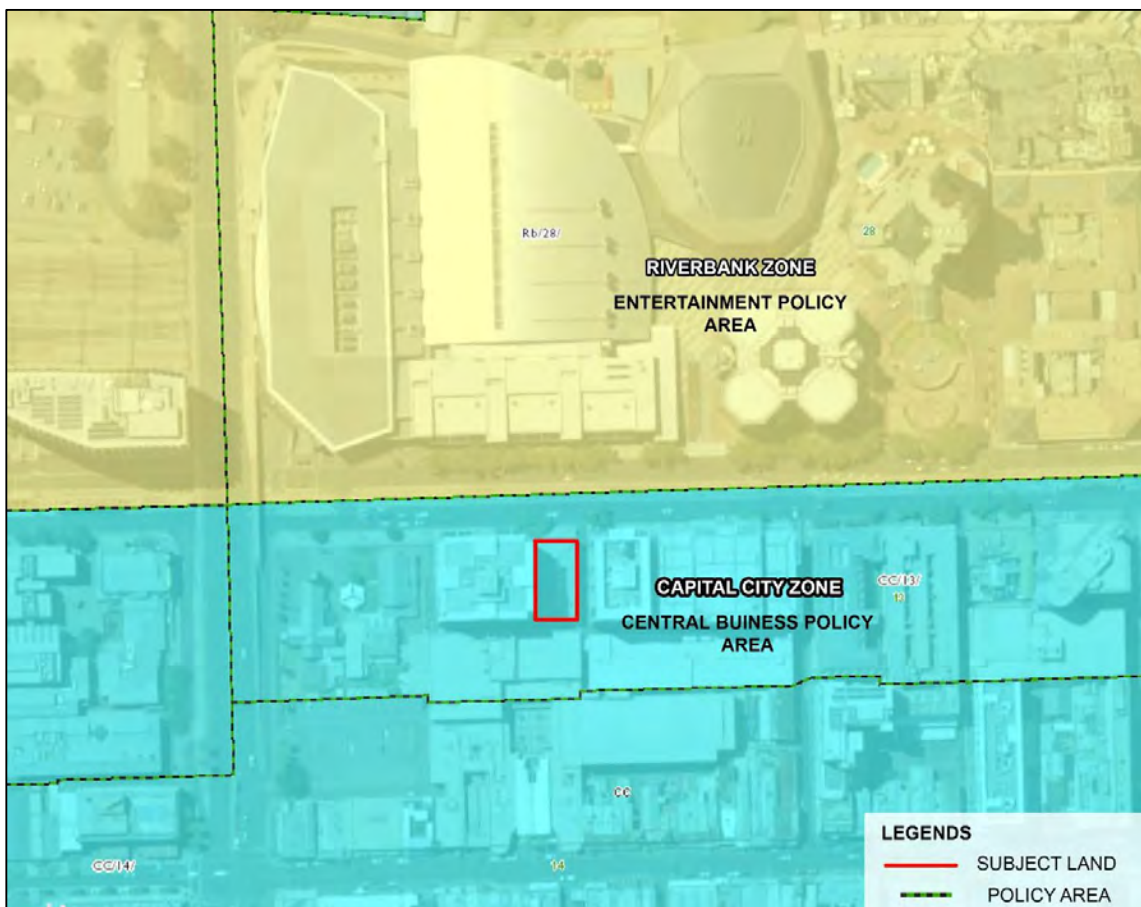


Figure 2: Zone Map

The proposal is a mixed use development (service apartments, residential and commercial) and is a Category 1 merit form of development as it is not located on land adjacent to the City Living Zone or Adelaide Historic (Conservation) Zone.

5.2 ASSESSMENT

Central Business Policy Area 13

The subject land is located at the northern edge of the Central Business Policy Area. The Development Plan notes that the Policy Area is the pre-eminent economic, governance and cultural hub for the State. The Desired Character statement and the provisions of the Policy Area seek:

- increased opportunities for residential, student and tourist accommodation;
- innovative design approaches and stylish and evocative architecture, including tall and imposing buildings that provide a hard edge to the street;
- development of a high standard of design and external appearance that integrates with the public realm;
- building height that ensures airport operational safety is not adversely affected; and
- an activated street level with residential development or similar located above the ground floor level.

The proposal will satisfy the general intent of the Policy Area outlined above as it seeks to develop a well-designed and considered mixed use development upon the subject land. The proposed activation of the ground floor and residential/serviced apartment use above will complement and augment the adjoining Oaks Hotels whilst providing a distinctive offering based around the retention of the character Metters Building façade. The building height and siting upon the land will deliver the imposing, hard edge to the street (and City square mile) sought within the Policy Area. It will also fill in one of the few remaining gaps within the streetscape.

The overall design and appearance of the building is further considered within the Capital City Zone assessment below.

Capital City Zone

The Capital City Zone seeks a similar outcome to that expressed within the Central Business Policy Area above, including:

- a high standard of architectural design and finish appropriate to the City's role and image as the capital of the State;
- high scale development with buildings along minor streets providing a tall street wall height compared to street width to provide a sense of enclosure and more intimate pedestrian environment;
- an increase in residential density, activity, employment and pedestrian movement;
- active non-residential land uses at ground level with medium to high-density residential above; and
- high level of pedestrian amenity and interest at ground level, together with positive activation and passive surveillance of the public realm

As with the Central Business Policy Area, the Capital City Zone is identified within the Development Plan as being the economic and cultural centre of the State and envisages an array of accommodation types including hotels, motels, serviced apartments, residential flat buildings and tourist accommodation.

The proposal fulfils the desired improvements to the scale of built form, quality of architecture, activation and pedestrian amenity. The proposed mixture of land uses within the building will meet the demand for additional premium accommodation within the city and are all desired uses within the zone.

Building Height

With a proposed height of 68.5 metres the building will satisfy the minimum building height of 28 metres. The subject land is located within a portion of the Capital City Zone that does not have a prescribed maximum height limit. The Zone provisions do seek that buildings be of a height that ensures airport operational safety is not adversely affected.

Airport Building Heights MAP Adel/1 (Overlay 5) of the Development Plan, states that a referral to the Department of Transport and Regional Services through Adelaide Airport Limited is required where development exceeds the relevant Obstacle Limitation Surface (OLS) contours on the map. In this instance, the OLS value is around 90 AHD.

The proposed building has a height of 68.5 metres above ground which equates to approximately 99.8 metres AHD. As such the proposal does trigger a referral to Adelaide Airport. Given the similar height of adjoining buildings it is not anticipated that the proposed building height will cause any concerns to airport operations, but this will be confirmed through the referral process.

Overall, the proposed building height, which is marginally taller than the adjoining Oaks hotels, is considered to provide an appropriate scale within this portion of North Terrace and reinforce the 'City wall' character sought along the Terrace frontage.

Design and Appearance

The Capital City Zone and the Central Business Policy Area envisage high-scale, high quality development with a high standard of external appearance. As noted above the proposed scale and form of the building seeks to reflect and complement the existing built form character along North Terrace and is comparable with the two adjoining Oaks hotel buildings either side of the subject land. The design and composition of the building facades however seeks to create a point of difference and elegance when compared to more recent developments within the locality.

The key driver for the design and architectural treatments within the building is the simplicity found within the retained Metters Building façade. The proportions of the façade and its fenestrations and detailing has shaped the composition of the proposed tower. The vertical proportions of the tower, simpler roof form and limited detailing is an appropriate response given the retention of the façade and the narrowness of the site.

The retained façade will be further improved with the original entrance and fully glazed ground floor frontage to North Terrace reinstated. The existing/original canopy is to be retained to provide an appropriate level of pedestrian amenity and human scale to the North Terrace frontage. The location of the commercial tenancy at the corner of North Terrace and Bernath Place will allow both frontages to be activated with the main entrance, lobby and hotel reception providing further activation and passive surveillance to North Terrace.

Precast concrete panels with an acid wash finish are to be used to provide a simple, low maintenance external material with feature mouldings cast into the panels to provide a level of detailing reflective of the Metters Building façade.

The design and appearance of the proposal is considered to provide the level of quality and design sought within the Capital City Zone and CBA Policy Area. Several renders and a 3D fly through have

been prepared which show the building within the North Terrace streetscape and local context. Copies of the renders and fly through will be provided separately to this report.

Whilst the proposed building complements the scale and form of adjoining buildings it is considered to also provide a point of difference, particularly the quality of the original lower level façade and slender proportions of the upper level tower.

Movement

Development within the Capital City Zone should provide safe and convenient pedestrian linkages with arcades and lanes well-lit to encourage pedestrian access to public transport and areas of activity. Vehicle parking spaces and structures within buildings should enhance the street frontage by being located away from the street frontage and behind retail/commercial uses on the ground floor. As identified in Map Adel/1 (Overlay 2A), the subject land is located on a primary pedestrian link along North Terrace and an existing pedestrian link immediately west of the subject land.

The preservation and enhancement of the 'Metters Limited' façade and the retention of the canopy over the footpath along North Terrace will increase the level of amenity and quality of this space. The primary pedestrian link along North Terrace will be enhanced by the active frontage proposed and will satisfy the desires of Principle of Development Control (PDC's) 26, 27 and 28. The limited car parking provided on-site will be accessed from Bernath Place, located behind the commercial tenancy on the ground floor. The location of the carpark at the rear of the building will satisfy PDC 32(a) as it will be located out of sight from the North Terrace frontage.

The removal of the previously approved onsite guest drop off/porte-cochère accessed from Bernath Place will result in a number of improvements with a greater portion of the ground floor able to be activated and a reduction in traffic within Bernath Place and crossing the North Terrace footpath. The loading and unloading of guests within North Terrace will provide a significant improvement over the previous approval and satisfies the desire of the Development Plan for improved pedestrian amenity.

Council Wide Provisions

Medium to High Scale Residential/Serviced Apartment

The floor plate and arrangement of apartments throughout levels 2-15 will provide a mixture of studio and one-bedroom apartments with 4 dual-key access rooms per floor (3 on level 15).

The proposal will display a high level of compliance with the relevant provisions of the Medium to High Scale Residential/Serviced Apartment section including:

- clear and legible entrance from North Terrace within the centre of the building;
- efficient and legible circulation spaces on each floor;
- high level of natural light and cross ventilation to all bedrooms and living areas with no reliance on borrowed light;
- balconies that are of a usable and functional width/size and well-integrated within the facade of the building each with a considerable outlook;
- apartment sizes range from 23m² to 276m² which generally satisfies the recommended minimum floor areas;
- ceiling heights of 2.7 metres throughout each floor and 3 metres within the penthouse levels;
- no unreasonable overlooking of adjoining developments or apartments within the building;

- flexible and functional apartment layouts; and
- a sufficient level of accessible car parking is provided on-site.

Overall a high level of amenity is proposed for each apartment as each will include a functional space and appropriate living amenities. Natural lighting and ventilation are provided for all units and within the corridor/circulation space on each level.

The apartment configuration will remain the same across Levels 2-14 (4 studio apartments and 5 one-bedroom apartments) and will vary slightly for Level 15 (3 Studio Apartments and 5 one-bedroom apartments) to accommodate for the pool on Level 16. The number of dual-access rooms will be 4 on Levels 2-14 and 3 on Level 15. Levels 16 and 17 (penthouses) will contain 2 three-bedroom units with associated pool and alfresco area.

Principles of Development Control (PDC) 59 & 70 provide further direction on how serviced apartments should be designed with the following desired parameters:

Type	Minimum Floor Area as per Development Plan	Minimum Private Open Space as per Development Plan	Total Number of Rooms	Proposed Floor Area	Proposed Private Open Space
Studio	30m ²	No Minimum	55	23m ² - 27m ²	4.8m ² (Level 2 Only)
One-Bedroom	50m ²	8m ²	70	41m ² – 57m ²	8.8m ² (Level 2 Only) 2.7m ²
Two-Bedroom	65m ²	11m ²	55	64m ² - 74m ² (Dual Key)	13.6m ² (Level 2 Only) 2.7m ²
3-Bedroom	80m ² Plus an additional 15 square metres for every additional bedroom over 3 bedrooms	15m ²	2	250m ² - 276m ²	70m ² & 85m ²

Of the 127 apartments proposed, 96 apartments are smaller than the recommended minimum floor area within PDC 70 (72% of the total number of apartments proposed). The extent to which the proposed apartments are less than the recommend minimums range from 1m² to 9m². The dual-key configuration will only result in 13 of the 55 rooms (24% of dual-key rooms) being undersized. The size of the proposed units is considered to be acceptable in that a functional space is proposed with each unit with guests having access to the shared gym, outdoor deck and business lounge on the first floor.

It is noted that 90% of apartments in the previous approval, DA 020/A040/18, were smaller than the minimum floor area for a studio and one-bedroom apartment; ranging from 1m² to 6m² under. As such the proposal will have a lower percentage of apartments under the minimum floor area than the previous application.

Although the majority of rooms will not meet the minimum area for Private Open Space (POS) stated in PDC 59, the proposal will offset the shortfall through the provision of communal open space on the first floor. In this instance, the proposal provides an 80m² communal deck, 56m² gym and 60m² business lounge (combined approx. 200m²). The size, configuration and functionality of each space is such that the communal space provided is considered to adequately offset the shortfall of individual private open space. It is noted that none of the serviced apartments in the previous approval met the minimum private open space requirement of the Development Plan.

Overall, it is considered that the level of residential amenity afforded by the quality of the outlook, natural light and ventilation, common areas, outdoor terraces and swimming pool are such that the relatively minor under provision of floor area and POS in some cases is considered to be reasonable and unlikely to materially impact upon the enjoyment of the apartments by future guests and residents.

Crime Prevention

The development will enhance the level of passive surveillance along North Terrace through the installation of floor to ceiling glazed windows along the northern façade with additional glazing along the Bernath Place frontage. The glazing will provide an outlook to both streets from the commercial tenancy, main entrance, reception desk and waiting area. The upper level windows and balconies to the eastern façade will complement the level of surveillance provided from the ground floor tenancy over Bernath Place. A window into the ground floor managers office and first floor staff room on the western façade will allow views into the exit ramp along the western boundary. The inseting of the rear portion of the western façade will increase the general level of visibility and openness for pedestrians utilising the existing connection from North Terrace through to Hindley Street along the western boundary/adjoining car park entrance.

The development will be built to the allotment boundaries along North Terrace, Bernath Place and the rear lane to avoid any areas of concealment. The development as a whole will meet Objective 24 and PDC's 82 and 83 of the Crime Prevention Section.

Noise

An acoustic report was undertaken for the previously approved serviced apartment application upon the subject land. The report assessed the noise impact of the plant and equipment within the building upon adjoining land uses – the Oaks hotels either side. As no detailed design had been undertaken to be able to size and select the level of plant required within the building no firm conclusion could be reached regarding noise impacts. The report concluded that through the future section and acoustic treatment of the plant and equipment it would be possible to achieve the necessary noise limits. As a result a condition of approval was attached requiring that the acoustic treatment of the plant and equipment be confirmed prior to final approval.

The current proposal seeks to locate some mechanical plant at the rear of the first floor with additional plant on each floor (western façade) and at the roof level. No detailed design or selection of the plant has been undertaken at this stage as the service engineers are yet to be engaged to undertake the detailed review of the services required. The applicant is amenable to SCAP imposing a condition upon the approval requiring confirmation that the future selection and treatment of the planting and equipment will generate an acceptable noise level.

Wind

A Pedestrian Wind Environment Statement has been prepared by Windtech, dated 8 April 2020, and attached within **Appendix 3**. The report assessed the potential wind impacts generated by the proposal upon both the adjoining public realm, private balconies and common areas within the development. The report found that the public realm adjoining the subject land is not negatively impacted upon by the proposal. The shielding provided by the subject land and neighbouring buildings, the awning along the North Terrace frontage and the tower setback at Level 2 will all assist in the mitigation of the potential down-wash effects of the building facades. The report did find that common outdoor space on Level 1, the Level 2 balconies and the Level 16 and 17 corner balconies may experience elevated wind levels. The proposal has incorporated the recommendations made in the report to reduce the potential for elevated wind levels in these areas.

Waste

A waste management report prepared by CIRQA is attached in **Appendix 4**. The report details the recommended number of bins for on-site storage of waste and collection service rate. The ability for waste to be collected via the loading dock on Bernath Place and the level of associated traffic movements have been further considered by CIRQA within a separate traffic report provided within **Appendix 5**.

Based on the waste generation assessment, it was recommended that 3 General Waste bins (1,000L), 2 Co-Mingled Recycling bins (660L) and 4 Green Organics bin (660L) be provided on-site. The onsite waste storage room has been designed to accommodate this number of bins with additional space for manoeuvring and washing of bins as required. Waste collection will be undertaken by private contractors and collected every 2 days for General Waste and every 3 days for Co-Mingled Recycling and Green Organics.

Transport and Access

A traffic report prepared by CIRQA is attached in **Appendix 5**. The traffic report notes that the location and arrangement of the access, loading dock and parking provided is acceptable and satisfies the relevant standards. The report summarised the following:

The site will be serviced by four on-site parking spaces as well as on-street parking adjacent the site and public off-street car parks in the broader vicinity. Four bicycle parking spaces will be provided within the site (in addition to the existing eight spaces located within the public realm immediately in front of the site).

Delivery and service movements will be accommodated via a rear loading area. The loading area has been designed to accommodate vehicles up to 8.8 m long trucks (medium rigid vehicles) with a maximum available headheight clearance of 3.9 m.

The level of traffic generated by the proposal will be relatively low, particularly given the level of accessibility associated with active and sustainable transport modes. The primary traffic generation of the proposal will be associated with set-down/pick-up of tourist accommodation guests on North Terrace. It is forecast that there would be less than 20 such movements in the commuter peak periods and that dwell times would typically be less than 40 seconds. A small number of additional movements will be associated with penthouse residents and staff of the tourist accommodation (which will utilise Bernath Place). The overall traffic generation associated will be low and easily accommodated on the adjacent roads.

As noted within the traffic report the level of traffic generated by the proposal is likely to be low and well within the design capacity of adjoining roads. The removal of the onsite guest drop off previously approved on Bernath Place will result in a significant reduction of traffic movements within the side and rear service lane. The onsite loading dock will also limit the potential for interference with traffic within Bernath Place. Overall, the level of access and servicing arrangements is acceptable.



6

CONCLUSION

6.1 SUMMARY

The proposal seeks the construction of a 17-storey mixed-use development upon the subject site. The general design intent of the building seeks to provide an appropriate level of articulation, detailing and range of external materials appropriate for an infill site within the existing North Terrace streetscape. The bulk, mass and scale of the building will be acceptable given the context of the locality and the Capital City Zone as a whole. It is considered that the ability of the proposal to successfully integrate the existing 'Metters Limited' façade will improve the current level of activity, passive surveillance and connectivity to the ground floor levels within both North Terrace and Bernath Place. The general layout of the serviced apartments and penthouse levels will provide a high level of amenity to each apartment through natural lighting, ventilation, functional layouts and amenities.

On balance it is considered that the proposal is not seriously at variance with the provisions of the Development Plan.

6.2 RECOMMENDATION

In summary, I am satisfied the proposed variation is not seriously at variance with the requirements of the Adelaide (City) Development Plan consolidated 16 January 2020.

The proposal shows a high degree of consistency with the relevant provision of the Development Plan to the extent that the proposal warrants the grant of consent from the State Assessment Commission Panel.

Yours sincerely



Damian Dawson

Associate



QUEST APARTMENTS
100 NORTH TERRACE, ADELAIDE
TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

Report title: Quest Apartments, 100 North Terrace, Adelaide
Traffic and Parking report

Project number: 19387

Client: Byld

Client contact: Rob Colangelo

Version	Date	Details/status	Prepared by	Approved by
Draft	06 Apr 20	For review	BNW	BNW
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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed Quest Apartment development at 100 North Terrace, Adelaide. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The proposal is illustrated on Drawings 1997-PL01 to PL13 prepared by Mavtect Design (March 2020, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located at 100 North Terrace, Adelaide. The site is bound by North Terrace to the north, Bernath Place to the east and south and a serviced apartment building to the west. The Adelaide City Council's Development Plan identifies that the site is located within the Capital City Zone (Central Business Policy Area).

The subject site is currently occupied by a commercial (office) building. No direct vehicle access is currently provided for the site, albeit pedestrian access is available via North Terrace, Bernath Place and the rear right-of-way. Figure 1 illustrates the location of the subject site and associated access with respect to the adjacent road network.



Figure 1 – Location of the subject site and adjacent road network

2.2 ADJACENT ROAD NETWORK

North Terrace is under the care and control of the City of Adelaide and classed as a 'ceremonial boulevard'. Adjacent the site, North Terrace comprises two traffic lanes in each direction, separated by the North Terrace East tram line extension. Parking lanes are also located on both sides of North Terrace adjacent the site. The parking lane directly in front of the site (southern side of North Terrace) is restricted to No Stopping between 7:00 am to 10:00 am and 4:00 pm to 7:00 pm weekdays and a Loading Zone at other times.

Traffic data obtained from the Department of Planning, Transport and Infrastructure (DPTI) indicates that this section of North Terrace has an Annual Average Daily Traffic (AADT) volume in the order of 22,600 vehicles per day (vpd), of which approximately 6% are commercial vehicles. A 50 km/h speed limit applies on all roads within the CBD, including North Terrace.

Bernath Place functions as a service lane for the abutting properties. To the east of the site it is approximately 5.8 m wide and reduces to approximately 4.4 m to the south of the site. A 15 m long loading zone is located within the section east of the site.

2.3 WALKING AND CYCLING

The site is located with the 'Primary Pedestrian Area' identified in Adelaide City Council's Development Plan. Footpaths are located on both sides of North Terrace which connect to the broader pedestrian network. No paths are provided in Bernath Place and pedestrians would share the carriageway with vehicles (which is considered acceptable given the very low vehicle speeds that would be experienced in Bernath Place). Signalised pedestrian crossing facilities are provided on North Terrace to the east (approximately 100 m from the site) and west (approximately 150 m) from the site.

No formal cycling facilities are provided immediately adjacent the site. Cyclists would be required to either share the road with vehicles or the footpath with pedestrians. Notwithstanding this, North Terrace is listed as a 'main road' under the South Australian Government's BikeDirect network. Furthermore, North Terrace is listed as a part of the 'Primary Bicycle Network' in the Development Plan.

2.4 PUBLIC TRANSPORT

The subject site is serviced by numerous high-frequency public transport routes. Specifically, the following services operate within close vicinity to the subject site:

- Bus Route 150/150B/150P – Osborne/Largs Bay/Port Adelaide to City;
- Bus Route 155 – West Lakes Interchange to City;

- Bus Route 157/157X – Largs Bay to City;
- Bus Route 281 – Paradise Interchange to City;
- Bus Route 286, 287 – Henley Beach to City;
- Bus Route 286/286A – City to Henley Beach/Underdale;
- Bus Route 288/288S – West Lakes Interchange/Seaton to City; and
- Tram Route 'Botanic' – Botanic Gardens to Entertainment Centre.

Furthermore, the Adelaide Railway Station is located approximately 220 m walking distance from the subject site (approximately 2.5 to 3 minutes walking time). Frequent train services operating from the Adelaide Railway Station include:

- Train Service – Belair to City;
- Train Service – Gawler to City;
- Train Service – Gawler Central to City;
- Train Service – Glanville to City;
- Train Service – Grange to City;
- Train Service – Noarlunga to City;
- Train Service – Osborne to City;
- Train Service – Outer Harbour to City;
- Train Service – Salisbury to City;
- Train Service – Seaford to City; and
- Train Service – Tonsley to City.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the construction of a multi-level tourist accommodation building at 100 North Terrace, Adelaide. The building will include 125-key (Quest) apartments plus two (private) penthouse apartments (both of which will be three-bedroom) and a 147 m² ground floor commercial tenancy. The tourist accommodation will also include approximately 100 m² of reception and office area, a 56 m² gym, 118 m² of meeting/conference facilities plus additional ancillary areas. While there will be 125 individual keys, 55 of the units will be one-bedroom studios which can be leased with an adjacent two-bedroom unit.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a 4-space mechanical car parking stacker. Two of the spaces will be designated to staff of the tourist accommodation and the other two designated for the penthouses (one space each). The spaces will be at least 2.6 m wide and 5.4 m long with an adjacent aisle width of 8.8 m. Such dimensions exceed the requirements of the “Australian/Standard for Parking Facilities – Part 1: Off-Street Car Parking” (AS/NZS 2890.1:2004). Patron and visitor set-down/pick-up movements will be accommodated in the adjacent parking lane on North Terrace (or via the broader road network).

The parking spaces will be accessed via a crossover on Bernath Place (near the south-eastern corner of the site). The crossover will also provide access to the building’s delivery and service area.

3.3 DELIVERIES AND SERVICING

Deliveries and servicing will be undertaken via Bernath Place. The load area will accommodate movements by vehicles up to 8.8 m in length (medium rigid vehicles). There will also be a headheight restriction of 3.9 m for vehicles utilised for deliveries and servicing. Such provisions would be sufficient to accommodate refuse collection vehicles as well as general delivery vehicles associated with the proposed uses.

Figure 2 illustrates the turn path for an 8.8 m long truck accessing the loading area. The figure confirms that such vehicles will be able to enter and exit Bernath Place in a forward direction.

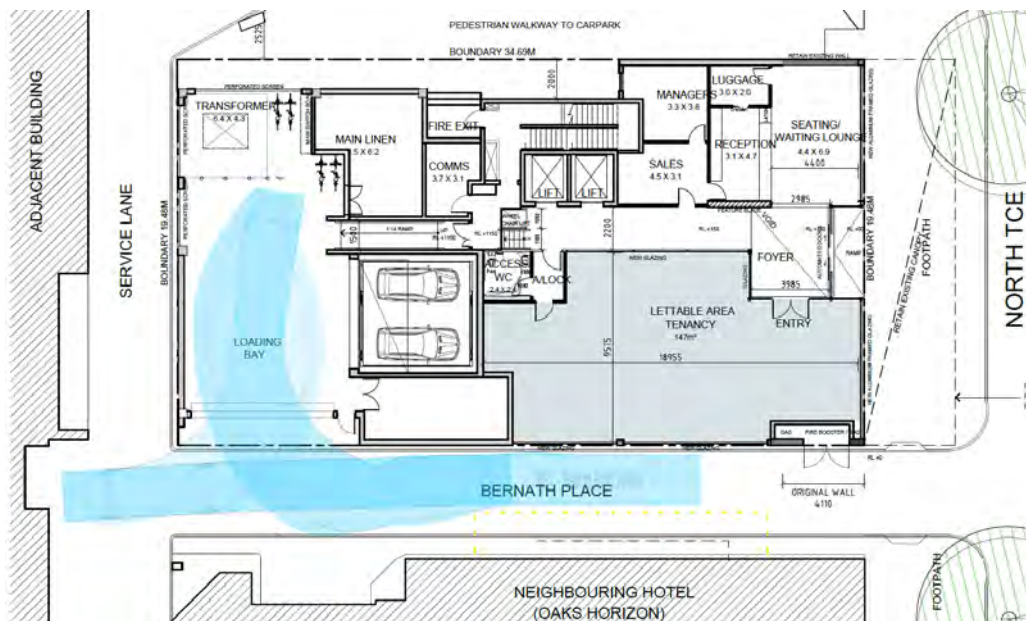


Figure 2 – Medium rigid vehicle turn movements for access to/from loading area

It is anticipated that each refuse stream would be collected every three to four days (refer to the associated Waste Management Statement prepared by CIRQA for additional detail).

Additional deliveries associated with the tourist accommodation and commercial tenancy would also be accommodated within the loading dock. Notably, the level of food service in Quest apartments is limited (i.e. there is no dining room) which limits the number of delivery movements compared to other forms of tourist accommodation. It is expected that in the order of ten delivery movements per day would be associated with the loading dock and that these would generally be undertaken via small trucks, vans or utility vehicles. Such volumes would have minimal impact on Bernath Place. In reality, it is possible that some delivery movements would be undertaken via the Loading Zone adjacent the site on North Terrace.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Adelaide City Council's Development Plan (Table Adel/7) identifies no minimum parking requirement for car parking provision within the subject zone. The proposed provision of four spaces is sufficient to accommodate resident demands for the penthouses plus a proportion of staff parking demand. Such provisions are considered adequate given the subject site's location and proximity to active and sustainable transport facilities/services as well as public (off-street) car parks.

4.2 BICYCLE PARKING

The Development identifies the following bicycle parking rates relevant to the subject proposal:

- serviced apartments – one space per 20 employees and two guest spaces for the first 40 rooms, plus one space for every 40 additional rooms;
- office/ancillary retail – one employee space per 200 m² and two patron spaces plus one patron space per 1,000 m² of gross leasable floor area; and
- high scale residential – two resident spaces per apartment greater than 150 m² plus one space for every ten dwellings.

On the basis of the above, there is a requirement for two employee spaces, eight guest/patron spaces and four resident spaces. The proposed provision of four bicycle parking spaces is therefore short of the Development Plan requirement. However, additional spaces could be identified during detailed design if required (and the application could be conditioned accordingly). It is also noted that eight

bicycle parking spaces are currently located within the footpath immediately in front of the site which would offset a proportion of the demand for bicycle spaces within the site.

5. TRAFFIC ASSESSMENT

Traffic generated by the proposal during the peak commuter periods will primarily be associated with set-down/pick-up movements for tourist accommodation guests. Traffic data reviewed by CIRQA indicates set-down/pick-up movements within the Adelaide CBD for tourist accommodation is typically in the order of 0.15 trips per room. On this basis, there would be approximately 19 peak hour set-down/pick-up trips. These movements would be accommodated on North Terrace (via the existing parking lanes, albeit slight adjustment of the zone immediately adjacent the site would be desirable to assist with the accommodation of such movements).

Dwell times associated with guest set-down/pick-up is dependent on whether guests have luggage or not. However, surveys undertaken by CIRQA indicate such movements are typically completed within 40 seconds or less. There would be adequate capacity on North Terrace to accommodate the above set-down/pick-up movements forecast above.

In addition to movements associated with guests, there would be a small number of trips associated with the parking accessed via Bernath Place. At most, it would be expected that there would be one movement per parking space (equating to four movements in the peak hours). Such a traffic volume would be easily accommodated on Bernath Place.

6. SUMMARY

The proposal comprises the construction of a multi-storey tourist accommodation building with an additional ground floor commercial tenancy and two residential penthouses.

The site will be serviced by four on-site parking spaces as well as on-street parking adjacent the site and public off-street car parks in the broader vicinity. Four bicycle parking spaces will be provided within the site (in addition to the existing eight spaces located within the public realm immediately in front of the site).

Delivery and service movements will be accommodated via a rear loading area. The loading area has been designed to accommodate vehicles up to 8.8 m long trucks (medium rigid vehicles) with a maximum available headheight clearance of 3.9 m.

The of level of traffic generated by the proposal will be relatively low, particularly given the level of accessibility associated with active and sustainable transport modes. The primary traffic generation of the proposal will be associated with set-down/pick-up of tourist accommodation guests on North Terrace. It is forecast that there would be less than 20 such movements in the commuter peak periods and that dwell times would typically be less than 40 seconds. A small number of additional movements will be associated with penthouse residents and staff of the tourist accommodation (which will utilise Bernath Place). The overall traffic generation associated will be low and easily accommodated on the adjacent roads.



**QUEST APARTMENTS
100 NORTH TERRACE, ADELAIDE**

WASTE MANAGEMENT STATEMENT



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DOCUMENT CONTROL

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Waste Management Statement

Project number: 19387

Client: Byld

Client contact: Rob Colangelo

Version	Date	Details/status	Prepared by	Approved by
Draft	3 April 20	For review	BNW	BNW
V1	17 April 20	For submission	BNW	BNW

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1. INTRODUCTION

CIRQA has been engaged to prepare a Waste Management Statement for the proposed tourist accommodation (Quest Apartments) development at 100 North Terrace, Adelaide. This report details the proposed management of waste for the development. The preparation of the statement has included consideration of the requirements and recommendations of Zero Waste's "South Australian Better Practice Guide" (2014) and the Adelaide City Council's "Design Guide for Residential Recycling" (2013).

2. PROPOSED DEVELOPMENT

The proposed development comprises the construction of a multi-level tourist accommodation building at 100 North Terrace, Adelaide. The building will include 125-key tourist accommodation rooms plus two (private) penthouse apartments (both of which will be three-bedroom) and a 147 m² ground floor commercial tenancy. The tourist accommodation will also include approximately 100 m² of reception and office area, a 56 m² gym, 118 m² of meeting/conference facilities plus additional ancillary areas.

The proposal is illustrated on Drawings 1997-PL01 to PL13 prepared by Mavtect Design (March 2020).

3. WASTE GENERATION ASSESSMENT

Based on the relevant guidelines, the following waste generation rates have been adopted for the subject proposal:

- **tourist accommodation**
 - general waste – 5 L per bedroom per day;
 - co-mingled recycling – 1 L per bedroom per day;
 - green organics (including food waste) – 1 L per bedroom per day;
- **business lounge and conference room**
 - general waste – 25 L per m² per day;
 - co-mingled recycling – 5 L per m² per day;
 - green organics (including food waste) – 0.25 L per m² per day;
- **commercial tenancy (assuming a retail use)**
 - general waste – 5 L per m² per day;
 - co-mingled recycling – 5 L per m² per day;
 - green waste (including food waste) – 0.25 L per m² per day;

- **private apartments**
 - general waste – 30 L per bedroom per week;
 - co-mingled recycling – 25 L per bedroom per week; and
 - green organics (including food waste) – 10 L per bedroom per week.

Table 1 summarises the waste generation assessment based on the above rates.

Table 1 – Daily waste generation for the proposed uses

Land Use	Qty	Gen. Waste	Recycling	Organics*
Tourist Accom.	125 rooms	625.0	125.0	125.0
Conference Room	66 m ²	165.0	33.0	1.7
Business Lounge	52 m ²	130.0	26.0	1.3
Commercial	147 m ²	73.5	73.5	3.7
Penthouses	2 units	8.6	7.1	2.9
Total		1,002 L/day	265 L/day	135 L/day

* including food waste

4. WASTE MANAGEMENT SYSTEM

4.1 PRIMARY WASTE STREAMS

The development will include an at-grade bin storage area adjacent the proposed loading bay. The storage area will accommodate general, recycling and organics bins which will be shared between the three land uses (tourist accommodation, commercial tenancy and penthouses).

Waste associated with the tourist accommodation will be collected by hotel staff and transported to the ground floor bin storage area. Waste associated with the penthouses and ground floor commercial tenancy will be transported to the bin area by residents and staff, respectively.

Waste collection will be undertaken by private contractors. Based on the above waste generation assessment, Table 2 identifies the recommended number of bins and services for each waste stream.

Table 2 – Number of bins and service rate for each waste stream

	Bin Size	# of bins	Capacity	Service Rate
General Waste	1,100 L	3	3,300 L	3 days
Co-Mingled Recycling	660 L	2	1,320 L	4 days
Green Organics	660 L	1	660 L	4 days

The above table indicates that general waste will require collection once every three days, whereas co-mingled recycling and green waste will both require collection once every four days. Figure 1 illustrates that the bin storage room will be able to accommodate the above number of bins.

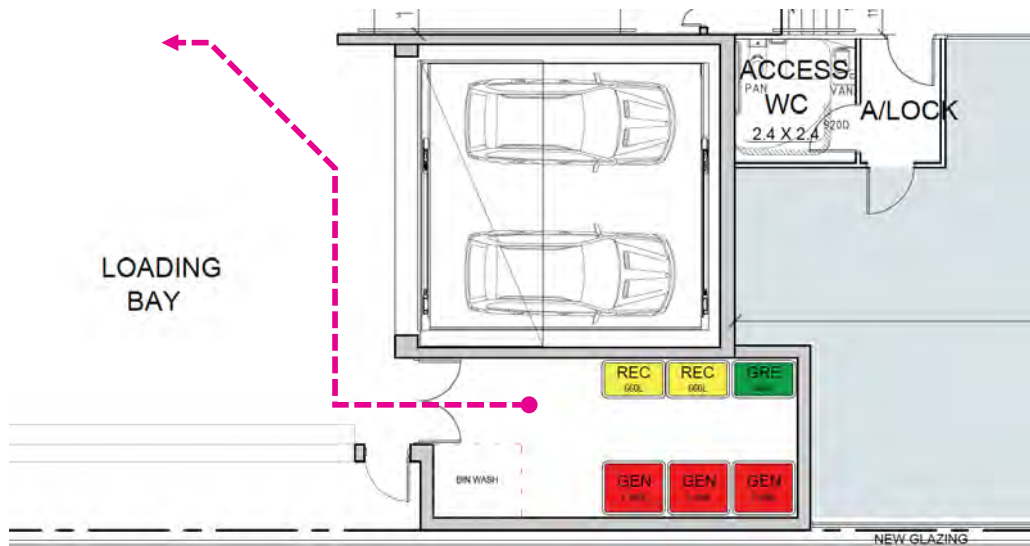


Figure 1 - Bin storage arrangement (commercial tenancy as retail or lower generator)

In addition, consideration has also been given to the additional capacity and collection requirements if the commercial tenancy was provided as a café or similar use (which would result in higher waste generation). In this event, general waste would need to be collected every two days, co-mingled waste every three days and green organics would require three additional bins and collection every three days. Should this occur, there is adequate room within the bin storage area to accommodate the additional organics bins (refer Figure 2).

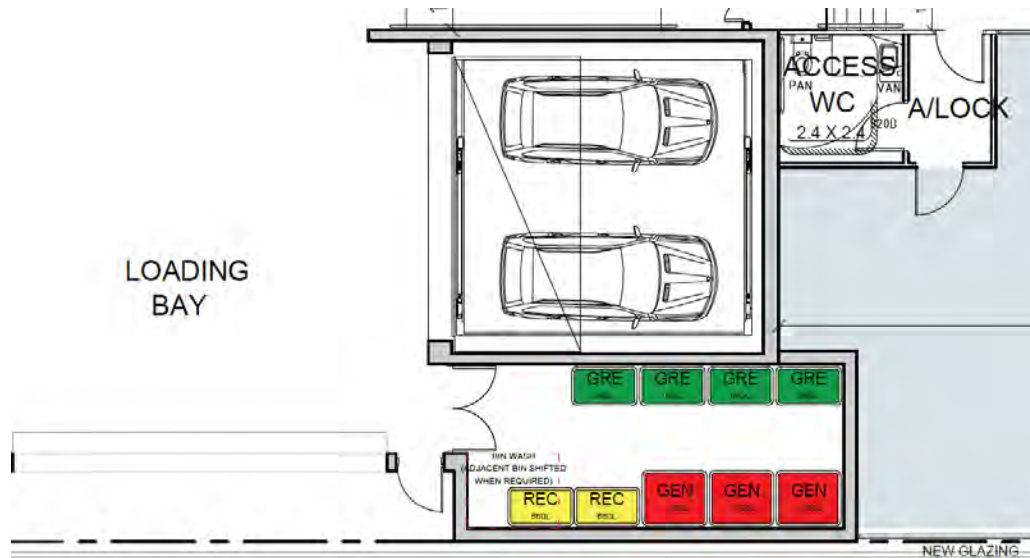


Figure 2 – Alternative bin storage arrangement (commercial tenancy as café or similar)

4.2 OTHER WASTE

In addition to the three primary waste streams, it is noted that, at times, there would be need for hard waste collection. Hard waste associated with the penthouses could be undertaken via Council’s residential hard waste service. Hard waste associated with the tourist accommodation and commercial tenancy could be temporarily stored within the loading bay and collected by private contractor.

Additional waste services required for the tourist and commercial tenancies (confidential documents/shredding, printer cartridges, lighting, etc.) would be organised by site management and undertaken by private contractors, as and when required. Collection vehicles could be accommodated within the development’s loading bay (larger vehicles could also be accommodated in the on-street loading zone on North Terrace adjacent the site).

4.3 BIN CLEANING

A bin wash area is provided within the bin storage room. It is anticipated that the wash area would include associated water and power supplies with grading of the floor to a sewer drain and solid waste trap. Site management would coordinate the washing of bins as and when required (typically undertaken immediately after bin collection). In addition, it is noted that a bin cleaning contractor with self-contained washing systems could also be utilised.

5. TRAFFIC IMPACTS

A separate traffic impact assessment has been prepared by CIRQA in relation to the proposed development (which includes consideration of the commercial

vehicle movements associated with waste collection). In particular, it is noted that between four (commercial tenancy as retail) and eight (commercial tenancy as café) services would be expected each week. It is noted that the adjacent Oaks Horizons' site is serviced by Cleanaway and this contractor has previously advised it could service both sites consecutively. Should this occur, the number of commercial vehicle movements would be lower than identified above. Nevertheless, it is recommended that waste collection be scheduled to occur outside of peak commuter periods.

From: [Damian Dawson](#)
To: [Woehle, Karl \(DIT\)](#)
Cc: [Rob Colangelo](#)
Subject: 100 North Terrace, Adelaide (DA 020/A130/20)
Date: Friday, 30 October 2020 6:45:38 PM
Attachments: [image001.jpg](#)

Hello Karl,

In consultation with the Services Engineer the following ESD features will be included in the development:

1. LED lighting throughout the apartments and common areas. Motion Sensor lighting to all common areas and stair wells.
2. Central HWS Solar Gas system
3. Controlled by Room Management System. Features include:
 - a. Lighting within apartments activate only once card inserted in to card reader.
 - b. Air-conditioning system only operate when apartment is occupied and cut off if windows or doors are opened.
4. Reduced Water Usage Sanitary fixtures
5. Reuse of Fire Testing Water
6. Low E Glazing meet Part J
7. Waste Management. Provide General Waste Bins, Recycled Waste Bins.

It is anticipated that a number of additional ESD initiatives will be incorporated within the detailed design stage.

In regards to the use of the proposed serviced apartments I can confirm that they will be available for short to medium term stays (on average from 1 night to 2 weeks) and will be let, managed and serviced by a national hotel operator.

I can also confirm that the waste room will be mechanically ventilated so as to reduce the potential for any odour impacts.

Regards,

Damian

Damian Dawson | Director



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PEDESTRIAN WIND ENVIRONMENT STATEMENT
QUEST, 100 NORTH TERRACE, ADELAIDE

WE272-02F01 (REV1)- WS REPORT

APRIL 8, 2020

Prepared for:

Mavtec Designs

298A Grange Rd, Flinders Park SA 5025

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DOCUMENT CONTROL

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April 8, 2020	Include Treatment Figures	1	ML	AFM	JG

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EXECUTIVE SUMMARY

This report presents an opinion on the likely impact of the proposed development located at, 100 North Terrace, Adelaide, on the local wind environment at the critical outdoor areas within and around the subject development. The effect of wind activity is examined for the four predominant wind directions for the Adelaide region; namely the north-easterly, south-westerly, westerly and north-westerly winds. The analysis of the wind effects relating to the proposed development was carried out in the context of the local wind climate, building morphology and land topography.

The conclusions of this report are drawn from our extensive experience in this field and are based on an examination of the latest architectural drawings. No wind tunnel testing was undertaken for the subject development, and hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

The results of the assessment indicate that the subject development is relatively exposed to the prevailing wind directions. The potential effects include exposure to direct winds due to a lack of up-wind shielding, corner accelerated flows and downwash winds from the building façade.

Wind conditions along the pedestrian footpath areas are expected to be acceptable for their intended uses or better than/equivalent to the existing wind conditions. The pedestrian footpath areas benefit from the shielding provided by the subject and neighbouring buildings, and the proposed awning along the North Terrace frontage assists in mitigating the potential down-wash wind effects off the building façade. The tower setback on Level 2 will also assist with interrupting the down-wash winds. The proposed balconies are generally well protected as they are set back in the building planform and are only exposed to one aspect. The inclusion of impermeable balustrades is recommended to further enhance the wind conditions.

However, it is expected that there will be an impact on the wind comfort within certain areas of the development, notably the Level 1 common area, Level 2 northern balconies, Level 16 and 17 corner balconies. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies:

Ground Level:

- Retention of the proposed impermeable awning.

First Floor Common Roof Deck:

- Recommended canopy(s)/awning over wind sensitive areas.

Private Terrace/Balconies Areas:

- Awning over the Level 2 northern balconies.
- Full height privacy screens and end screens on the Level 2 northern balconies.
- Retain the proposed 1.8m high impermeable walls on the Level 16 and 17 balconies.

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1 INTRODUCTION

An opinion on the likely impact of the proposed design on the local wind environment affecting pedestrians within the critical outdoor areas within and around the subject development is presented in this report. The analysis of wind effects relating to the proposed development was carried out in the context of the predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The conclusions of this report are drawn from our extensive experience in the field of wind engineering and studies of wind environment effects.

No wind tunnel testing was undertaken for this assessment. Hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection, and any recommendations in this report are made only in-principle.

2 DESCRIPTION OF THE DEVELOPMENT AND SURROUNDINGS

The development site is located at 100 North Terrace, Adelaide. The site is bounded by North Terrace to the north, Bernath Place to the east and south, and the Oaks Embassy building to the west. The neighbouring Oaks Horizon and Oaks Embassy to the east and west, respectively, are of relative height to the proposed development and will offer some shielding.

The site is located along the northern boundary of the Adelaide CBD that is comprised predominantly of low to mid-rise commercial/retail buildings with scattered high rise developments. Further to the north is the Adelaide Convention Centre and the River Torrens.

A survey of the local land topography indicates a general decline towards the north of the site to the River Torrens. An aerial image of the site and the surroundings is shown in Figure 1.

The proposed development consists of an 18 storey high mixed-use building inclusive of Ground Floor. The development consists of common areas and mechanical services on the ground and first floor, with the remaining floors comprised of private residential tenancies. The critical trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are detailed as follows:

- The ground floor pedestrian footpaths along North Terrace, the western walkway to the carpark and along Bernath Place.
- The common roof deck area on the first floor.
- Various private balconies/terraces throughout the development.

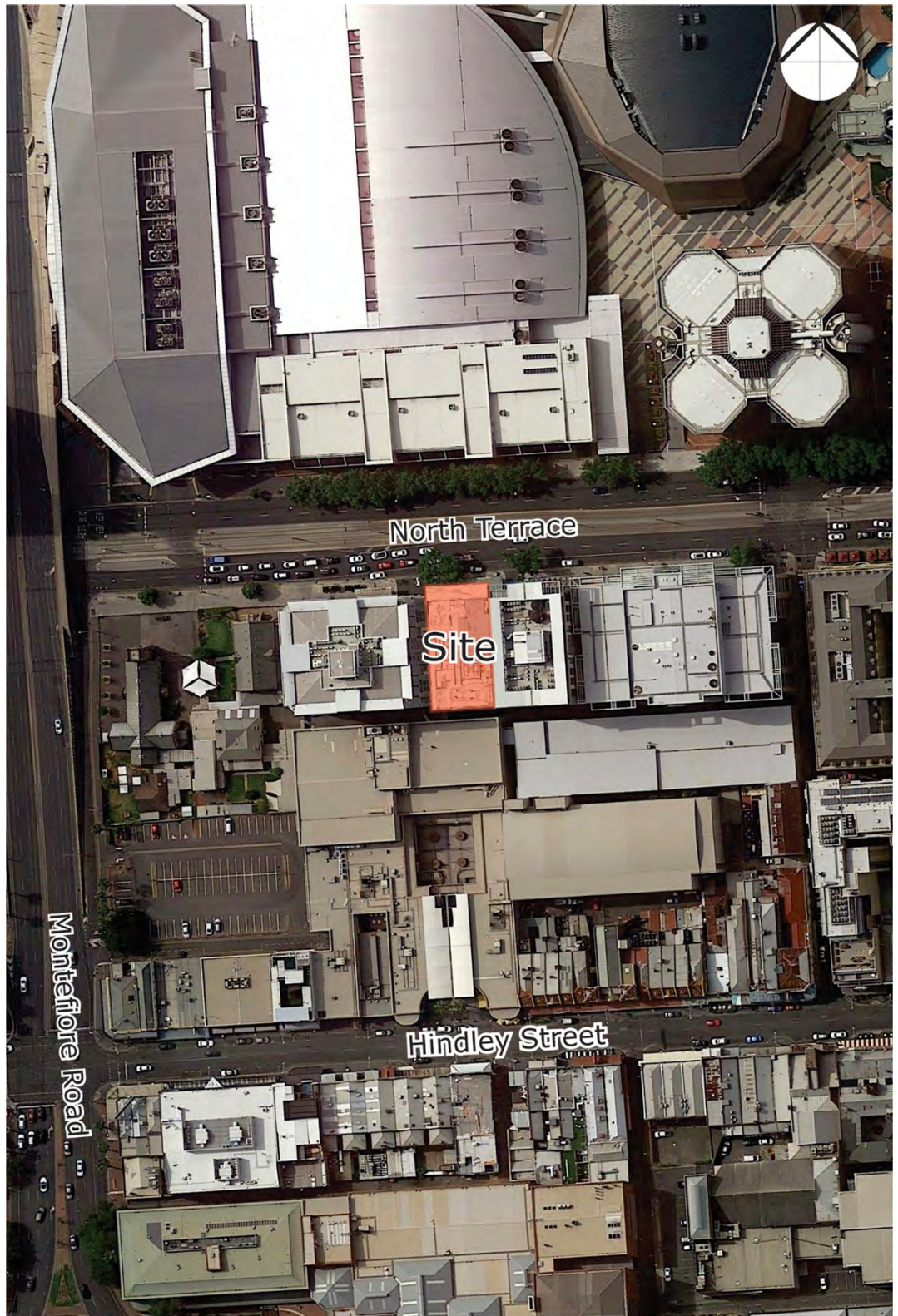


Figure 1: Aerial Image of the Site Location

3 REGIONAL WIND

The Adelaide region is governed by four principle wind directions, and these can potentially affect the subject development. These winds prevail from the north-east, south-west, west and north-west. A summary of the principal time of occurrence of these winds throughout the year is presented in Table 1. This summary is based on an analysis of data recorded from 1955 to 2002 obtained by the Bureau of Meteorology from the meteorological observation station located at Adelaide Airport.

Table 1: Principal Time of Occurrence of Winds for the Adelaide Region

Month	Wind Direction			
	South-Westerly	Westerly	North-Westerly	North-Easterly
Summer	X			
Autumn	X	X		X
Winter	X	X	X	X
Spring	X	X		X

A directional plot of the annual and weekly recurrence winds for the Adelaide region is shown in Figure 2. The frequency of occurrence of these winds is also shown in Figure 2. This plot has been produced based on an analysis of 48 years of recorded directional mean wind speed data (from 1955 to 2016) obtained from the meteorological observation station located at Adelaide Airport.

The strongest winds in Adelaide tend to occur during the spring season and are predominantly from the south-westerly through to the westerly and the north-easterly directions. Westerly through to north-westerly winds do not occur frequently, however when they do occur they tend to be fairly strong, which is usually during the afternoons of the winter months. Winds from the south-west are by far the most frequent and occur throughout the entire year.

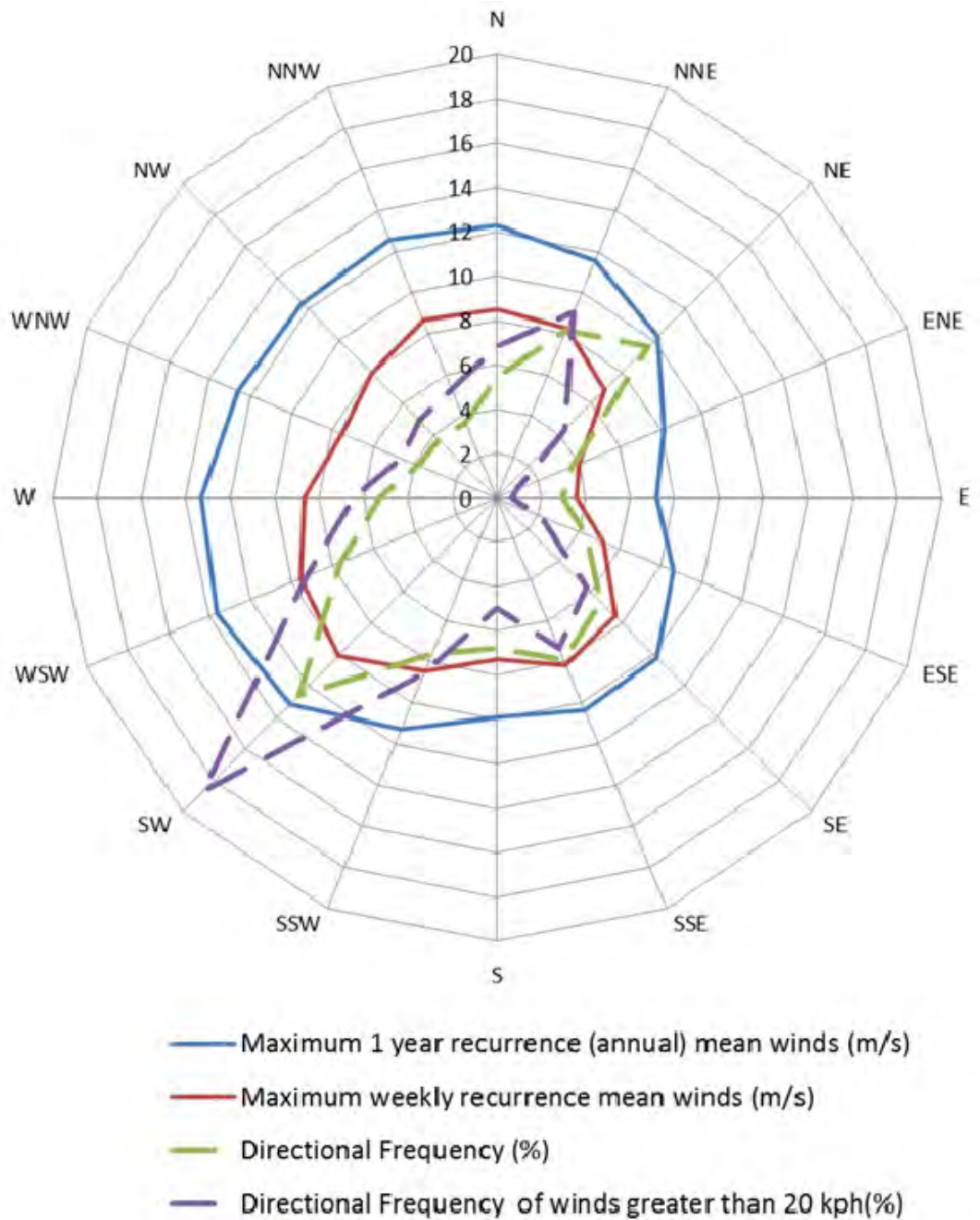


Figure 2: Annual and Weekly Recurrence Mean Wind Speeds, and Frequencies of Occurrence, for the Adelaide Region

4 WIND EFFECTS ON PEOPLE

The acceptability of wind in any area is dependent upon its use. For example, people walking or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Various other researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. Some Councils and Local Government Authorities have adopted elements of some of these into their planning control requirements.

For example, A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table 2 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table 2: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Mean Wind Speed (m/s)	Effects
Calm	0	Less than 0.3	Negligible.
Calm, light air	1	0.3 – 1.6	No noticeable wind.
Light breeze	2	1.6 – 3.4	Wind felt on face.
Gentle breeze	3	3.4 – 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read.
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged.
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant.
Near gale	7	13.9 – 17.2	Inconvenience felt when walking.
Gale	8	17.2 – 20.8	Generally impedes progress, difficulty balancing in gusts.
Strong gale	9	Greater than 20.8	People blown over.

It should be noted that wind speeds can only be accurately quantified with a wind tunnel study. This assessment addresses only the general wind effects and any localised effects that are identifiable by visual inspection and the acceptability of the conditions for outdoor areas are determined based on their intended use. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

5 RESULTS AND DISCUSSION

The expected wind conditions are discussed in the following sub-sections of this report for the various outdoor areas within and around the subject development. The interaction between the wind and the building morphology in the area is considered and important features taken into account including the distances between the surrounding buildings and the proposed building form, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report.

The ground plane will be used primarily for circulation. However, there are potential seating areas such as on the First Floor Common Roof Deck. The recommended criterion for wind conditions for the circulation area is 7.5m/s with a 5% probability of exceedance, whereas the proposed seating areas will need to satisfy a more stringent comfort criterion of 5.5m/s with a 5% probability of exceedance. Although this assessment is of a qualitative nature, the abovementioned criteria are considered when assessing the wind environment impacts.

5.1 Ground Level Areas

The pedestrian footpath along the North Terrace frontage of the site benefits from the shielding provided by the subject development and neighbouring buildings to the direct south-westerly winds, north-westerly and north-easterly winds.

Due to the orientation of North Terrace with the prevailing westerly winds it is expected that sidestreaming effects will occur along the pedestrian footpath. However, this wind condition would be an existing wind condition for the site, and the inclusion of the subject development is not expected to adversely affect the wind conditions along the pedestrian footpath when the prevailing wind is from the west.

The wind conditions experienced along the pedestrian footpath area to the carpark, located under the neighbouring Oaks Embassy building on the western boundary, is expected to be similar to the existing site wind conditions with the inclusion of the proposed development.

The prevailing north-easterly and north-westerly winds have the potential to interact with the northern building façade due to limited shielding at elevated heights and downwash towards the pedestrian footpath areas. The neighbouring Oaks Embassy tower may also contribute to existing down-wash wind effects. Similarly, the north-easterly and north-westerly winds have the ability of side-streaming along the North Terrace pedestrian footpath, which also have the ability to cause local corner acceleration issues at the north-east and north-west corners.

The proposed continuous awning should effectively mitigate any down-washed winds from the prevailing north-easterly and north-westerly winds. The tower setback at Level 2 will also assist with the downwash component.

5.2 First Floor Common Roof Deck

The common roof deck area is located at the south-west corner of the building and is shielded from the prevailing north-easterly, north-westerly and westerly winds from the building itself and the neighbouring Oaks Embassy building. However, the area is exposed to the prevailing south-westerly winds, which have the potential to be captured by the south-western building notch and downwash towards the deck area. It is recommended to include impermeable canopies over wind sensitive areas, including the proposed BBQ areas and any potential seating areas. Note, if the entire area is considered to be wind sensitive for patrons then it is recommended to include an impermeable awning over the entirety of the area, as shown in Figure 3.

5.3 Private Terrace/Balcony Areas

The majority of balconies and private terraces of the development are expected to be suitable for their intended use due to their recessed planform design, exposure to only a single aspect and the shielding provided by the neighbouring Oaks Horizon development.

However, the balconies on Level 2 of the development are exposed to both the direct prevailing north-easterly and north-westerly winds as well as downwash winds from the tower facade. It is recommended to consider an awning/canopy over the northern balconies on Level 2 as well as full height privacy screens and end screens for the Level 2 balconies, as shown in Figure 4.

The Level 16 terrace is exposed to two aspects which potentially exposes the area to corner accelerating winds due to the prevailing north-easterly wind. Similarly, the Level 17 terrace is exposed to two aspects which potentially exposes the area to corner accelerating winds due to the prevailing north-westerly wind.

It is recommended to retain the proposed 1.8m high wall along the north and west perimeter for the Level 16 terrace. An alternative is to implement a full-height impermeable screen along the western perimeter and reduce the height of the northern wall to 1.5m.

It is recommended to retain the proposed 1.8m high wall along the north and east perimeter for the Level 17 terrace. An alternative is to implement a full-height impermeable screen along the eastern perimeter and reduce the height of the northern wall to 1.5m.

It is recommended to include impermeable balustrades for all balconies.

Treatments Legend

Recommended awning

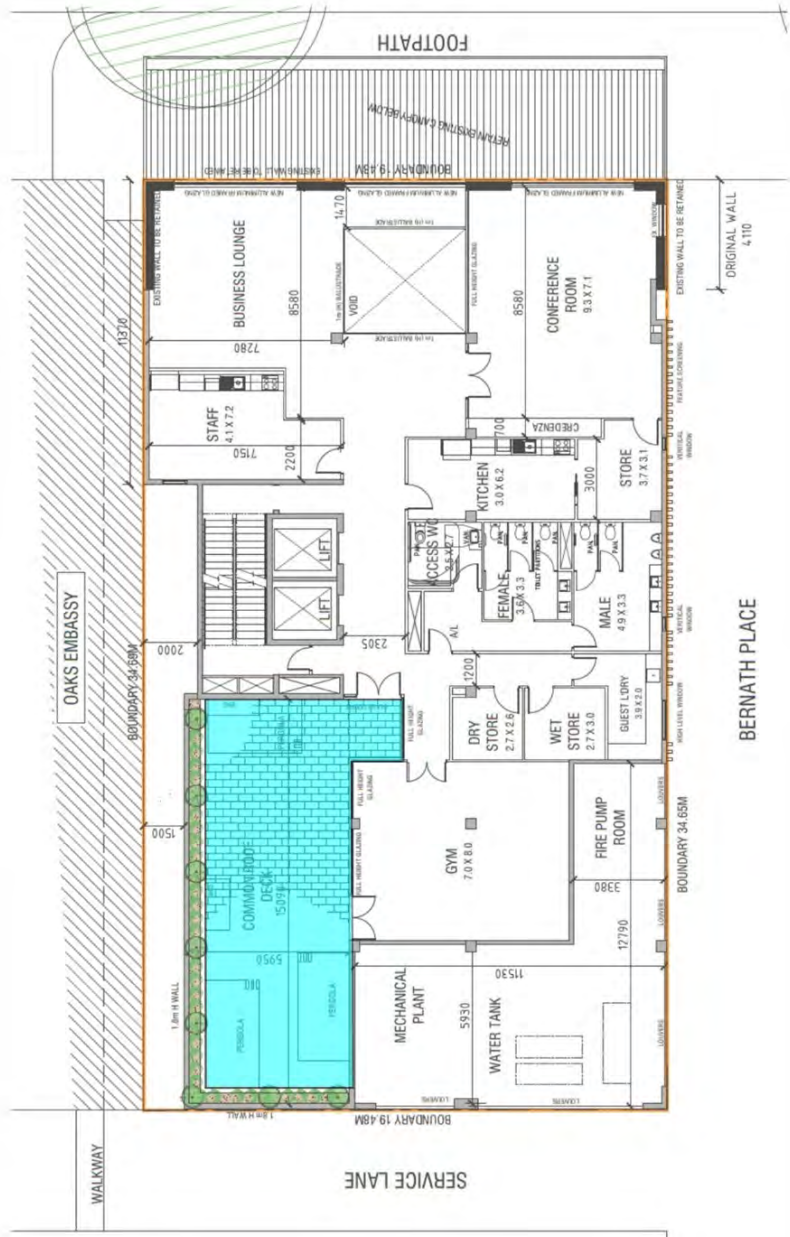


Figure 3: Suggested treatments (First Floor)

Treatments Legend

- Full height end screens
- Full height privacy screen
- Recommended awning

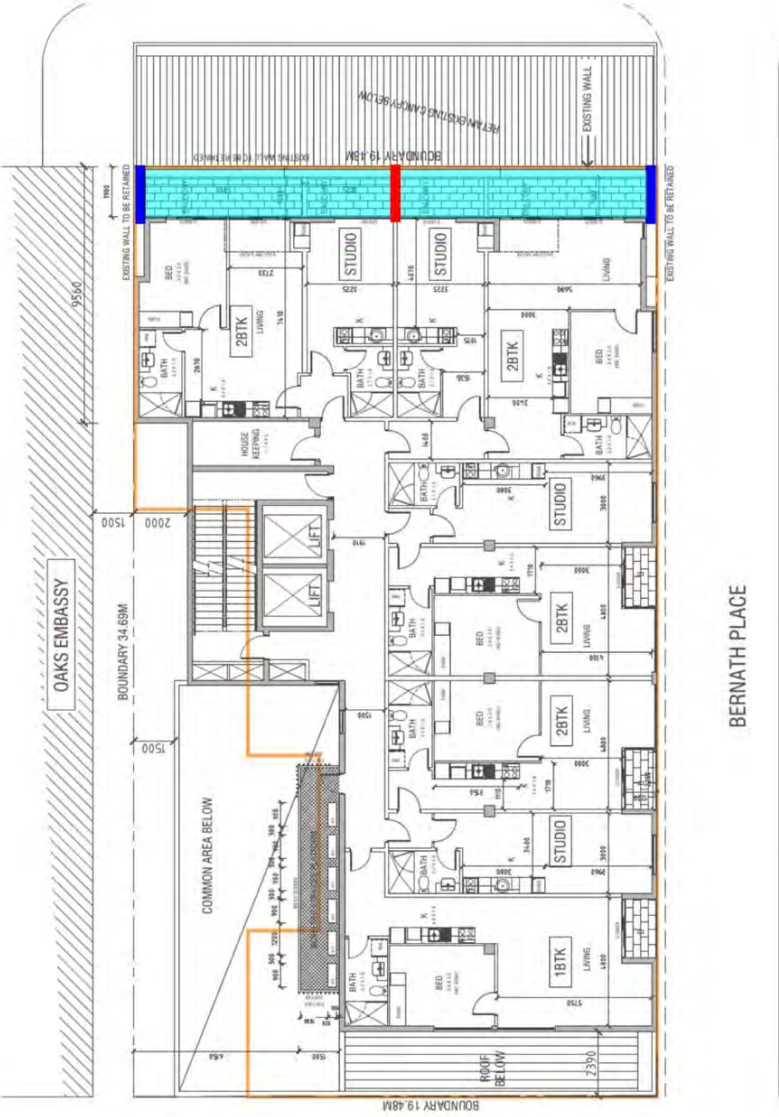


Figure 4: Suggested treatments (Level 2)

6 REFERENCES

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File No:
2019/15701/01

25 June 2020

Ref No:
15666712

Karl Woehle
Planning Officer
Department of Planning, Transport and Infrastructure
Level 1, 211 Victoria Square
Adelaide SA 5000

For the attention of the State Commission Assessment Panel

98-100 North Terrace, Adelaide

Further to the referral 020/A130/20 received 5 June 2020 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel I would like to offer the following comments for your consideration.

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

I support the development of serviced apartment accommodation in this location and I strongly support the retention of the Metters Limited facade. I also support the activation of North Terrace that extends into Bernath Place. I am on the opinion that a development of the proposed scale on North Terrace has a responsibility to deliver a high quality design outcome particularly in relation to the built form, materiality, user amenity and architectural expression. In my view, there are aspects of the proposal that require further consideration and refinement in order to fulfill this responsibility and to achieve the best possible design outcome for this prominent site.

The proposal is for a 17 storey serviced apartment building designed for Quest apartments. In addition to serviced apartments, the proposal includes a ground floor reception area and lounge, a separate lettable tenancy, back of house, loading bay, car lift, and business facilities services and a gym on level one. Private penthouse apartments are also proposed on levels 16 and 17. The scheme retains the existing Metters Limited facade and canopy fronting North Terrace and a portion of the east and west facades.

This section of North Terrace is typically characterised by commercial development including the Adelaide Convention Centre and Riverside Centre to the north and Oaks Embassy and Oaks Horizon developments to the east and west. Bernath Place, a single lane service road, wraps around the site's east and south boundaries. A three lane wide driveway accessing the public carpark to the south, pedestrian walkway and egress stair exists to the west of the site with the Oaks Horizon building located above. Level one of this development abuts the Metters Limited building. The adjoining Oaks Embassy and Oaks Horizon buildings are approximately 53 to 56 metres tall and are characterised by distinctive base treatments with glazed shopfronts to North Terrace, highly articulated precast facades with framing elements, glass balustrades and butterfly style roofs. The eastern facade of the adjoining Oaks Embassy is set back approximately 1.5 metres from the site's shared boundary and includes full height glazing and balconies that overlook the subject site.

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File No:
2019/15701/01

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In principle, I support the proposed height of 68.5 metres. However, my support is contingent on the delivery of a high quality design outcome, particularly in regard to the expression of the overall form and contribution to the North Terrace streetscape, which is not yet convincing. I acknowledge the design development that has occurred following Design Review, including the increased western setback that goes some way to addressing the challenging Oaks Embassy interface issues. I also acknowledge the increased northern setback of the new built form that assists in distinguishing the building base and I support the general approach to the tower facade composition that seeks to reference the proportions of the Metters Limited building. In my view, however, further refinement of the overall design is required to achieve a cohesive expression.

The proposed development retains the facade of the Metters Limited building, which I strongly support. In my view, the historic character of this circa 1928 Woods Bagot building contributes significantly to the quality of the North Terrace streetscape and public realm. The unique quality of the Metters Limited facade also provides a point of difference for this serviced accommodation offering. I support the intent to reinstate the North Terrace window treatments and reference the original window frame design indicated in the historic photograph at ground level. Delivery of the finely detailed, slender steel window frame character will be critical to the successful integration of the historic facade, and I urge careful consideration of the material quality and detailing in the next stage of design development. Proposed works below the canopy line include removal of existing sections of solid wall and the introduction of new aluminium framed shopfront style glazing and a fully glazed recessed entry. I understand this approach for a highly transparent frontage is consistent with historic photographs, which I support. In my view, the opportunity exists to further strengthen the fine grain quality of the ground floor fenestration through the use of steel framed window suites and mullions to further articulate the large expanses of glazing. I also recommend further review of the treatment of the retained sections of facade below the canopy line with the view to complementing the original level one tiled facade. The building signage design and location will also require careful consideration and an integrated response.

In principle, I support the activation of Bernath Place with the glazed return wall of the tenancy and the window design that references the North Terrace fenestration. However, I am concerned by the material quality and expression of the east elevation and I recommend further review of the design of the building base to strengthen its built form relationship to the Metters Limited facade and reinforce the podium effect. This includes, but is not limited to, the proportion, composition and expression of the level one windows.

The new built form is set back 1.9 metres from the northern boundary, creating a continuous balcony behind the Metters Limited parapet on level two. I support the proposed northern setback that assists in distinguishing the building base and the retained facade. Additionally, I support the highly glazed expression of level two and slender steel framed canopy that assist in providing a transition between the building base and tower.

The proposed northern elevation above level three is characterised by three rectangular framed elements that seek to reflect the proportions of the Metters Limited facade. Each element is further articulated by black mouldings that frame two to three building levels. The serviced apartment room modules are expressed within the frames, comprising full height sliding doors, recessed balconies with glazed balustrades and full height windows detailed with horizontal and vertical mullions. I support the overall intent for the architectural expression, including referencing of the Metters Limited facade proportions and fenestration. However, I am not yet convinced

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by the complexity of the composition of the window mullion geometry. I am also not convinced by the resolution of the top of the building, and in particular the literal referencing of a decorative parapet and signage, and the potential impact of the parapet on outlook from the level 17 penthouse. The visualisations indicate a white finish to the precast, however the elevations indicate an acid wash finish. In principle, I support the colour scheme indicated in the visualisations on the basis that this is an integral finish. To this end, I recommend confirmation of the design intent for the building finishes supported by accurate visualisations and a physical material samples board. The architectural expression of the upper penthouse levels also appears unresolved, in particular the material treatment of the stair and lift core. I recommend further review and refinement of the overall architectural expression, with the view to achieving a more singular and simplified design outcome that takes subtle design cues from the Metters Limited facade in lieu of direct references. I also recommend further consideration of integral solar shading to reduce reliance on glazing performance to address solar loads. Review of the design of the northern ends of the east and west elevations is recommended to strengthen the building's expression in the round and present a more cohesive expression from oblique views. This includes review of the east elevation wide and narrow vertical slot window arrangements and continuous vertical moulding cognisant of the north elevation proportions and modulation. I also note the balcony locations are not accurately represented on the east elevation. Treatment of the west elevation also requires careful consideration given its proximity and interface with the adjacent development. I recommend further consideration of the material quality and articulation of the significant expanse of blank facade supported by the provision of material samples to confirm high quality durable finishes.

I strongly support guest drop off on North Terrace as this maximises opportunities for streetscape activation that extends into Bernath Place. I note the site has a cross fall of approximately 0.4 metres from east to west along North Terrace and 1.5 metres from north to south. I support the rationalisation of internal ramps which achieves a level floor in the public areas. I also support the location of the conference room and business lounge on level one overlooking North Terrace and the inclusion of a double height void over the entrance foyer that provides visual connections between the public spaces. The visual and physical permeability between the foyer and tenancy is also positive, as this improves the experiential quality of the compact circulation to the lifts.

I support the reduction in the building footprint following Design Review and I acknowledge the introduction of the common deck in the south west corner, which has allowed for some improvement of the amenity of the serviced apartments and shared circulation spaces and reduces the impact on the adjacent Oaks Embassy. I note that the environmental conditions in the common deck area may be challenging, particularly in terms of natural light access. I recommend ongoing consideration of the landscape design in the next stage of design development to maximise the amenity of this space.

I acknowledge the efficiency of the internal layouts of the serviced apartments and Quest's operational requirements and minimum dimensions. Notwithstanding this, I recommend consideration be given to future adaptability of the serviced apartments including alternative configurations that remove inboard bedrooms.

The proposal includes penthouse apartments on levels 16 and 17. I support the significant northern setback of penthouse 2 on level 17 allowing for a deep north facing balcony. However, I recommend further review of the apartment layout with the view to locating living areas to the north to optimise the northern aspect and outlook. I am also concerned by the proximity of the pool and alfresco area to the adjoining development and the dual lift access arrangement. I support the approach to provide a

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generous north-west alfresco area and north facing living area for penthouse 1 on level 16, however I am concerned by the location of a bedroom directly adjacent the plant room. I recommend further review of the penthouse apartment layouts generally to maximise user amenity, outlook and environmental performance. I also urge further consideration of the shared lift arrangement and sense of address for the penthouses at ground level, cognisant of the prestigious North Terrace location.

The proposal includes a bicycle parking area within the loading bay adjacent to the transformer and linen room. I recommend further consideration of the location of bicycle storage to ensure safe and convenient access for all users. I also urge consideration of End of Trip facilities.

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

- Review of works to the retained Metters Limited facade including the ground floor fenestration design and material quality, the treatment of the retained sections of facade below the canopy line and signage design and locations
- Review of the expression and material quality of the first two levels of the east elevation with the view to strengthening the built form relationship with the Metters Limited facade and reinforcing the podium effect
- Review of the architectural expression of the new building element including the composition of the window mullion geometry, the parapet expression and signage and the material treatment of the stair and lift core
- Provision of integral shading to reduce reliance on glazing performance to address solar loads
- Review of the design of the northern ends of the east and west elevations to strengthen the building's expression in the round and present a more cohesive expression from oblique views
- Review of the material quality and articulation of the west elevation blank facade
- Review of the penthouse apartment layouts to maximise amenity, outlook and environmental performance as well as the shared lift arrangement and sense of address at ground floor level
- Review of the location of bicycle storage and consideration of End of Trip facilities
- Provision of material samples to confirm selection of high quality durable finishes and glazing transparency

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

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



From: [Newland, Sophie \(DIT\)](#)
To: [Woehle, Karl \(DIT\)](#)
Subject: RE: 100 North Tce - amended plans and response to ODASA comments
Date: Wednesday, 14 October 2020 3:45:52 PM
Attachments: [image007.jpg](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.jpg](#)
[image013.jpg](#)

Dear Karl,

We have reviewed the revised drawings (rev.G September 2020), letter by Mavtec Designs received 23 September 2020 and materials sample board received 8 October 2020. We acknowledge the information provided is in response to the Government Architect's (GA) referral letter dated 25 June 2020, and provide the following comments for your consideration.

The GA acknowledges and supports the following changes:

- Reduction in overall height from 68.5 to 67 metres
- Development of the overall architectural expression, including:
 - The finely detailed, slender steel window frame character which is consistently applied across the podium, tower and penthouse levels.
 - The change in proportion and composition of the east elevation level one windows to strengthen the relationship with the Metters facade and the tower above.
 - Facade articulation of the east elevation through inclusion of continuous vertical moulding and black feature blades to level one.
 - Resolution of the top of the building and refinement of the north facing parapet.
 - Reduction in size of all external signage.
- East elevation balcony locations have been documented accurately.
- Amendments to the penthouse levels including separate lift lobbies for security and privacy, reduction in height, consistent approach to the fenestration, expressed joints and inclusion of steel blades and canopies, which add a fine grain detail and assist in reducing the scale and bulk of the upper levels.

While the GA supports the abovementioned amendments, the following aspects of the design require confirmation and/or further consideration:

- Vertical recess (east elevation) - A black coloured vertical recess between the Metters facade and new wall on the ground floor is proposed to distinguish between the old and new work, which is supported in principle. The GA recommends that this design approach is continued to level one with a view to provide a consistent break and articulation between the old and new work. Confirmation of the material finish of this recess and the continuous horizontal black element is also recommended.
- Level one window (east elevation) - The large window on level one shown on the east elevation is not yet indicated on the plan.
- Interface with adjacent west development - The inclusion of expressed joints in the precast concrete to the west elevation is noted. It is acknowledged that the west elevation will be predominantly obscured from street view. However, the GA remains concerned about the proximity and interface with the adjacent development. The GA recommends provision of a section drawing to demonstrate the interface with the existing Oaks development including dimensioned setbacks and window adjacencies to confirm any privacy and amenity impacts.
- Interface with adjacent east development - In principle, the GA supports the reconfiguration of the level 17 penthouse to provide the living area, master bedroom and balcony with northern aspect and outlook. However, the GA remains unconvinced by the location of the pool in the south east corner in relation to solar access and privacy given the proximity of the adjacent development. The GA recommends provision of a section drawing to demonstrate the adjacent context, including setbacks and window adjacencies to confirm any privacy and amenity impacts.
- Entry to bicycle store - Relocation of the bicycle parking area adjacent the accessible toilet and airlock with direct access from Bernath Place is supported, however the GA recommends review of the steps to the entry to ensure convenient access.
- Materials and colours (general) - In principle, the GA supports the design intent for a limited two tone exterior colour palette with feature timber-look soffit lining. However, the colours and materials have not yet been accurately demonstrated in the documentation. The GA acknowledges the provision of a physical material samples board, however recommends the final selections and locations of all colours and materials are confirmed on all elevation drawings. The materials board notes that all glazing is proposed as 'Super Grey' High Performance Glass, which appears to be a dark tone. The elevations and perspectives indicate a clear or blue glass, and the darker glazing will alter the overall expression of the building. The GA recommends provision of updated elevations and visualisations that accurately reflect the glazing selection.
- Precast concrete finish - The colour of the precast walls and feature concrete moulding on the north elevation have been amended to one colour with the view to achieve a cohesive expression and complement the tone of the Metters facade. The GA recommends confirmation be provided of the method of achieving this colour, noting a high quality integral finish is recommended. The GA does not support the use of painted and/or applied finishes for buildings of this scale as they present challenges for durability, longevity and ease of maintenance.
- Adaptability - For longevity reasons, the GA recommends demonstration of the future adaptability of the serviced apartments including alternative configurations that remove inboard bedrooms.

We anticipate the following will also be resolved during the next phase of design development:

- Sun hoods - In principle, the GA supports the design intent for sun shading devices to the northern elevation to reduce the reliance on glazing performance and provide visual articulation. The GA recommends careful consideration of the window hood detailing to ensure the hoods are integrated with the overall facade design.
- Podium parapet (east elevation) - Portions of the feature concrete moulding appear to overhang the top of the podium parapet. The GA recommends demonstration of the design intent for the podium and the interface with the original facade.
- Acoustic treatment - The GA remains of the view that the provision of plant rooms directly adjacent bedrooms does not reflect good practice in apartment design, however the inclusion of an acoustic wall for separation between the plant room and bed two on level 16 is encouraging. The GA recommends ongoing development of this detail to ensure mitigation of acoustic impacts.

Regards,
Sophie Newland | Design Advisor
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From: Woehle, Karl (DIT)
Sent: Wednesday, 23 September 2020 10:35 AM
To: Newland, Sophie (DIT) <Sophie.Newland@sa.gov.au>
Subject: FW: 100 North Tce - amended plans and response to ODASA comments

Hi Sophie,

Please find attached revised drawings for 100 North Terrace, Adelaide.
Could you please review and provide revised comments.

Kind Regards

Karl Woehle
Planning Officer
Planning & Land Use Services
Attorney-General's Department
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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: Damian Dawson [<mailto:damian@planningchambers.com.au>]
Sent: Tuesday, 22 September 2020 9:19 PM
To: Woehle, Karl (DIT) <Karl.Woehle@sa.gov.au>
Subject: 100 North Tce - amended plans and response to ODASA comments

Hello Karl,

Please find attached an expanded and revised set of architectural plans for the proposed development at 100 North Terrace.

Mavtec Designs has undertaken a review of the comments provided by the Government Architect and have made a number of amendments to the proposal in response. In addition a number of renders have also been prepared to more accurately reflect the proposed finish of the building.

The referral comments from the Government Architect have been invaluable in further shaping the design and achieving an elegant design which pays an appropriate level of reverence to the former Metters Ltd building.

Attached is a short commentary from Mavtec Designs in response to the Government Architect's comments. The plans have been further revised since this commentary was prepared but the content of the commentary remains applicable.

A sample board is being prepared and is expected to be ready by the end of the week. I will arrange to have it delivered to you or ODASA.

It is hoped that the Government Architect can review the amendments and provide updated comments to assist the SCAP delegate in finalising their assessment of the proposal. The applicant is open to accepting conditions and/or reserved matters requiring additional information following the grant of Development Plan Consent, if considered necessary by either the

Government Architect or the SCAP delegate.

I am happy to discuss the amendments with you further if required or arrange a meeting between the design team and ODASA if that would be helpful in finalising any further referral comments.

As previously discussed the applicant is keen to progress this matter and sign the necessary contracts and agreements with the hotel operator.

Thank you for your ongoing assistance in this matter.

Regards,

Damian

Damian Dawson | Director



Planning Chambers Pty Ltd

A: 219 Sturt Street, Adelaide SA 5000

P: (08) 8211 9776 | **M:** 0408 227 493

E: damian@planningchambers.com.au



Please consider the environment before printing this email

25 June 2020

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

To Whom it May Concern

/

DEVELOPMENT NUMBER: 020/A130/20
APPLICANT: Byld C/- Planning Chambers
NATURE OF DEVELOPMENT: Partial Demolition and construction of a 17 storey mixed-use building comprising tourist accommodation, associated hospitality facilities and retail
SUBJECT LAND: 98-100 NORTH TCE ADELAIDE SA 5000

The application has been assessed and the building at an approx. proposed height of RL 99.80m 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 4.8 metres.

The final overall height including all structures and masts will need to be provided to the airport in Australian Height Datum (AHD) to commence the approval.

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 Limited
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Adelaide Airport
South Australia 5950

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ABN 78 075 176 653



CITY OF
ADELAIDE

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ABN 20 903 762 572

Enquiries: Phil Chrysostomou 8203 7146
CoA Ref: S10/44/2020
SCAP Ref: 020/A130/20

9 July 2020

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/44/2020
Applicant: BYLD
Address: GF-1F 98-100 North Terrace, ADELAIDE SA 5000
Description: Partial Demolition and construction of a 17 storey mixed-use building comprising tourist accommodation, associated hospitality facilities and retail

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

TECHNICAL COMMENTS	
URBAN ELEMENTS	<ul style="list-style-type: none">All temporary and permanent relocations of bins, signs or furniture/bike racks need to be approved in writing by CoA
ROADS / FOOTPATHS ENGINEERING	<ul style="list-style-type: none">Any damage caused to CoA's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.Extent of make-good works to be agreed on site between City of Adelaide and contractor, then formally submit via email for CoA to accept, prior to works commencing.CoA will inspect the works after completion for standards and specification compliance. Any non-compliance will need to be rectified at the developers costs to Councils' satisfaction.Existing boundary (back of path) levels must not be modified. Finished floor levels and entry point levels should be based around retaining the existing back of path levels, unless approved in writing by CoAFootpath reinstatements associated with works will need to match surrounding materials and pavement composition, unless approved in writing by CoA (reinstatement details



	provided within CoA City Works Guidelines).
TORRENS & STORM WATER	<ul style="list-style-type: none"> • Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to North Terrace by underground. • Where City of Adelaide (CoA) underground stormwater infrastructure is available within the road reserve (boundary to boundary), CoA requires developments to install new underground stormwater property connection(s) into CoA's stormwater infrastructure. • Where CoA underground stormwater system is not available, CoA supports, but does not require, the installation of new stormwater infrastructure within the public realm to facilitate underground stormwater property connections. • Where surface (checker plate) connections are proposed, the number of stormwater surface connection points should be minimized, with flows spread evenly between connections. The combined surplus capacity of the checker plate drains shall not exceed 15L/s. • Council supports the capture, storage and reuse of stormwater runoff for irrigation of landscaped elements and toilet flushing throughout the building. • Landscaping: <ul style="list-style-type: none"> ○ Any collected irrigation seepage water from landscape areas, green walls, planter boxes or rooftop gardens must be either discharged to sewer or an irrigation recycled water reuse system. Collected seepage water should not be discharged to the building stormwater system. "Seepage" water does not include stormwater runoff from landscaped areas which can be discharged to the property stormwater system. • Pools: <ul style="list-style-type: none"> ○ Any collected swimming pool splash water must be either returned to the swimming pool filtration system, discharged to a proposed building recycled water system or discharged to sewer. Collected swimming pool splash water must not be discharged to the property stormwater system.
LIGHTING / ELECTRICAL / CCTV	<ul style="list-style-type: none"> • The development proposes to keep the existing canopy, as part of the development works we seek for additional canopy lighting to be installed to meet CoA's under veranda/awning lighting requirements shall be installed. • The existing street lighting in North Terrace is owned and maintained by City of Adelaide and consists of lighting columns with street lighting affixed and also underground electrical cabling and pits. • The proposed development works may impact on the public

	<p>lighting within the proximity of the development site.</p> <ul style="list-style-type: none"> • All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer. • Obtrusive Lighting – Lighting design and installation to be fully compliant with Australian Standard - AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting. Sign off by consultant required to confirm compliance. In addition, provide relevant lighting calculation grid detailing property boundary lines for Councils review and records. • All damage to CoA's infrastructure, including damage to public lighting and u/g ducting etc caused by projects works or loading of site crane onto pathways will be repaired to meet Councils requirements and the cost of the developer. • Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
<p>TRAFFIC / TRANSPORT</p>	<ul style="list-style-type: none"> • Additional bicycle parking should be provided to meet the requirements of the Development Plan. The bicycle parking proposed appears to restrict access to the main switchboard and partially obstruct access to the linens room. • The applicant should note that whilst the existing loading zones in front of the development permit passenger loading, the proposed change to no parking zones will be subject to a consultation process. Additionally, we are presently reviewing the existing peak no stopping restriction with the aim of its removal at this site.
<p>WASTE</p>	<ul style="list-style-type: none"> • The waste management information contained in the development assessment report and in the CIRQA waste management statement recommend 3 General Waste bins (1,000L), 2 Co-Mingled Recycling bins (660L) and 4 Green Organics bin (660L) – collection every 2 days for General Waste and every 3 days for Co-Mingled Recycling and Green Organics). • It is understood that this building is not a service-entitled premise in regard to City of Adelaide's waste collection services – as it is a major commercial venue and it requires multiple collections per week. Building management will need to engage a private contractor for all collections, including all hard waste collections. • I am concerned that the bin storage room does not seem to provide enough space for hard waste and additional waste services (confidential documents, lighting, etc.), in addition to the bins, particularly in the scenario in which the commercial tenancy is a café or similar.

	<ul style="list-style-type: none"> • It is not clear that the bin storage room is ventilated. This is an important feature, especially considering that there will be storage of organic waste for a fairly long period of time each week (with one collection every four days). This can be particularly problematic during summer, with the potential incidence of odours. • Internal access from the lift area to the bin storage room seems to be somewhat challenging with regards to distance potential obstacles.
STREET TREES	<ul style="list-style-type: none"> • All works around street trees is done in accordance with AS 4970-2009 Protection of Trees on Development Sites • Any requirement to prune CoA trees is to be done ONLY by CoA staff once permission is granted. • Tree removal will only be allowed when all alternative development options have been exhausted. • Tree removals will activate the application of the CoA Amenity Tree Valuation Formula. The resultant valuation will be added to all other tree removal/replacement costs to be borne by the developer.

SUGGESTED ADVICES

Footpath Levels

The existing footpath level shall not be modified to suit the floor level of the entry point to the development, unless otherwise agreed to by the Council in writing.

Yours faithfully



Phil Chrysostomou
PLANNER – PLANNING ASSESSMENT



Ref No: 15666712

File No. 2019/15701/01

For the attention of Kristeen Mackay (South Australian Government Architect) and the State Commission Assessment Panel

In response to your comments dated 25 June 2020, we have listed our key amendments below, and attach the amended planning drawings: PL01 - PL18 REV. E, which now include 3D rendered images.

Mavtect Designs Responses:

- The geometry of black steel framed mullions have been rearranged to further complement the Metters building Art Deco facade
- Revised fenestration provides a slender, linear appearance with stylised, geometric ornamentation, enhancing the elegance of the building and street scape appeal.
- Further refinements of the window treatment to the ground floor entry and eastern façade, transcends the revised framing configuration.
- The window geometry is captured via the ground floor lobby void, which enhances the podium effect and relationship between the public areas on the ground and first level.
- Architectural expression of the Metters Building Art Deco style is featured on the upper level facades, demonstrating a series of setbacks that create a stepped outline via low-relief banding around windows and along the parapet walls. The banding adds an element of depth and now matches the colour of pre-cast, in lieu of the contrasting black in previous designs.
- The inclusion of black aluminium blades along the first floor of the eastern façade minimise the expanse of precast, whilst complementing the building's holistic material theme and colour palette.
- The rectilinear mullion geometry provides a cohesive theme across the entire building as reflected on the upper level windows and further expressed in the form of a rebated pattern to the precast concrete.

- We propose a thin blade to wrap around the northern glazing. This will provide additional shading and emphasise depth to the facade, without distracting the built form.
- We have re-assessed the scale of the northern parapet to minimise obstruction of views from the level 17 penthouse, whilst achieving proportionality to the building. Taking cues from the Metters façade, horizontal banding has been incorporated to define the top of the building.
- Treatment of the western façade has been further articulated by introducing a vertical composition with bands of black and white enhanced by the recessed geometrical pattern in the precast which reflects the mullion arrangement of the front façade. The varying setback to the west are a vast improvement for the neighbouring building whilst providing articulations.
- Acoustic reduction has been improved between habitable rooms and Plant areas via a double layer acoustic treated wall, including cavity, for optimum results.

Floor Plan Amendments

Ground Floor - amendments to bicycle park enclosure

- The inclusion of a separate bicycle park enclosure has been positioned to provide access directly from Bernath Place and the main foyer via the bathroom airlock. This will improve the end user experience whilst providing secure storage.

Level 16 and 17 Penthouses

- direct access from the lift has been reconsidered to improve privacy and security
- The 17th Floor layout has been re-configured to enhance northern views by:
 - re positioning the master bedroom suite to the north
 - adjusting the open plan living area to achieve panoramic views of the north, east and south
 - Including a large balcony to the north, providing direct access from both the Lounge and Master suite.

Signage

- Quest Signage locations have been considered to minimise disruption to the built form.
**signage may be subject to Lessee company requirements and separate council approval.*

Material Samples

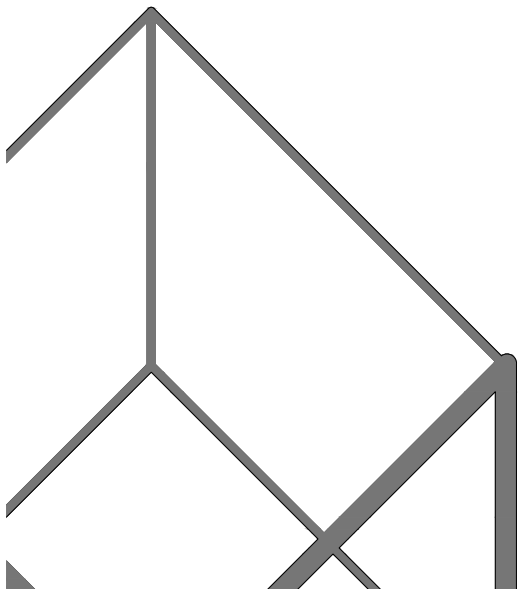
Provision of material samples to confirm selection of high quality durable finishes and glazing transparency - **TO BE PROVIDED.**

PROPOSED QUEST APARTMENT

100 NORTH TERRACE, ADELAIDE, 5000

CONTENTS

PL01	EXISTING/DEMO SITE PLAN
PL02	GROUND FLOOR PLAN
PL03	FIRST FLOOR PLAN
PL04	LEVEL 2
PL05	LEVELS 3-14 TYPICAL FLOOR PLAN
PL06	LEVEL 15 FLOOR PLAN
PL07	LEVEL 16 PENTHOUSE 1
PL08	LEVEL 17 PENTHOUSE 2
PL09	ROOF PLAN
PL10	NORTH AND EAST ELEVATIONS
PL11	SOUTH AND WEST ELEVATIONS
PL12	SECTION A
PL13	PERSPECTIVES



MAVTECT
DESIGNS

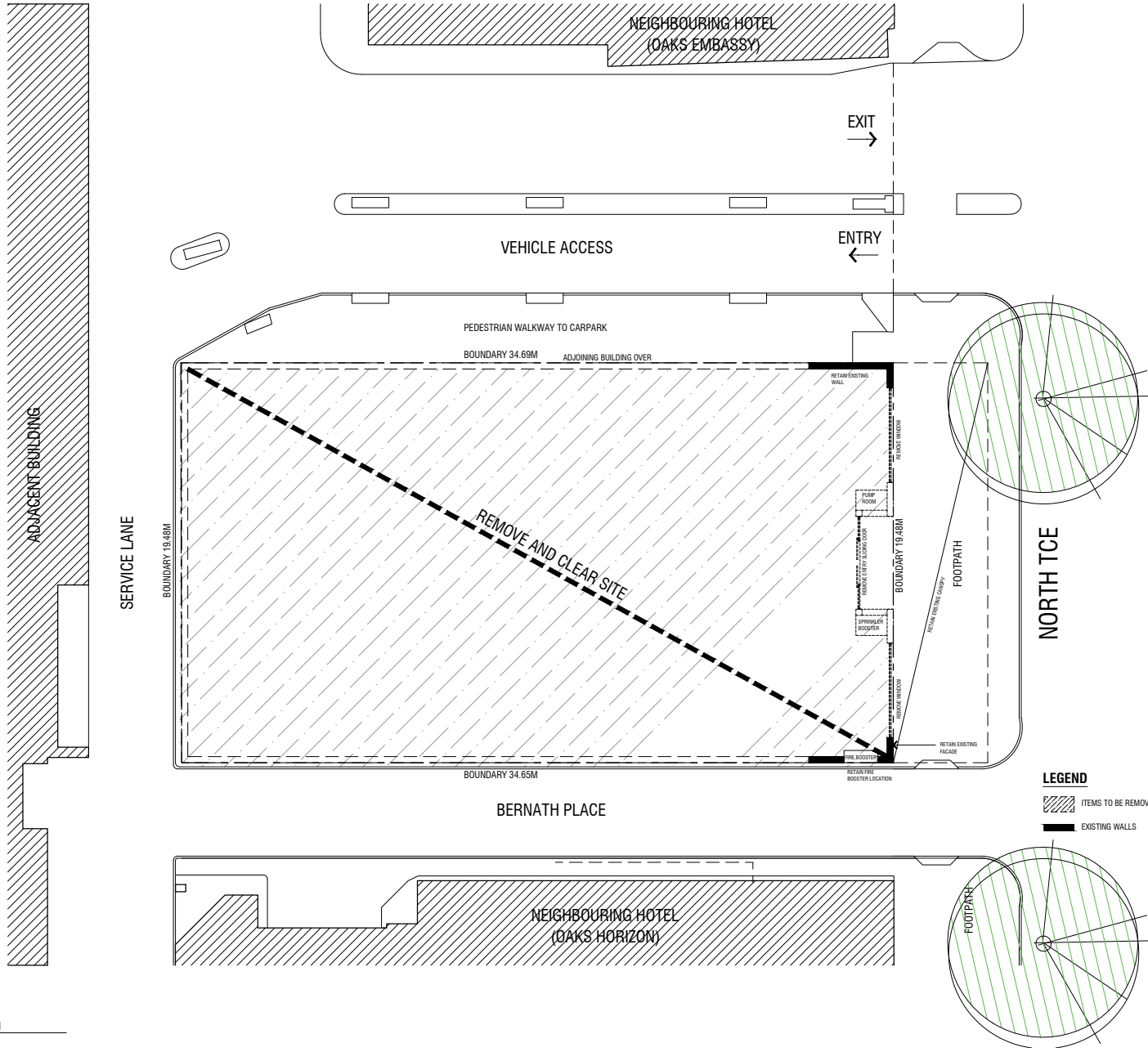
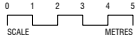
T: 08 8312 6155 E: emavrou@mavtectdesigns.com.au
A: 298A Grange Rd, Flinders Park SA W: www.mavtectdesigns.com.au



SITE LOCATION PLAN - NTS



PLANNING ISSUE
MAY 2020



LEGEND

- ITEMS TO BE REMOVED
- EXISTING WALLS

EXISTING/DEMO FLOOR PLAN
SCALE 1:100



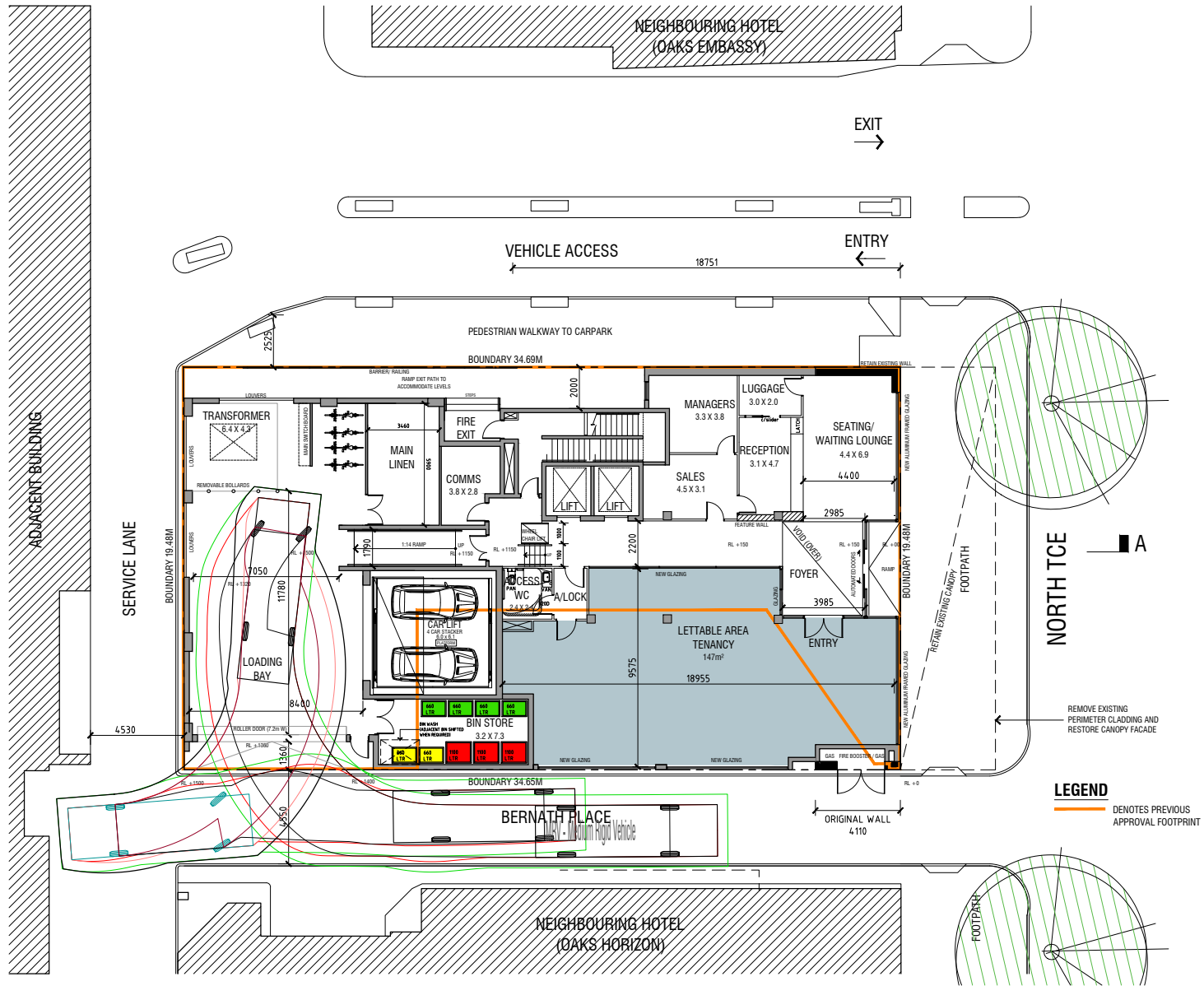
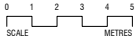
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<p>CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE CLIENT AND PLANNER BEFORE COMMENCING WORK.</p> <p>ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p>	A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	25.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	16.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	16.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
EXISTING/DEMO FLOOR PLAN

ADDRESS:
100 NORTH TERRACE, ADELAIDE

SCALE:	DATE:	PROJECT:
1:100 @A1	MAY 2020	100 NORTH TCE
JOB NO.:	DRAWING NO.:	REVISION:
1997	PL01	D

DRAFT PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY, LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 636m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED GROUND FLOOR PLAN
SCALE 1:100

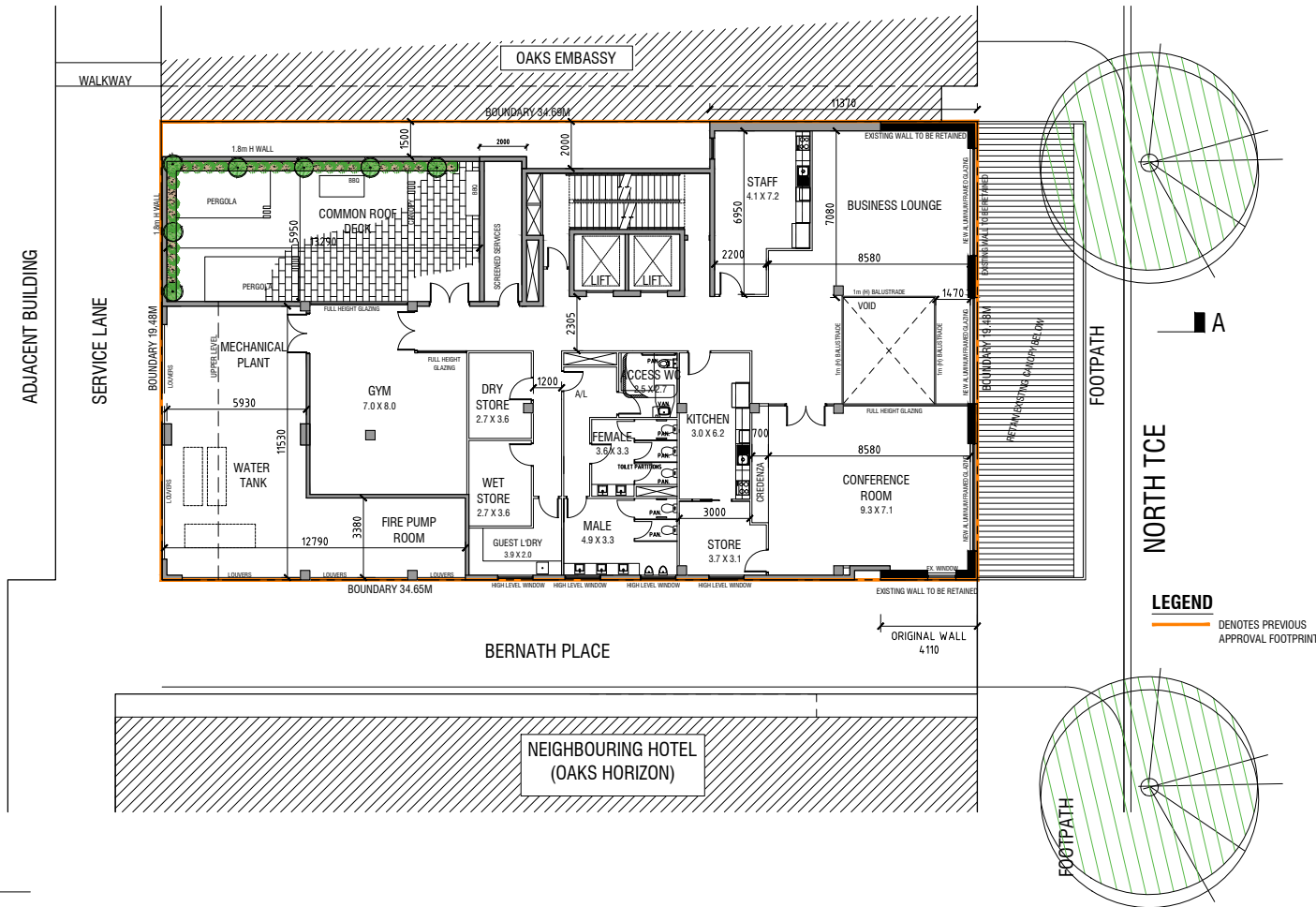
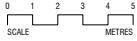


GENERAL NOTES	REV	DATE	NOTES
1. ALL WORKS ARE SUBJECT TO CONTRACT. LOCAL AUTHORITIES WILL BE ADVISED OF ANY CHANGES TO THE WORKS.	-	20.03.20	ISSUED TO CLIENT / CONSULTANTS
2. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE CONSULTANT.	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. THE CONSULTANT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE CLIENT.	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
4. THE CONSULTANT HAS CONDUCTED VISUAL SURVEYS AND PHOTOGRAPHS OF THE SITE AND SURROUNDINGS.	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
5. THE CONSULTANT HAS CONDUCTED VISUAL SURVEYS AND PHOTOGRAPHS OF THE SITE AND SURROUNDINGS.	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE: GROUND FLOOR PLAN	SCALE: 1:100 @A1	DATE: MAY 2020
ADDRESS: 100 NORTH TERRACE, ADELAIDE	JOB NO.:	DRAWING NO.:

PROJECT: 100 NORTH TCE		
1997	PL02	D

DRAFT PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE = 638m ²
LEVEL 2 (ACCOMMODATION)	9 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 499m ²
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LEVEL 16 (PENTHOUSE AND PLANT)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 453m ²
LEVEL 17 (PENTHOUSE)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 331m ²

PROPOSED FIRST FLOOR PLAN
SCALE 1:100



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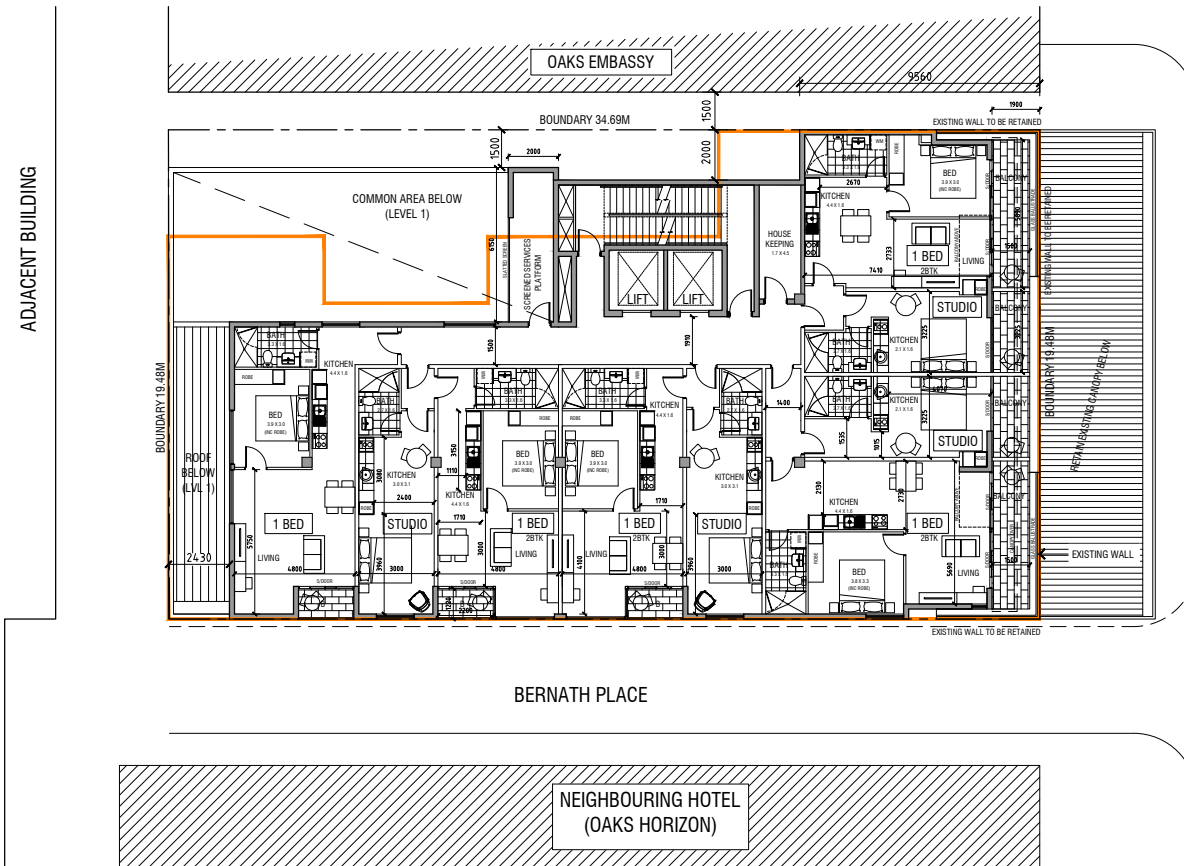
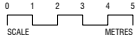
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1. ALL DIMENSIONS ARE UNLESS STATED OTHERWISE.
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REV	DATE	NOTES
A	29.03.20	ISSUED TO CLIENT / CONSULTANTS
B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
FIRST FLOOR PLAN
ADDRESS:
100 NORTH TERRACE, ADELAIDE

SCALE:
1:100 @A1
PROJECT:
100 NORTH TCE
DATE:
MAY 2020
JOB NO:
1997
DRAWING NO:
PL03
REVISION:
D

DRAFT PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
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LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

PROPOSED LEVEL 2 FLOOR PLAN
 SCALE 1:100



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 enquiries@maitech.com.au
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GENERAL NOTES	REV	DATE	NOTES
1. CONTRACTOR TO VERIFY ALL DIMENSIONS TO BE CONFORMED WITH AS 1684. ALL DIMENSIONS TO BE CONFORMED WITH AS 1684. ALL DIMENSIONS TO BE CONFORMED WITH AS 1684.	-	20.03.20	ISSUED TO CLIENT / CONSULTANTS
2. CONTRACTOR TO VERIFY ALL DIMENSIONS TO BE CONFORMED WITH AS 1684. ALL DIMENSIONS TO BE CONFORMED WITH AS 1684.	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. CONTRACTOR TO VERIFY ALL DIMENSIONS TO BE CONFORMED WITH AS 1684. ALL DIMENSIONS TO BE CONFORMED WITH AS 1684.	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
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5. CONTRACTOR TO VERIFY ALL DIMENSIONS TO BE CONFORMED WITH AS 1684. ALL DIMENSIONS TO BE CONFORMED WITH AS 1684.	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS



DRAWING TITLE:
 PROPOSED LEVELS 2 - APARTMENTS
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1

DATE:
 MAY 2020

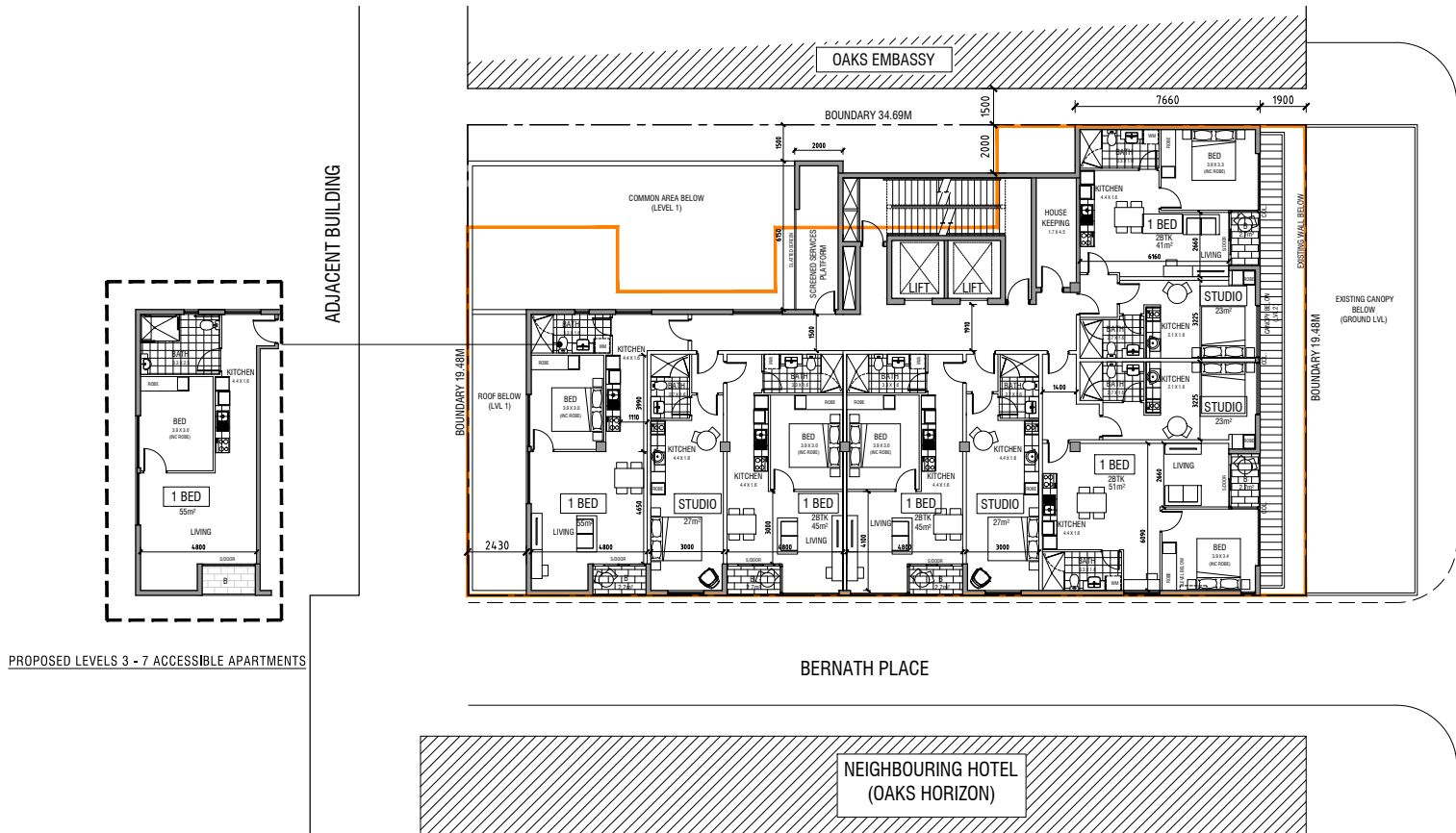
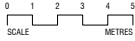
DRAFT PLANNING ISSUE

PROJECT:
 100 NORTH TCE

JOB NO:
 1997

DRAWING NO:
 PL04

REVISION:
 D



AREA SCHEDULE	
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LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

PROPOSED LEVELS 3 - 7 ACCESSIBLE APARTMENTS

PROPOSED LEVEL - TYPICAL FLOOR PLAN - LEVELS 3 - 14
 SCALE 1:100



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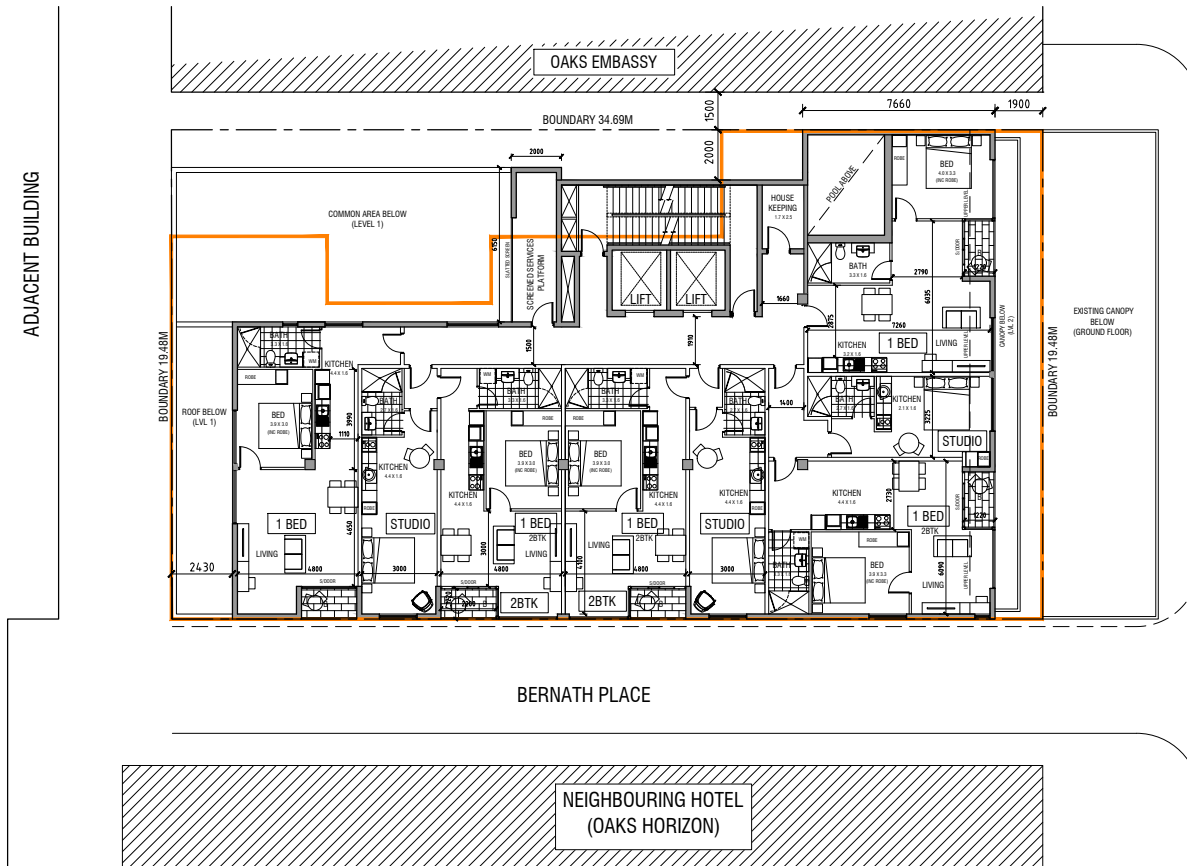
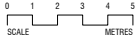


GENERAL NOTES	REV	DATE	NOTES
1. CONSULT WITH THE CLIENT AND PLANNER FOR FURTHER ALTERATIONS	A	20.03.20	ISSUED TO CLIENT / CONSULTANTS
2. CONSULT WITH THE CLIENT AND PLANNER FOR FURTHER ALTERATIONS	B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
3. CONSULT WITH THE CLIENT AND PLANNER FOR FURTHER ALTERATIONS	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
4. CONSULT WITH THE CLIENT AND PLANNER FOR FURTHER ALTERATIONS	D	16.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
5. CONSULT WITH THE CLIENT AND PLANNER FOR FURTHER ALTERATIONS	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
PROPOSED LEVELS 3 - 14 APARTMENTS
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1
 DATE:
 MAY 2020
 PROJECT:
100 NORTH TCE
 JOB NO.:
 1997
 DRAWING NO.:
 PL05
 REVISION:
 D

DRAFT PLANNING ISSUE



A

LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 636m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED LEVEL 15 - FLOOR PLAN
 SCALE 1:100

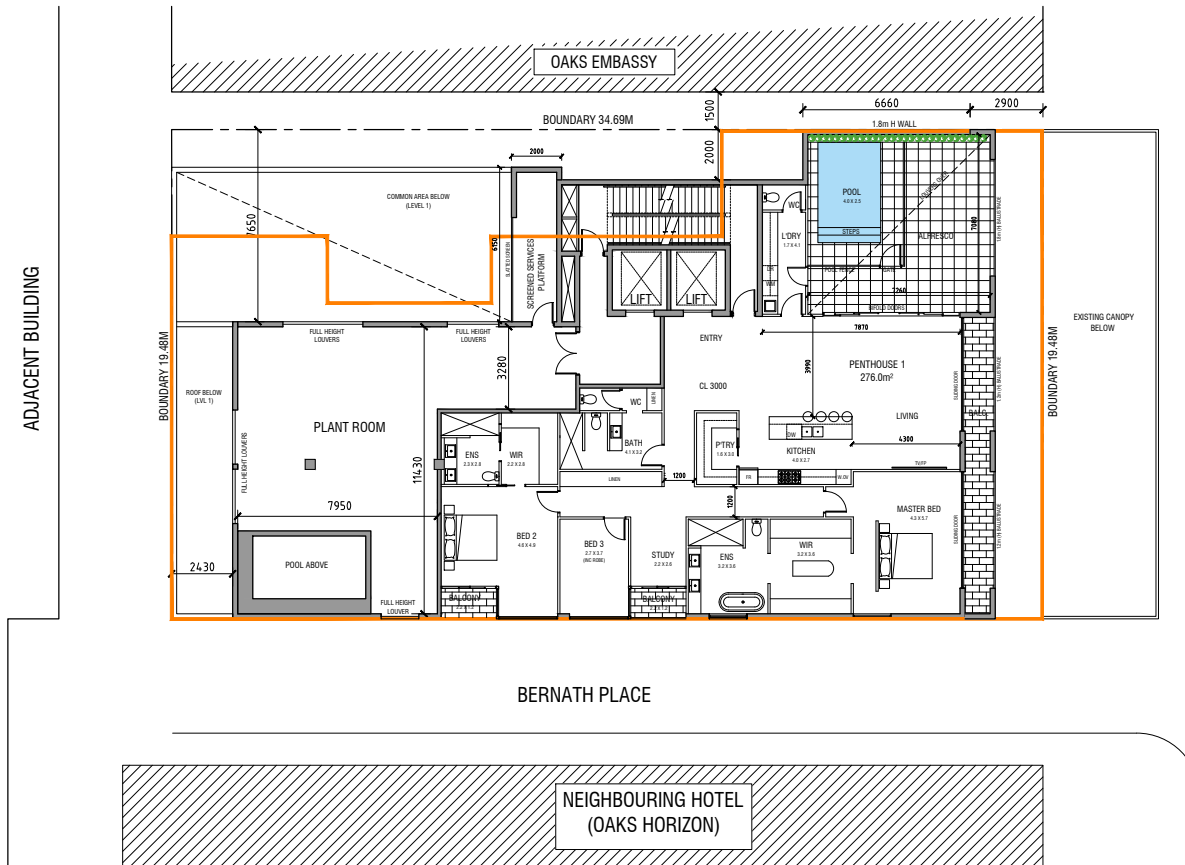
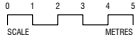


GENERAL NOTES	REV	DATE	NOTES
<p>1. ALL DIMENSIONS ARE IN METRES TO CENTRE UNLESS OTHERWISE SPECIFIED.</p> <p>2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL SERVICES PRIOR TO COMMENCEMENT OF WORK.</p> <p>3. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE STRATA MANAGEMENT ACT 2011 AND ALL APPLICABLE REGULATIONS.</p>			
	A	26.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	16.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
PROPOSED LEVEL 15 APARTMENTS
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE	DATE	PROJECT	DRAWING NO.	REVISION
1:100 @A1	MAY 2020	100 NORTH TCE	1997	D
			PL06	

DRAFT PLANNING ISSUE



LEGEND
 — DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS	= 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	
FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE	= 638m ²
LEVEL 2 (ACCOMMODATION)	
9 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	
9 KEYS P/LEVEL X 12 = 108 ROOMS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	
8 KEYS	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 453m ²
LEVEL 17 (PENTHOUSE)	
1 x PENTHOUSE	
FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE	= 331m ²

PROPOSED LEVEL 16 FLOOR PLAN - PENTHOUSE/ROOF PLANT
 SCALE 1:100

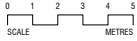


GENERAL NOTES	REV	DATE	NOTES
1. THIS DRAWING IS SUBJECT TO THE CONTRACT AND ALL WORK SHALL BE IN ACCORDANCE WITH THE CONTRACT AND ALL WORK SHALL BE IN ACCORDANCE WITH THE CONTRACT AND ALL WORK SHALL BE IN ACCORDANCE WITH THE CONTRACT.			
	A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
	B	25.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

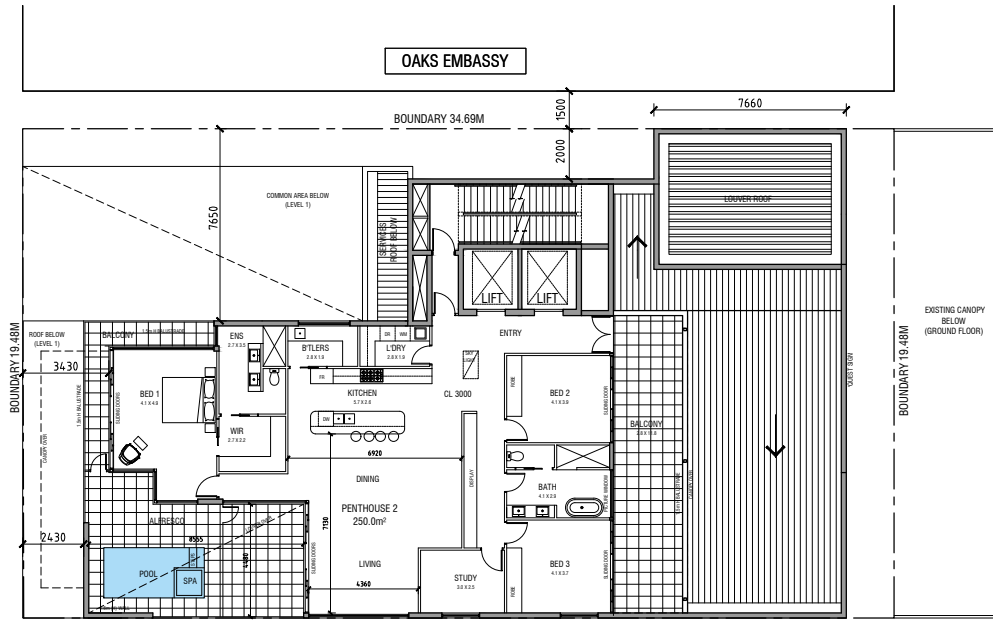
DRAFTING TITLE:
 PROPOSED LEVEL 16 - PENTHOUSE/ ROOF PLANT
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:	DATE:	PROJECT:
1:100 @A1	MAY 2020	100 NORTH TCE
1997	DRAWING NO.:	REVISION:
	PL07	D

DRAFT PLANNING ISSUE



ADJACENT BUILDING



BERNATH PLACE

NEIGHBOURING HOTEL
(OAKS HORIZON)



LEGEND
 DENOTES PREVIOUS APPROVAL FOOTPRINT

AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE = 638m ²
LEVEL 2 (ACCOMMODATION)	9 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	9 KEYS P/LEVEL X 12 = 108 ROOMS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	8 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 453m ²
LEVEL 17 (PENTHOUSE)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 331m ²

PROPOSED LEVEL 17 FLOOR PLAN - APARTMENTS
SCALE 1:100

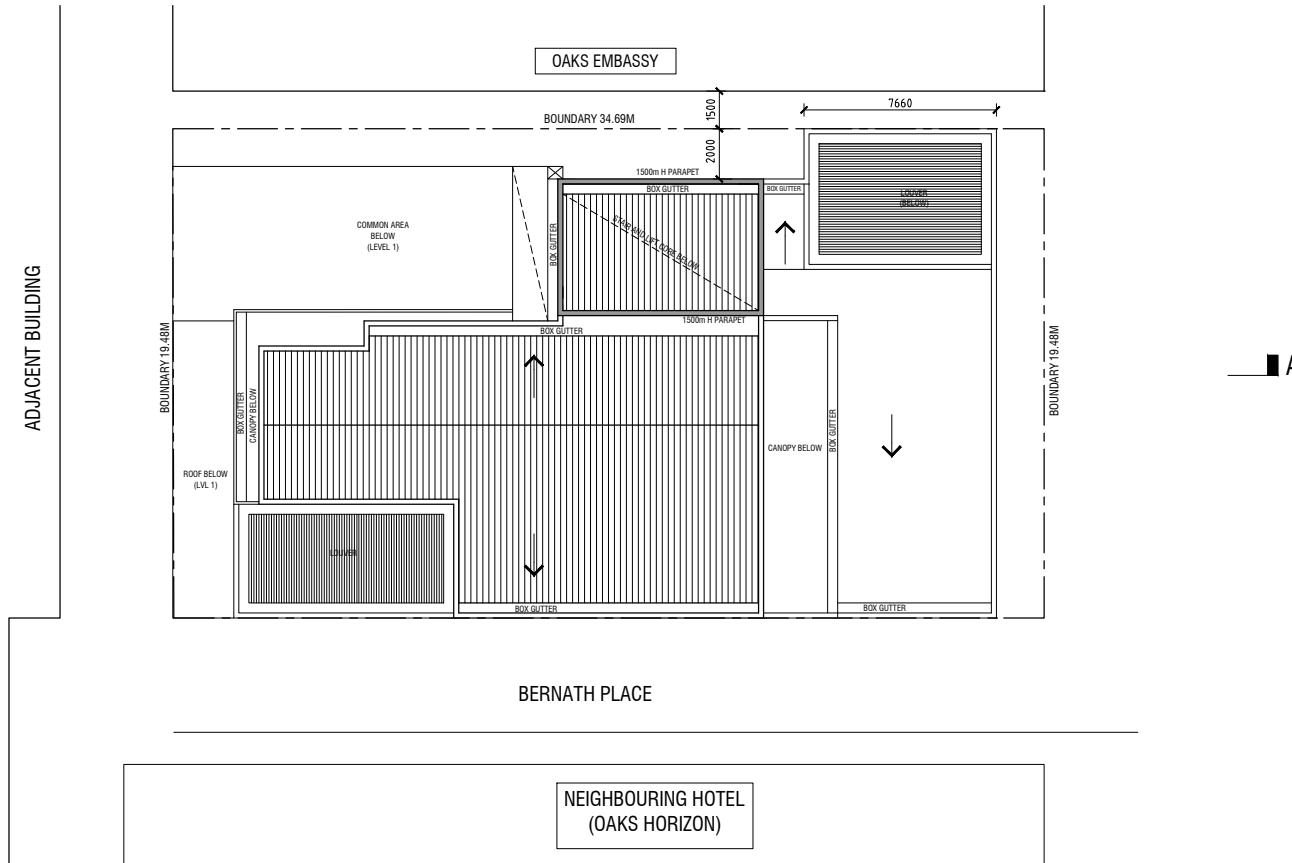
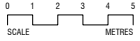


GENERAL NOTES	REV	DATE	NOTES
1. CONSULTANT'S DESIGN SHALL BE SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY AND THE STATE GOVERNMENT. APPROVAL DOES NOT GUARANTEE ACCURACY OF INFORMATION PROVIDED.		29.03.20	ISSUED TO CLIENT / CONSULTANTS
	A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
	D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
 PROPOSED LEVEL 17 -APARTMENTS
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1
DATE:
 MAY 2020
PROJECT:
 100 NORTH TCE
JOB NO.:
 1997
DRAWING NO.:
 PL08
REVISION:
 D

DRAFT PLANNING ISSUE



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE = 638m ²
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TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 453m ²
LEVEL 17 (PENTHOUSE)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 331m ²

PROPOSED ROOF PLAN
SCALE 1:100



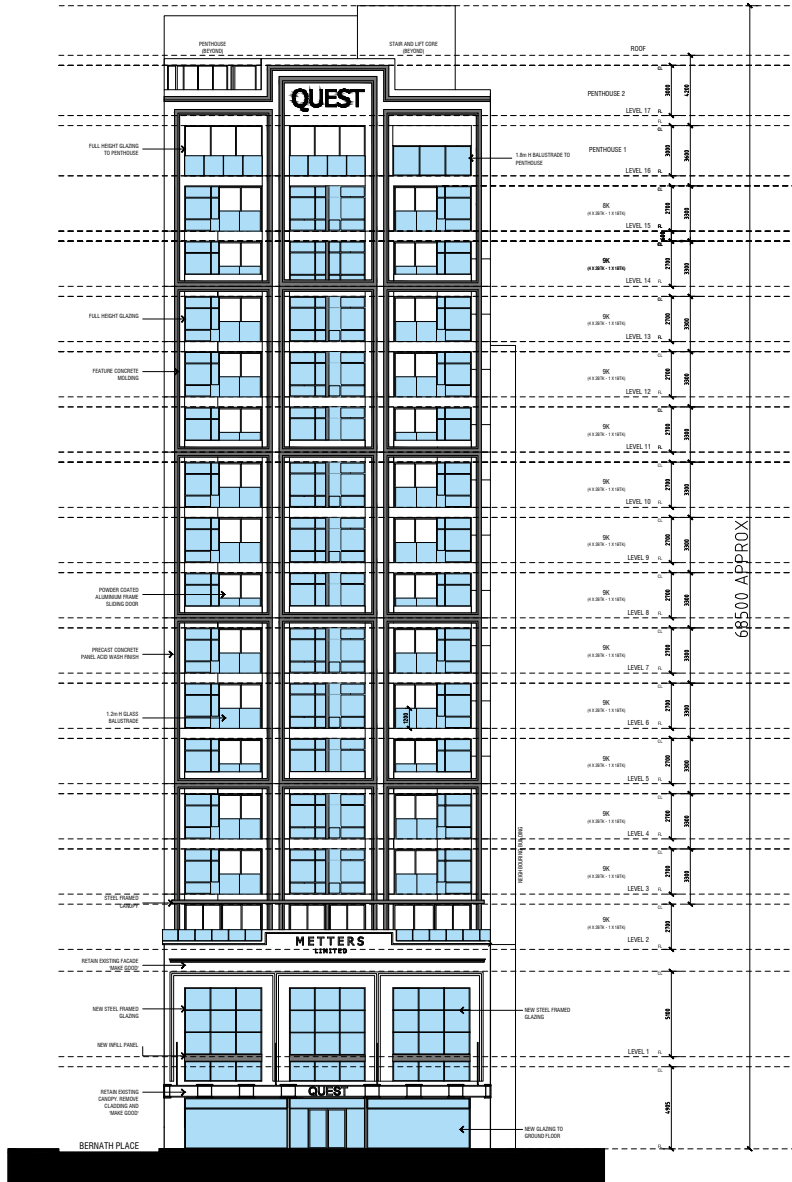
GENERAL NOTES
 1. CONSULT WITH THE CLIENT TO DETERMINE THE EXISTING ROOF STRUCTURE AND FINISHES.
 2. ALL ROOF FINISHES SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.
 3. ALL ROOF FINISHES SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.
 4. ALL ROOF FINISHES SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.

REV	DATE	NOTES
-	29.03.20	ISSUED TO CLIENT / CONSULTANTS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
A	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

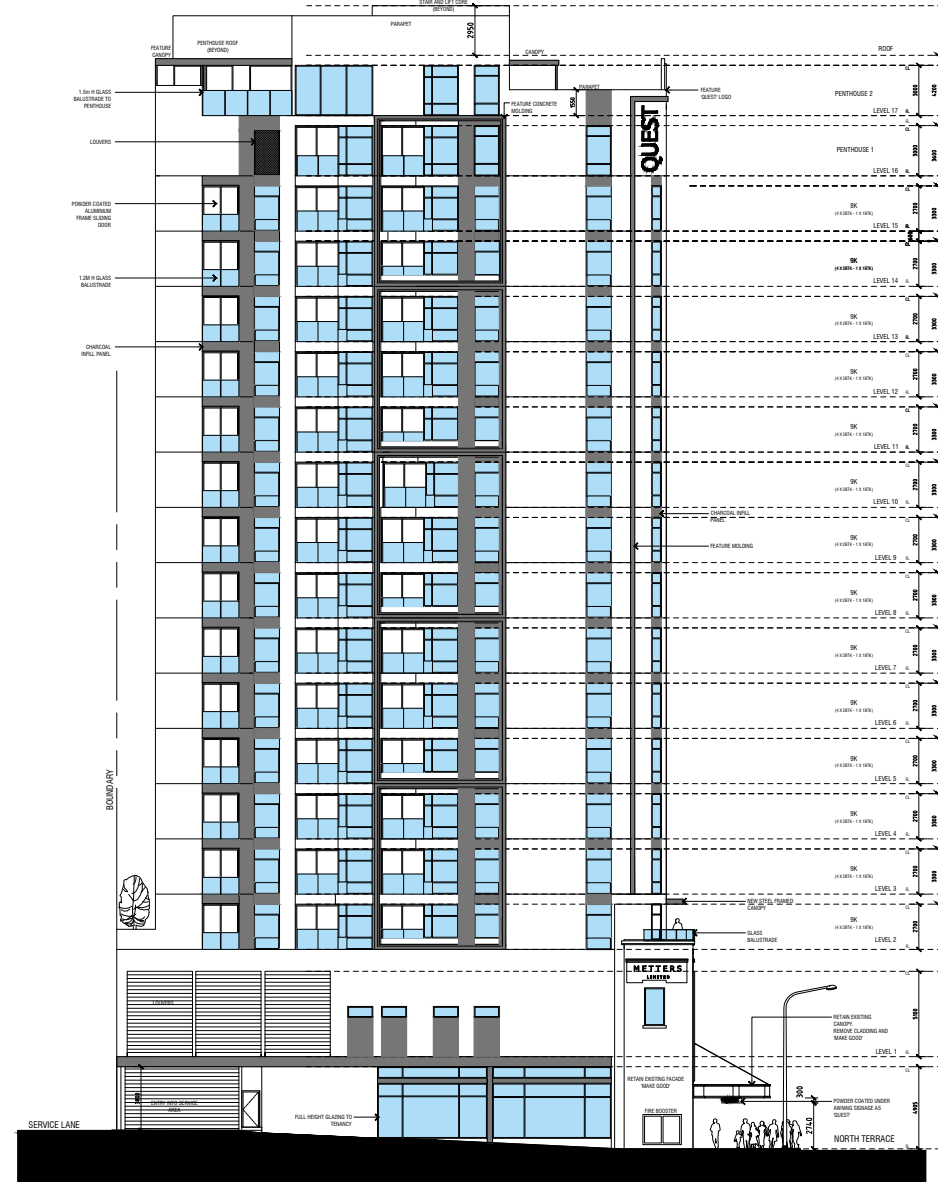
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PROPOSED ROOF PLAN
 ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:100 @A1
 DATE:
 MAY 2020
 PROJECT:
100 NORTH TCE
 JOB NO.:
 1997
 DRAWING NO.:
 PL09
 REVISION:
 D

DRAFT PLANNING ISSUE



PROPOSED NORTH ELEVATION
SCALE 1:150



PROPOSED EAST ELEVATION
SCALE 1:150



GENERAL NOTES
1. CONSULTANT'S LIABILITY IS LIMITED TO THE SCOPE OF THE SERVICES PROVIDED AND SHALL BE LIMITED TO THE AMOUNT OF THE FEE PAID FOR SUCH SERVICES.
2. THIS DRAWING IS THE PROPERTY OF MAVTEC CONSULTANTS AND SHALL REMAIN THE PROPERTY OF MAVTEC CONSULTANTS WHETHER OR NOT IT IS USED FOR THE PROJECT DESCRIBED HEREIN.

REV	DATE	NOTES
C	08.05.20	ISSUED TO CLIENT / CONSULTANTS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
A	25.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

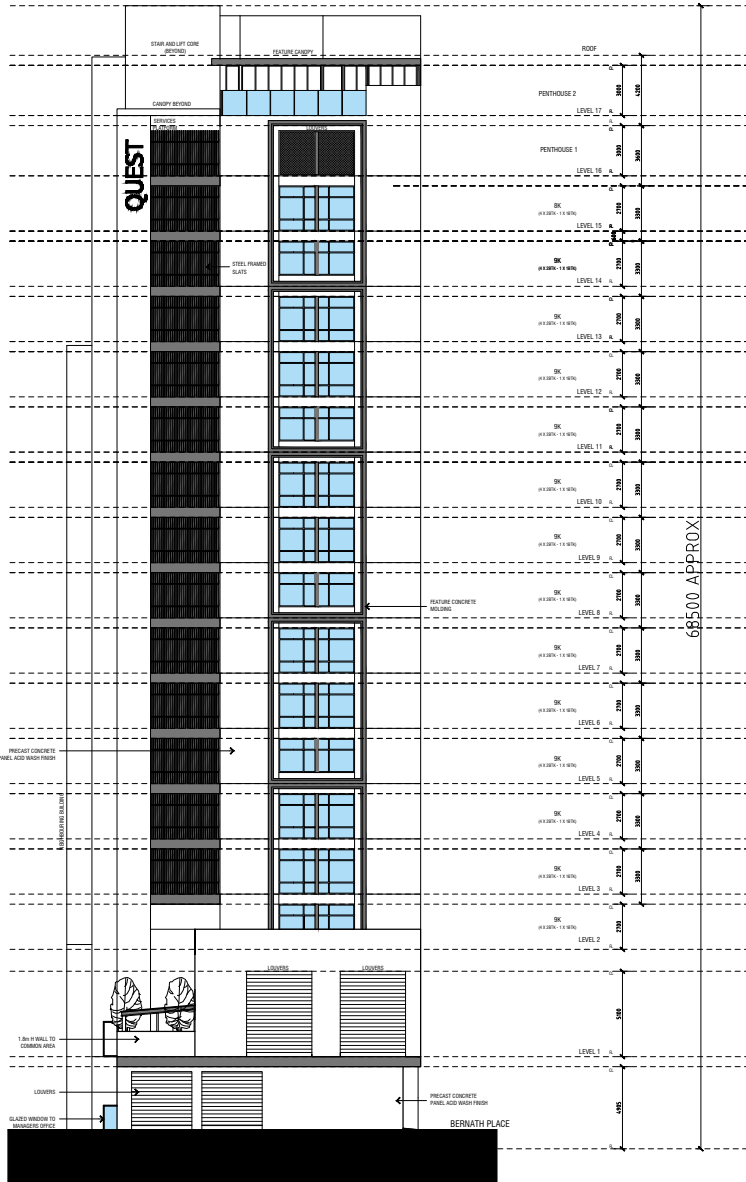
DRAWING TITLE:
PROPOSED NORTH AND EAST ELEVATIONS
ADDRESS:
100 NORTH TERRACE, ADELAIDE

SCALE:
1:150 @A1

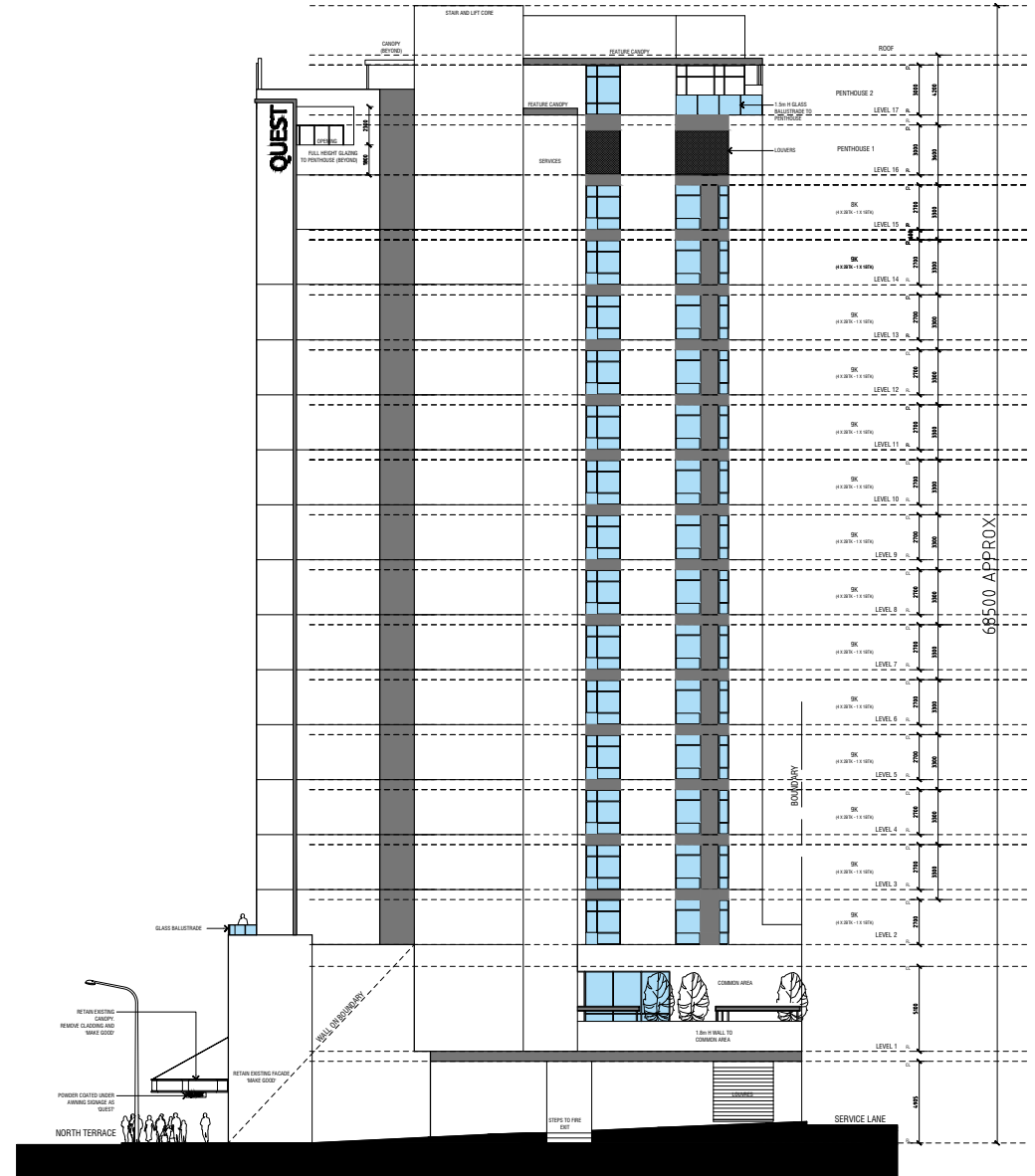
DATE:
MAY 2020
JOB NO:
1997
PROJECT:
100 NORTH TCE
DRAWING NO:
PL10

DRAFT PLANNING ISSUE

REVISION:
D



PROPOSED SOUTH ELEVATION
SCALE 1:150



PROPOSED WEST ELEVATION
SCALE 1:150



0901 626 367

enquiries@maavtec.com.au

www.maavtec.com.au

MAVTEC is a registered company



REV	DATE	NOTES
A	29.03.20	ISSUED TO CLIENT / CONSULTANTS
B	23.04.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
PROPOSED SOUTH AND WEST ELEVATIONS
ADDRESS:
100 NORTH TERRACE, ADELAIDE

SCALE:
1:150 @A1

DATE:
MAY 2020

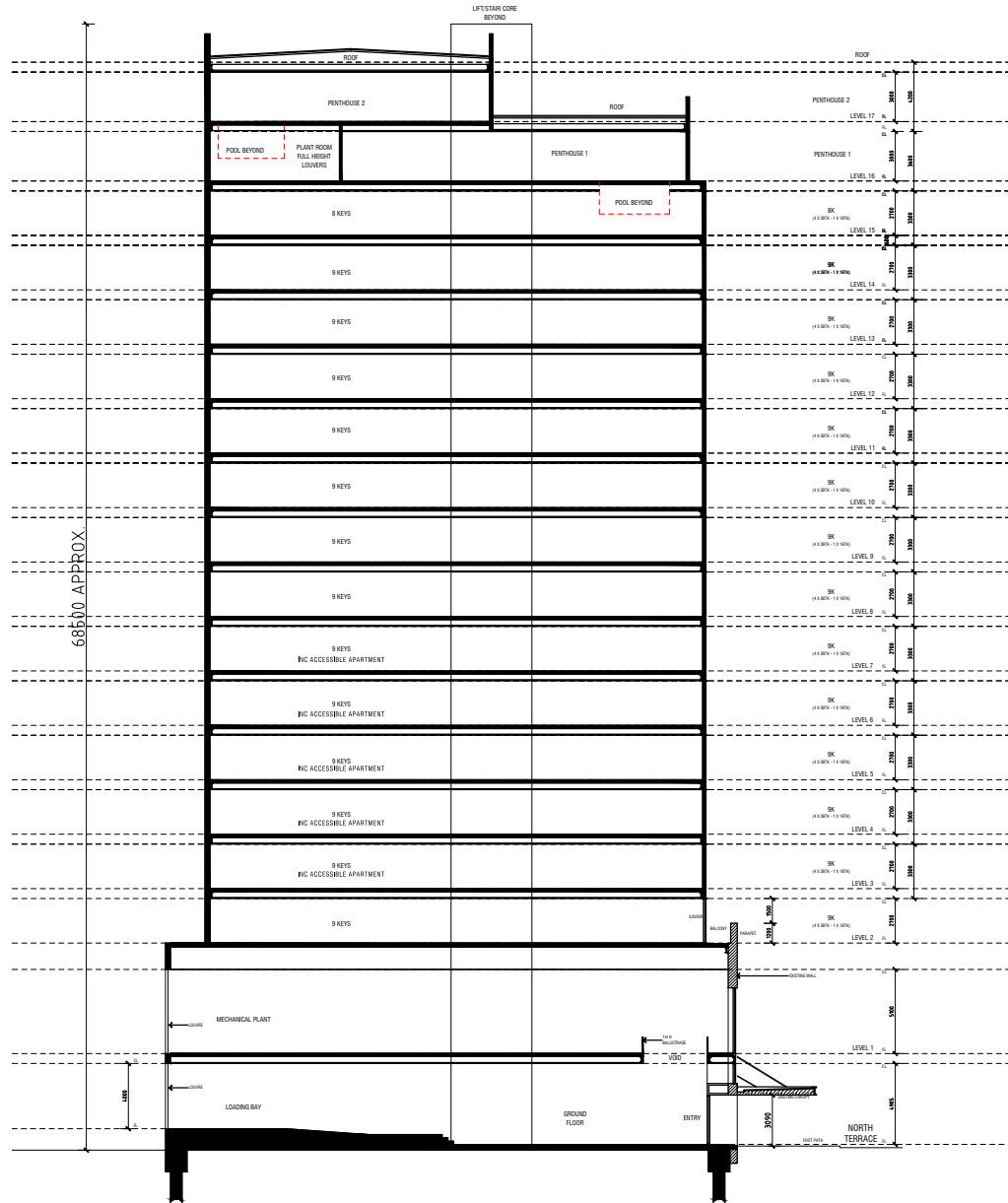
DRAFT PLANNING ISSUE

PROJECT:
100 NORTH TCE

JOB NO:
1997

DRAWING NO:
PL11

REVISION:
D



AREA SCHEDULE	
GROUND FLOOR (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING TENANCY LIFT /STAIR CORE, QUEST AREAS AND SERVICE AREAS = 608m ²
LEVEL 1 (COMMON AREA AND SERVICES)	FLOOR AREA INCLUDING COMMON AREA AND LIFT /STAIR CORE = 638m ²
LEVEL 2 (ACCOMMODATION)	9 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 499m ²
LEVELS 3-14 (ACCOMMODATION) = 12 LEVELS	9 KEYS P/LEVEL X 12 = 108 ROOMS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ² PER LEVELS
LEVEL 15 (ACCOMMODATION)	8 KEYS FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 473m ²
TOTAL 125 KEYS	
LEVEL 16 (PENTHOUSE AND PLANT)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 453m ²
LEVEL 17 (PENTHOUSE)	1 x PENTHOUSE FLOOR AREA INCLUDING BALCONIES AND LIFT /STAIR CORE = 331m ²

PROPOSED SECTION A
SCALE 1:150



0801 626 367
 enquiries@maitech.com.au
 www.maitech.com.au



GENERAL NOTES

REV	DATE	NOTES
A	29.03.20	ISSUED TO CLIENT / CONSULTANTS
B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE:
 PROPOSED SECTION A
ADDRESS:
 100 NORTH TERRACE, ADELAIDE

SCALE:
 1:150 @A1
DATE:
 MAY 2020
PROJECT:
 100 NORTH TCE
JOB NO.:
 1997
DRAWING NO.:
 PL12
REVISION:
 D

DRAFT PLANNING ISSUE



NORTH EASTERN VIEW



NORTH TERRACE VIEW



NORTH WESTERN VIEW



SOUTH VIEW HINDLEY STREET

REV	DATE	NOTES
A	25.03.20	ISSUED TO CLIENT / CONSULTANTS
B	26.03.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
C	08.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS
D	15.05.20	ISSUED TO CLIENT AND PLANNER FURTHER ALTERATIONS

DRAWING TITLE: PERSPECTIVES
ADDRESS: 100 NORTH TERRACE, ADELAIDE

SCALE: 1:150 @A1	DATE: MAY 2020	PROJECT: 100 NORTH TCE
JOB NO.: 1997	DRAWING NO.: PL13	REVISION: D







METTERS
LIMITED

QUEST

Suburban Taxis 1300 TAXI

P

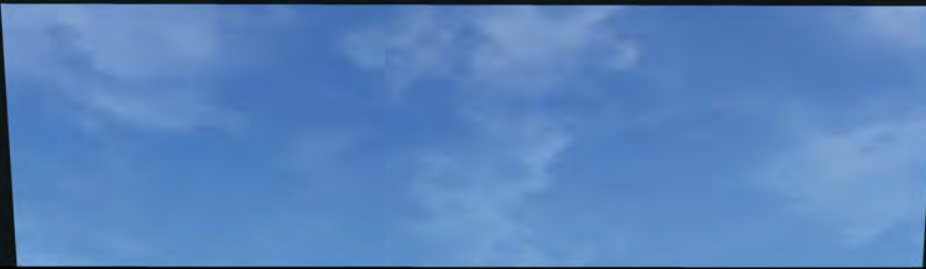
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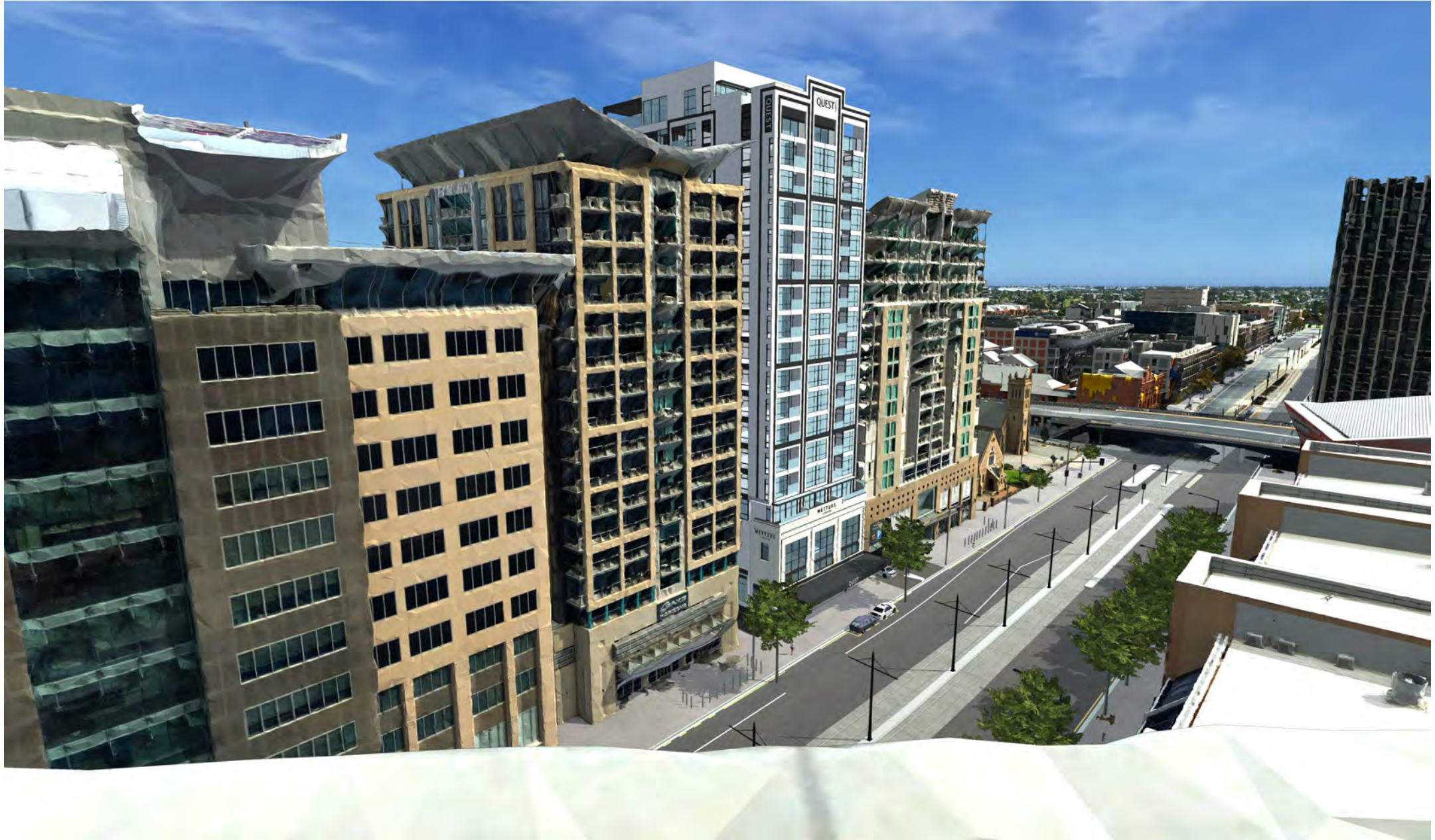
P
LAND
PARK















METERS
LIMITED

QUEST

Solurban Taxi 1300 TAXI

Public Car Park

CARE PARK

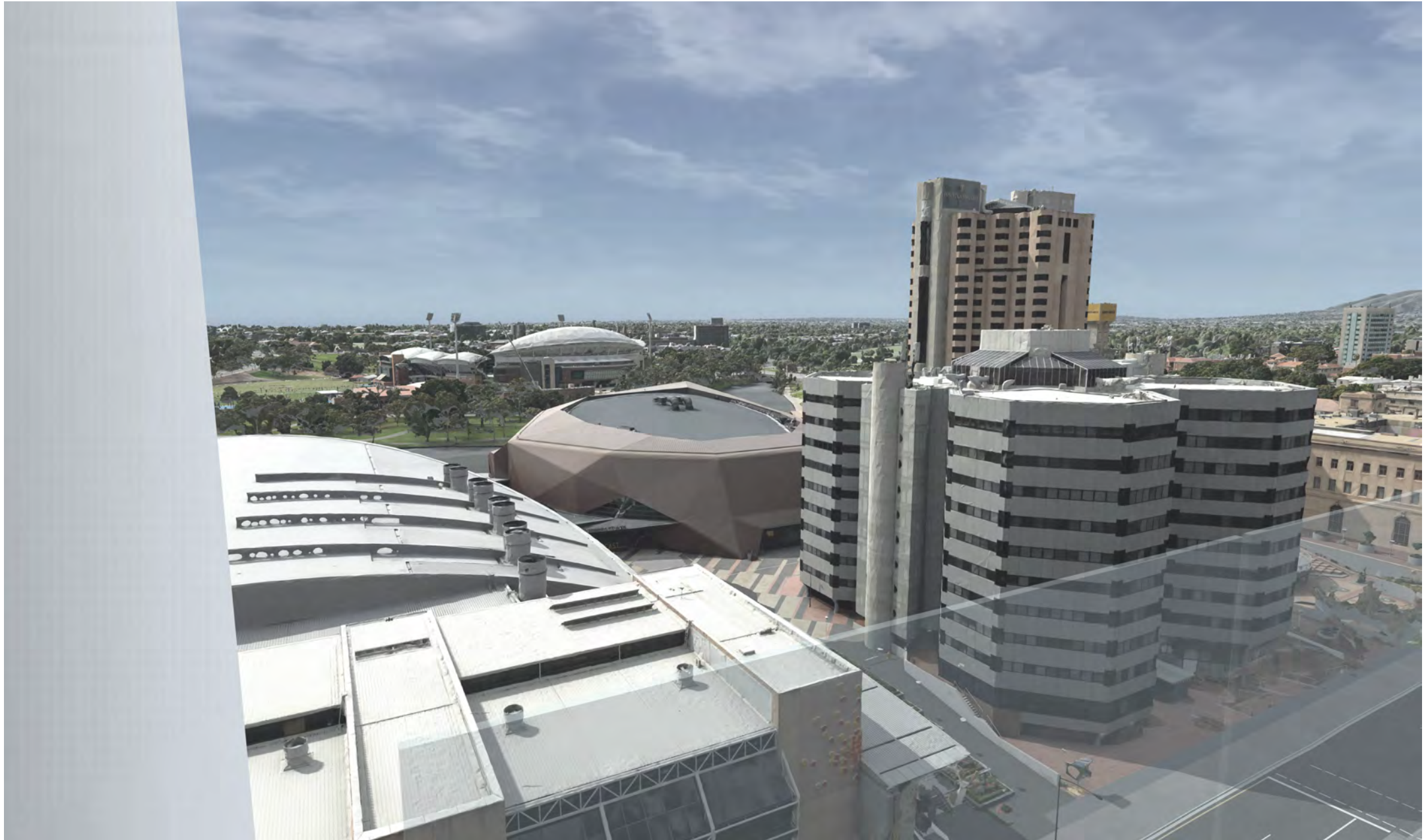
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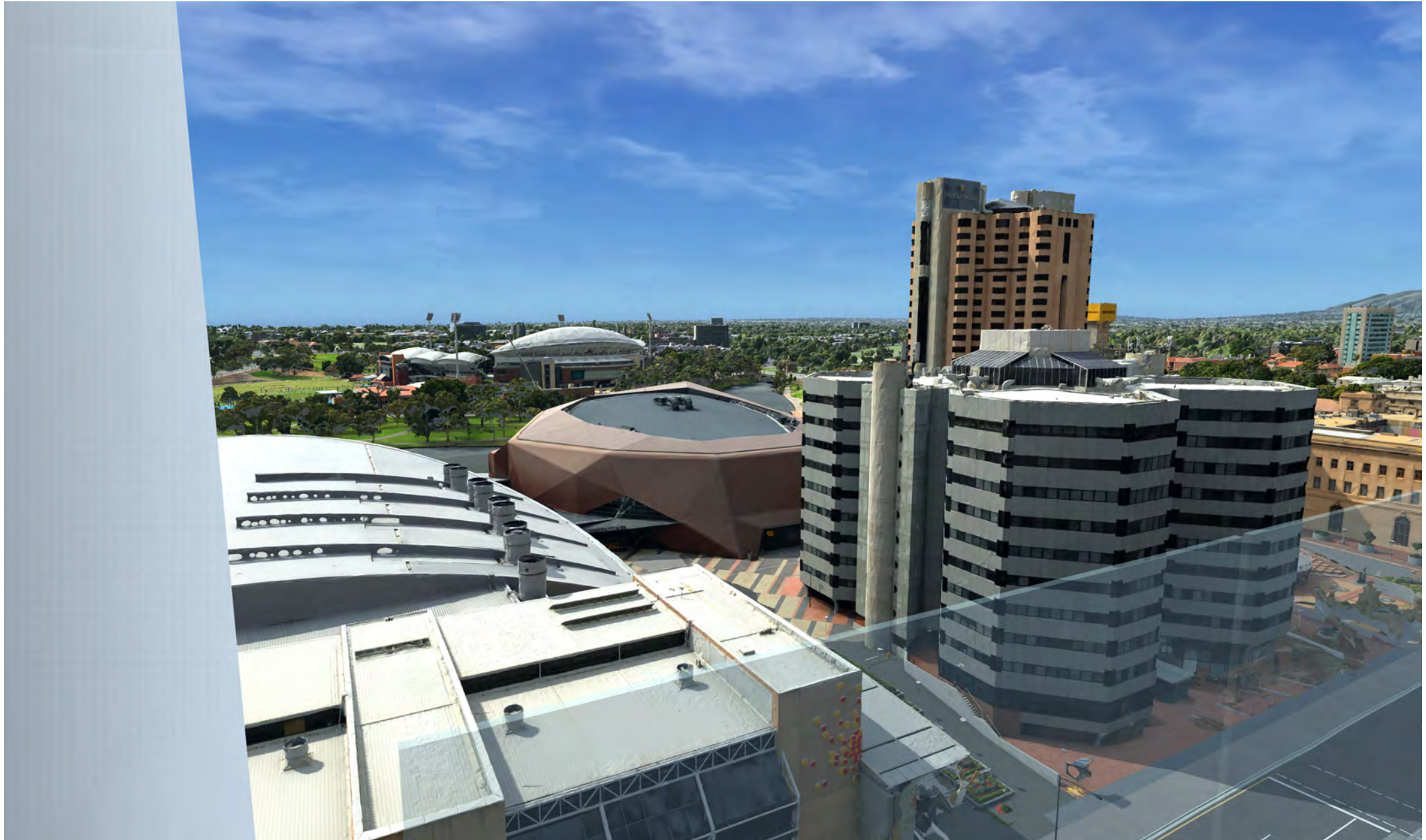
EXIT

P











METTERS
LIMITED

QUEST

QUEST

Public Car Park

WARRIOR PARK

P

EXIT

P





















QUEST

85

QUEST

THE OFFICE
CLASSY CUP PAPER
CAB
PARK

P

EXP

THE COFFEE CLUB



METTERS
LIMITED

QUEST

Suburban Taxi 1300 TAXI

P

EXIT

P
LAND
PARK













QUEST

8.5

QUEST

The Service
Public Car Park
P
CAB
PARK

EXIT

THE COFF
CLUB



METERS
LIMITED

QUEST

Public Car Park

CARE
PARK

P

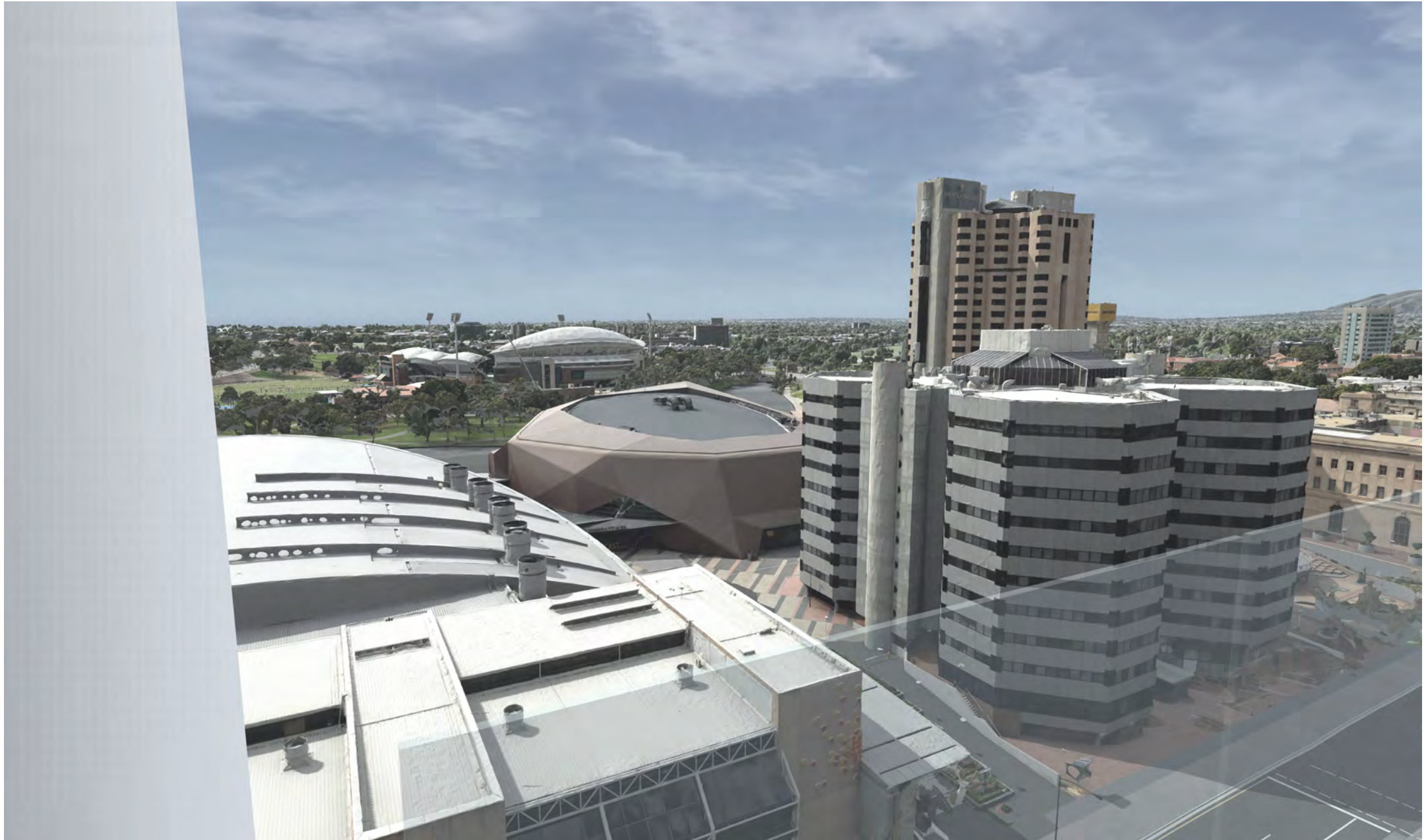
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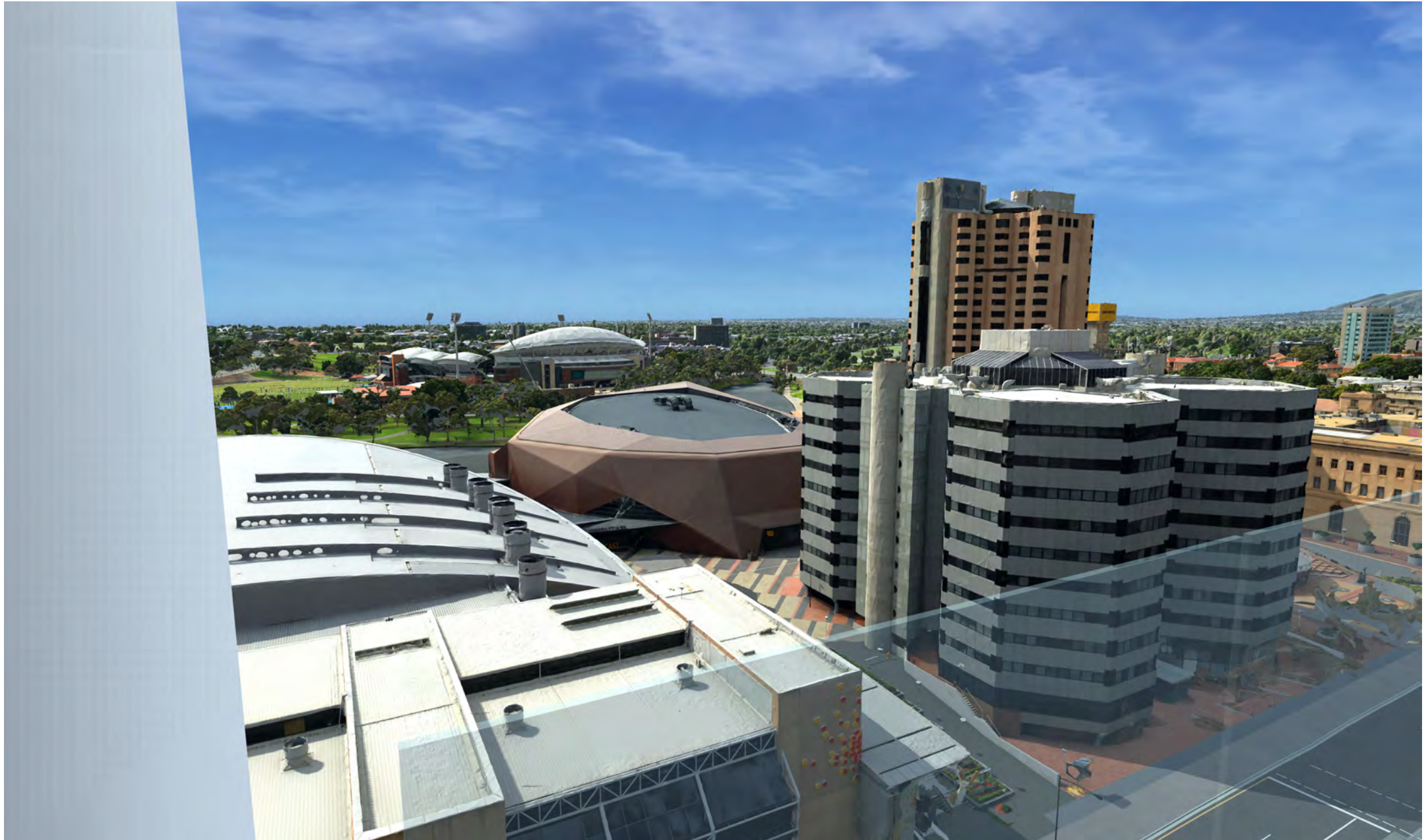
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Solurban Taxi 1300 TAXI



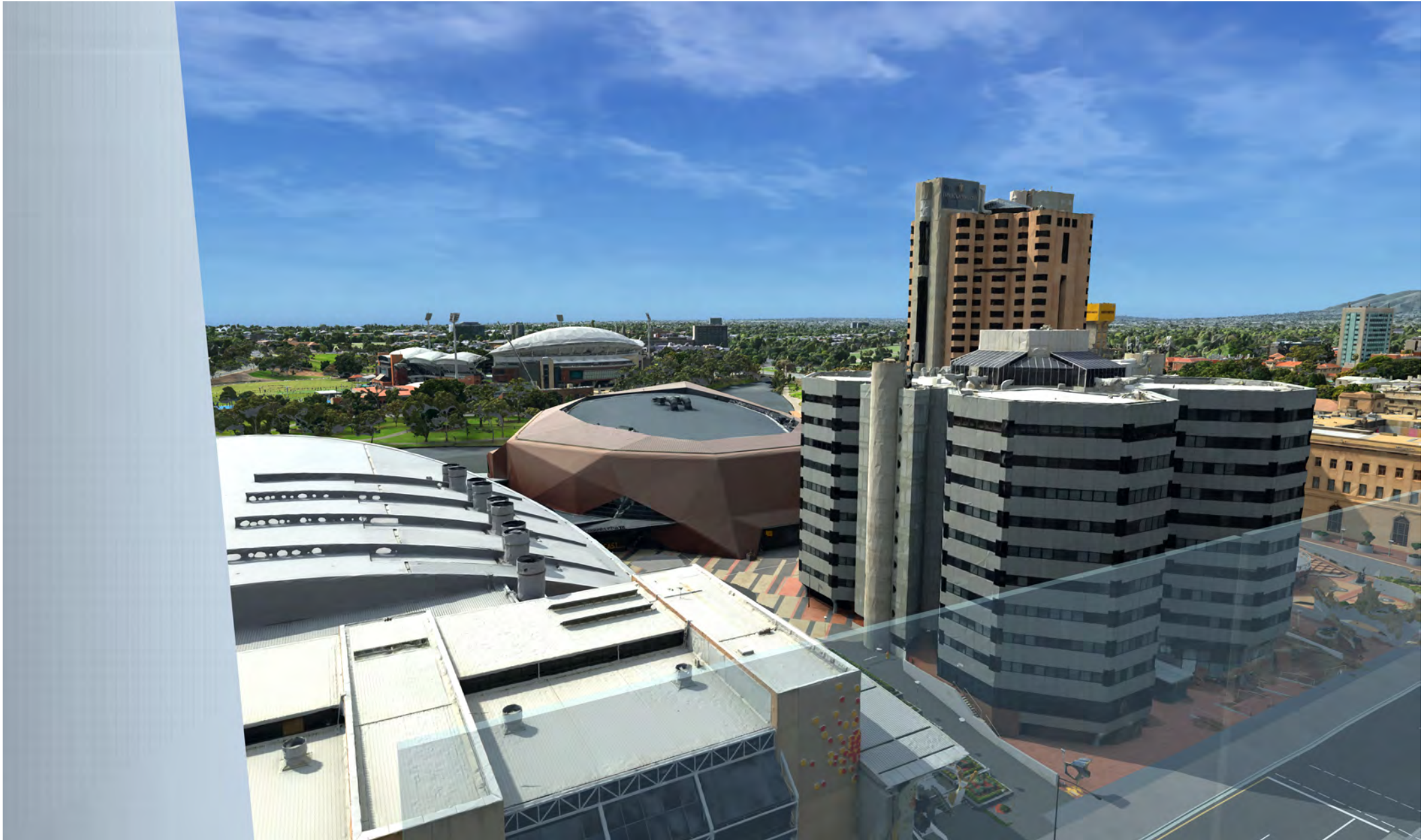
















CAPITAL CITY ZONE

Introduction

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.
- (c) **Sustainable** – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and minimise energy consumption.
- (d) **Amenable** – by providing natural light and ventilation to habitable spaces.

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

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

Adelaide's pattern of streets and squares

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

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

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

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

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

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

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

Development in minor streets and laneways with a high value character will respond to important character elements and provide a comfortable pedestrian environment, particularly in the following streets: Gray, Leigh, Union, Chesser, Coromandel, Tucker, Cardwell, Kenton, Market, Ruthven, Cannon, Tatham, 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 through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;
 - (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and
 - (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.
- 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 setbacks.

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 positively responds to the context that forms the desired future character of the locality, achieves the desired outcomes of the Zone or Policy Area and the envisaged 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 such that it maintains its heritage values or an existing built form and fabric that contributes positively to the desired character of the local area; or

(b) only if:

(i) at least four 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, or 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 to the surrounding pedestrian network
- (4) higher amenity through provision of private open space in excess of minimum requirements by 25 percent for at least 50 percent of dwellings
- (5) no on-site carparking;
- (6) active frontages are located on at least 75 percent of the ground floor street fronts of the building
- (7) the building has frontage to a public road that abuts the Adelaide Park Lands;
- (8) at least 15 percent of dwellings are affordable housing;
- (9) 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) the building is designed to provide measures that provides for a substantial additional gain in sustainability.

- 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.

Central Business Policy Area 13

DESIRED CHARACTER

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

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

OBJECTIVES

- Objective 1:** A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State.
- Objective 2:** Development of a high standard of design and external appearance that integrates with the public realm.
- Objective 3:** Development that contributes to the Desired Character of the Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1** Development should contribute to the area's role and function as the State's premier business district, having the highest concentration of office, retail, mixed business, cultural, public administration, hospitality, educational and tourist activities.
- 2** Buildings should be of a height that ensures airport operational safety is not adversely affected.
- 3** To enable an activated street level, residential development or similar should be located above ground floor level.

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.

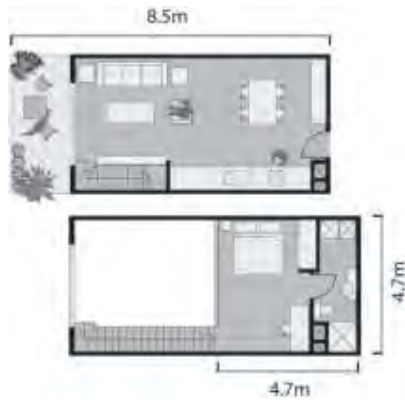


Figure 50.5 - one bedroom split level dwelling/apartment.

(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.

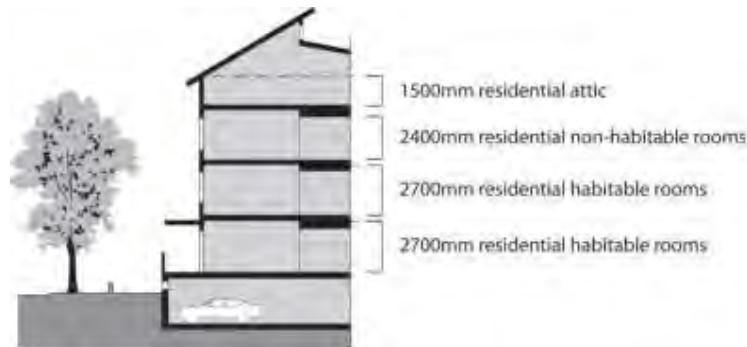


Figure 52.2 - appropriate ceiling heights for medium to high scale residential or serviced apartment development.

- 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):

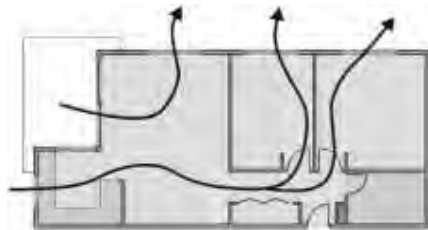


Figure 58.1 - effective layout for an upper level corner dwelling/apartment.



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

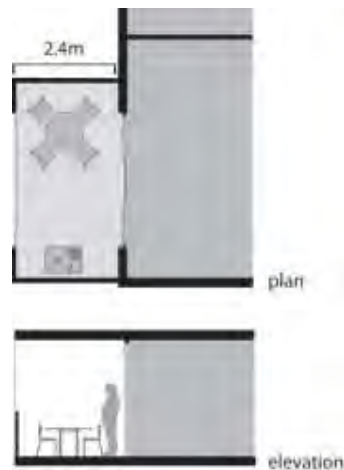


Figure 61.2 - a 2.4 metre deep balcony is needed for a table and four chairs.

- 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.

TABLE Adel/6**Bicycle Parking Provisions**

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Aged Care Facility Low Care High Care Nursing home Retirement Home	1 per 7 people the facility is capable of accommodating.	1 per 60 people the facility is capable of accommodating.
Café/Restaurant Restaurant	1 per 20 employees.	1 per 50 seats
Child Care Centre	1 per 20 employees.	1 per 40 children
Community Centre Non-residential club	1 per 1500 square metres of gross leasable floor area.	2 + 1 per 1500 square metres of gross leasable floor area
Consulting Rooms Medical centre/day surgery	1 per 20 employees.	1 per 20 consulting rooms.
Educational Establishment "School"	1 per 20 full-time time employees.	Additional 10 percent of total employee parking spaces.
Educational Establishment "University"	1 per 20 employees plus 1 per 10 full time students.	1 per 20 employees.
Hospital	1 per 15 beds.	1 per 30.
Indoor Recreational Facility	1 per 4 employees.	1 per 200 square metres of gross leasable floor area.
Licensed Premises Licensed Entertainment Premises	1 per 20 employees. 1 per 60 square metres total floor area.	1 per 40 square metres bar floor area. 1 per 120 square metres lounge and beer garden floor area. 1 per 60 square metres dining room floor area. 1per 40 square metres gaming room floor area.
Major Sports Ground	1 per 1500 spectator seats.	1 per 250 spectator seats.
Motel	1 per 20 employees.	2 for the first 40 rooms, plus 1 for every additional 40 rooms.
Multi-level Car Parking Station	1 per 20 employees, plus 5 percent of the total number of proposed car parking spaces.	N/A

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Offices/Ancillary Retail Services Bank Office Service premises Warehouse office Civic Admin office	1 per 200 square metres of gross leasable floor area.	2, plus 1 per 1000 square metres of gross leasable floor area.
All Low, Medium, and High Scale Residential	1 for every dwelling/apartment with a total floor area less than 150 square metres. 2 for every dwelling/apartment with a total floor area greater than 150 square metres.	1 for every 10 dwellings
Retail Drive-in shopping centre Show room (bulky goods) Shop Hardware & show rooms	1 per 300 square metres of gross leasable floor area.	1 per 600 square metres of gross leasable floor area.
Serviced Apartment	1 per 20 employees.	2 for the first 40 rooms, plus 1 for every additional 40 rooms.

Note: The total number of bicycle parking spaces to be provided is the sum of that for employees and/or residents plus customers, visitors and/or shoppers.