

Hardy Milazzo

Demolition of existing structures and construction of a multi-storey mixed-use development comprising tourist accommodation, commercial office, cafe/restaurant, ancillary car parking, and associated building work.

266 – 270 Pulteney Street, Adelaide

020/A066/19

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OVERVIEW

Application No	020/A006/19
Unique ID/KNET ID	2019/00962/01 Appian 3836
Applicant	Hardy Milazzo
Proposal	Demolition of existing structures and construction of a multi-storey mixed-use development comprising tourist accommodation, commercial offices, cafe/restaurant, ancillary car parking, and associated building work.
Subject Land	266 – 270 Pulteney Street, Adelaide
Zone/Policy Area	Capital City Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	14 January 2019
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan [Consolidated 7 June 2018]
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect
Report Author	Karl Woehle – Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for the demolition of existing structures and construction of a multi-storey mixed-use development comprising tourist accommodation, commercial offices, café/restaurant, ancillary car parking and associated building work in the Capital City Zone at 266 – 270 Pulteney Street, Adelaide.

The proposed development is a merit kind of development that triggers a statutory referral to the Government Architect and a non-mandatory referral to the City of Adelaide. The proposed land-use is considered acceptable and consistent with the land-uses envisaged in the Capital City Zone.

The height and scale of the proposed development is considered acceptable and consistent with the planning policy provision. The Government Architect supports the proposed height and is of the view it is appropriate for the future context of the precinct. The design and appearance of the proposed development is considered appropriate and consistent with the desired character of the Capital City Zone. The ground floor of the development appropriately addresses the public realm and should positively contribute to the activation of Pulteney Street. The applicant is commended for locating the transformer and car parking in the basement, ensuring the built frontages are maximised.

Council raised concerns with the lack of pick-up and drop off facilities. Whilst some concern is warranted it is acknowledged that there are several short-term car parks and a loading zone in the immediate vicinity that could service the development. It is also noted that during the restricted times of 4pm-6pm when the bus lane on Pulteney Street is operational, drop offs and picks could occur around the corner in Angas Street.

The proposal should achieve appropriate performance outcomes in respect to technical matters such as pedestrian access, bicycle parking, energy efficiency, crime prevention, car parking and waste management.

On balance, it is considered that the proposal satisfies the intent of 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

1. BACKGROUND

1.1 Strategic Context

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

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

1.2 Pre-Lodgement Process

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

The applicant engaged in one (1) Pre-lodgement Panel meeting. The application was lodged shortly after and did not undertake a Design Review session.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

Land Use Description	Multi-storey mixed use building consisting of tourist accommodation, offices and associated hospitality facilities
Building Height	41.8 metres (parapet) / 11 storeys
Description of levels	<p><u>Basement</u> – Carpark, lift, building services, bicycle parks, transformer</p> <p><u>Ground</u> – Lobby, café/bar, kitchen, café tenancy, office lobby, lifts, water closet, building services and back of house facilities</p> <p><u>Level 1</u> – Restaurant and associated facilities, toilets, office space, meeting rooms, building services and lift</p> <p><u>Level 2-7</u> – Office space, building services, hotel rooms and hotel amenities in form of gym, theatre, laundry and games rooms.</p> <p><u>Level 8-11</u> – hotel rooms, housekeeping facilities, building services</p> <p><u>Roof</u> – Solar panels, lift overrun and maintenance hatch</p>
Apartment floor area (excluding balconies)	Each hotel room ranges from 25 to 36 square metres of floor space. Internally each room has ability to contain a double bed, ensuite and associated hotel amenities
Site Access	Pedestrian access is from Pulteney Street. Vehicle and bicycle access is gained via Gunson Street.

Car and Bicycle Parking	Ancillary car parking and bicycle parking is located in the basement of the development and is accessed via Gunson Street
Encroachments	Proposed canopy above the main entrance of the building along Pulteney Street encroaches approximately 3.9m over the boundary

3. SITE AND LOCALITY

3.1 Site Description

The development site comprises of a singular allotment located at 266 – 270 Pulteney Street, Adelaide and is situated on the eastern side of Pulteney Street. The allotment has a site area of approximately 918m² and is rectangular in shape and contains a 2 storey development. There is a primary street frontage of approximately 33.1m to Pulteney Street and a secondary street frontage to Gunson Street.



Figure 1 – Subject site, Pulteney Street frontage.

The site consist of one allotment, described as follows:

Lot No	Section	Street	Suburb	Hundred	Title
A4	F104741	Pulteney	Adelaide	Adelaide	CT 5150/330

The figure below illustrates the subject land highlighted in red in the context of the immediate locality.



Figure 2 - Location Map



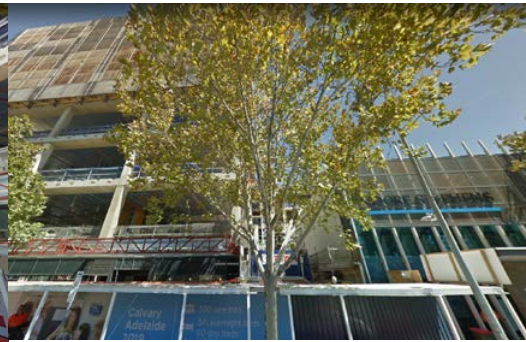
Pulteney Street – looking north



Pulteney Street (subject site) – looking east



Pulteney Street – looking south



Pulteney Street - looking west



Gunson Street – Looking North



Gunson Street – Looking South



Gunson Street – Looking north-east
(secondary frontage subject site)



Intersection Pulteney and Angas Street
looking north-east at subject site.

Figure 3 – Site Photos

3.2 Locality

The immediate locality consist of a mixture of retail, commercial, residential and office tenancies that range in a built form from one through to 14 storeys. Notably the Calvary Hospital development is located on the western side of Pulteney Street, directly opposite to the subject site.

4. COUNCIL COMMENTS

4.1 City of Adelaide

Advice was sought from Council Administration regarding technical matters. The following points were raised for consideration:

- Modifications are required for the car parking area to meet the requirements of AS2890.1, this is based on the general layout provided and the presence of columns within a dimensionally tight space.
- The representation of the columns appears optimistic in terms of width/size. The amendments to the car park required would result in fewer car parking spaces being provided.
- The stacked small car parking spaces at the end of the blind aisle appears to be unworkable in practice due to manoeuvring requirements.
- The minimum provision of 17 bicycle parking spaces does not appear to be able to be accommodated.
- No end of trip facilities in terms of showers/change rooms are shown.

Council noted that the proposed canopy generally achieves the requirements of Council Encroachment Policy, however it was encouraged to reconsider the height of the entrance to provide more effective weather protection.

A copy of the comments provided by Council is included in the **ATTACHMENTS**.

5. STATUTORY REFERRAL BODY COMMENTS

5.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 of the *Development Regulation 2008*. The Panel must have regard to this advice. The Government Architect responded to the referral and noted that review of the following elements would be beneficial:

- Further review of the building articulation of the north and south facades with the view to achieving a building in the round and with visual interest.
- Review of the office core element to consider the building mass in the round, and reduce the visibility of the core in long view perspectives while maintaining light and access to the central located ancillary and hotel rooms.
- Consideration of a holistic and integrated strategy for materiality, colour, branding, signage and articulation of the development.
- Review of the office entry lobby and lift foyer configuration to provide a greater sense of address for the office.
- Review of the ground floor hotel layout to ensure practical separation of public and back of house spaces and provide convenient access to all bathroom facilities, in particular the accessible bathroom.
- Review of opportunities to provide additional and passive surveillance to Pulteney Street and the entry lobby, in addition to outlook for the first floor bar and restaurant.
- Review of opportunities to provide natural light, ventilation and outlook from the public corridors to provide additional amenity for hotel guests.

- Consideration of an integrated approach to solar shading devices rather than the reliance on glazing performance to address solar loads.
- Review of bicycle parking spaces to provide safe and convenient access for cyclists.
- Provision of an accessible car parking space adjacent the office lifts.
- A high quality external materials supported by the provision of a materials samples board.

The Government Architect's referral comments were forwarded onto the applicant. A copy of the comments provided by the Government Architect is included in the **ATTACHMENTS**.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Capital City Zone Principle of Development Control 40(a). No public notification was required.

7. POLICY OVERVIEW

The subject site is located in the Capital City Zone as described within the Adelaide City Development Plan [Consolidated 7 June 2018].

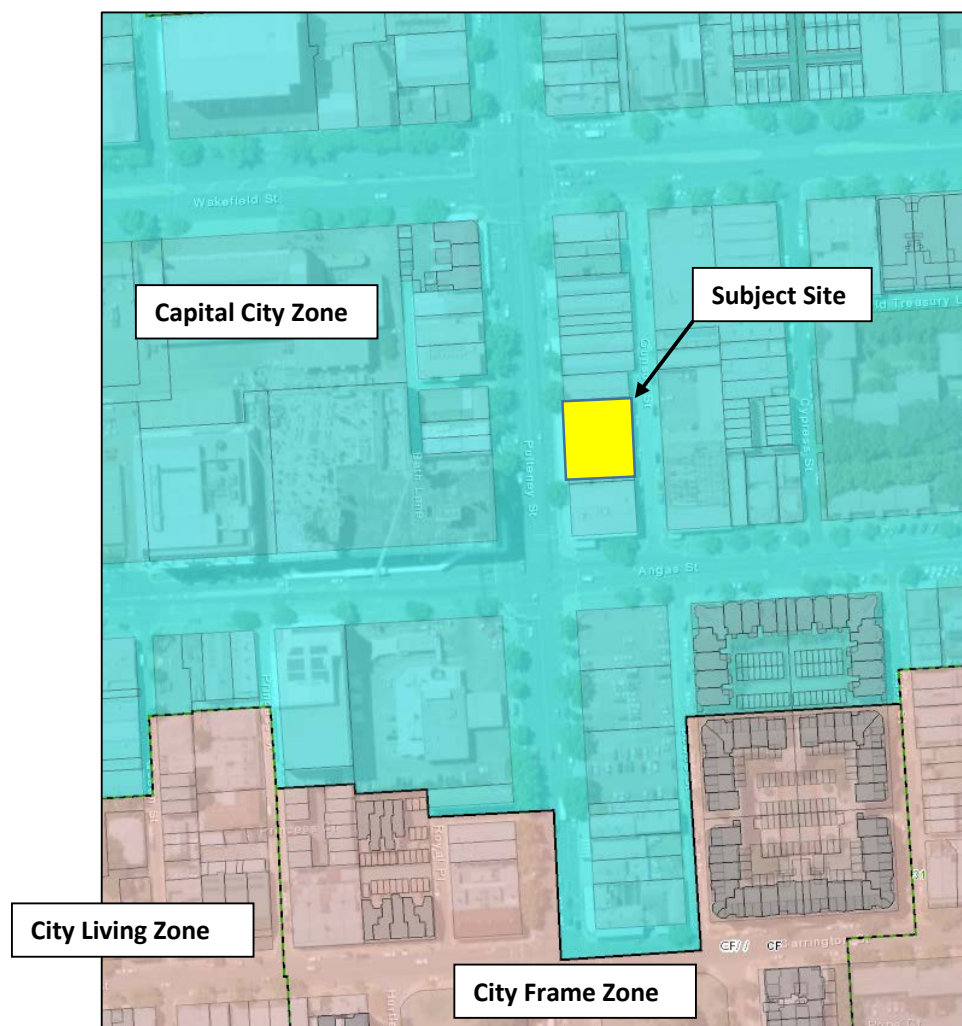


Figure 4 – Zoning Map

7.1 Zone

The Capital City Zone encourages a diverse range of land uses with non-residential land uses at ground floor level to achieve greater activation of street frontages.

It is noted that there is a maximum building height limit 53 metres for this particular part of the Capital City Zone. The Zoning 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 acknowledges contemporary juxtapositions will provide new settings for heritage places as well as responding to site context and broader streetscape whilst supporting optimal site development.

Pulteney Street is a key north-south boulevard. 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. The boulevard will become an important tree-lined commercial corridor.

7.2 Council Wide

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

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide (City) Development Plan [Consolidated 7 June 2018], which are contained in **ATTACHMENTS**.

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	Capital City Zone has a prescribed maximum height of 53m.	Eleven storey or 43.5m (lift overrun)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Land Use	Zone and Policy area envisages tourist accommodation, offices and retail uses	Tourist accommodation, office and restaurant	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Car Parking	No minimal parking requirements in Capital City	18 car parking spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Bicycle Parking	Tourist accommodation 1 per 20 employees 2 for first 40 rooms, plus 1 for every additional 40 rooms	Required 21 Bicycle parks Proposed 18 bicycle parks in basement	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Discussed further in assessment

	Café/Restaurant 1 per 20 employees 1 per 50 seats Office 1 per 200m ² * 2 plus 1 per 1000m ² * (visitor) *gross leasable floor area			
Front Setback	Zone seeks buildings built to the street frontage	Front of building abuts the front boundary consistent with the established built form	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Rear Setback	Zone and policy area generally silent on rear setbacks	Development generally abuts rear boundary	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Side Setback	Zone and policy area generally silent on side setbacks	Development is not setback from side boundaries	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Private Open Space	Development Plan is silent on short term tourist accommodation provisions	None provided	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	No POS is generally deemed appropriate for short term tourist accommodation

8.2 Land Use and Character

The proposal involves the development of a mixed use building comprising of tourist accommodation, café/ restaurant and office. The proposal is consistent with PDC 1 which seeks this form of land use within the Capital City Zone.

8.3 Building Height

The proposed development is approximately 43.5m in height to the top of the lift overrun and does not exceed the maximum envisaged height of 53m for the development site. It is also acknowledged that the development does not penetrate the airport height limits.

The proposed development is considered acceptable in terms of height and is consistent with the related Development Plan policies.

8.4 Design and Appearance

The Capital City Zone seeks that buildings reflect innovative design approaches and contemporary architecture that responds appropriately to the locality and context. 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 built form of the proposed development is broken into a podium and tower element. The development incorporates a canopy above ground that is articulated and provides a sense of address for both the office and hotel. The base of the building is characterised by a two storey podium expression with individual tower elements which reflects the hotel and office uses.

The 10 storey hotel tower element is setback approximately 2 metres from the Pulteney Street frontage and is expressed as the primary built form. The tower is characterised by off white precast concrete panels with vertical bands of light grey elements in which the hotel windows are positioned within. Further articulation of the main tower element is expressed through the vertical projecting framing elements on the east and west façade.

The six storey office tower element is smaller in scale and stature and presents as a secondary tower. The built form of the tower abuts the Pulteney Street frontage and features a slender copper trim, which frames the western façade. The east and west façade of the office tower is made up of floor to ceiling windows.

The northern façade of the development features a vertical void for the length of the hotel tower. The vertical void houses the building services for each hotel level and high level glazing, provides natural light to the circulation spaces. The northern and southern façades are characterised by smooth and patterned precast concrete. The Government Architect is of the view that further review of the articulation to north and south facades are required to achieve a building in the round. It was also expressed that there is an opportunity to relocate the office stair core away from the highly visible southern boundary wall with the view of reducing the visibility of this element.

The applicant acknowledged the Government Architects comments, however noted that the hotel rooms have been configured to take advantage of the east and west aspects, as the north and south boundaries adjoin other titles. It was also noted that shifting the core of the office lift core would impact the car park layout and removes any chance of future links between the hotel and office spaces.

The ground floor of the development incorporates a café with outdoor seating and hotel lobby space which should positively contribute to the activation of the public realm. The extensive use of glazing at ground and large bi-fold doors of the café tenancy along Pulteney Street should provide an appropriate level of visual permeability. Council commended the development on the extent of activation it will provide to Pulteney Street. The Government Architect acknowledged the applicant's intent to separate the different uses, however is of the view a shared lobby space for public, office and hotel guest would maximise the activation along the whole of the Pulteney Street frontage.

Level one of the hotel incorporates a void above the lobby of the main entrance, with formal and informal meeting spaces overlooking the internal void. A balcony over Pulteney Street is accessed directly from meeting room 1. The Government Architect expressed that there are further opportunities to maximise the use of the balcony and further activate Pulteney Street.

On balance the design and appearance of the proposed development is contemporary in nature and is considered appropriate in the locality as envisaged by the Capital City Zone. The ground floor of the development should provide a level of activation and is going to positively contribute to the streetscape. It is acknowledged that whilst there are opportunities to further maximise and refine these opportunities for activation and design, it is ultimately not considered fatal to the application.

8.5 Occupant Amenity

The Capital City Zone is generally silent on policies regarding short-term tourist accommodation, as such Council Wide policies were used within this section. Levels three to 11 of the northern tower are dedicated to hotel accommodation. The floor

plate of the proposed development has been orientated to take advantage of the dual frontage to the east and west, ensuring all rooms have access to natural light. Ancillary spaces for the hotel guests are proposed in the form of a laundry, office, gym and theatre and are located on levels 2-7 on the southern side of the floorplate.

The Government Architect acknowledged the use of high level glazing within the circulations spaces behind the plant services area on each floor to the north. It was however recommended that further review of this space should occur to provide further natural light, ventilation and outlook from the public corridors to enhance the amenity for hotel guests. Concern were also expressed about the paired door configurations to the hotel room entries, which could result in visual and acoustic impacts. The applicant noted that pairing of the doors allows for a wider recess off the main corridor which in-turn opens up the corridor space. It was also acknowledged that the room walls will be constructed in accordance with the National Construction Code (NCC) to meet or exceed the minimum requirements for acoustics and amenity.

The proposed hotel rooms generally exhibit an appropriate level of room amenity. The ancillary hotel amenities located on levels 2-7 are considered a great feature and are commendable. On balance the development displays appropriate levels of occupant amenity.

8.6 Traffic Impact, Access and Parking

8.6.1 Traffic Impact

The section of Pulteney Street that the development site fronts onto has several traffic control measures in place for the bus lane. The bus lane operates between the hours of 4pm to 6pm. During the alternative hours of 8am-4pm there are two 15 minute car parks, from 6pm onwards the carparks are unrestricted. There is also a loading zone approximately 20 metres north of the development site and several 2 hour carparks along Pulteney Street. It is also noted that there is a bus stop directly adjacent the northern section of the site frontage.

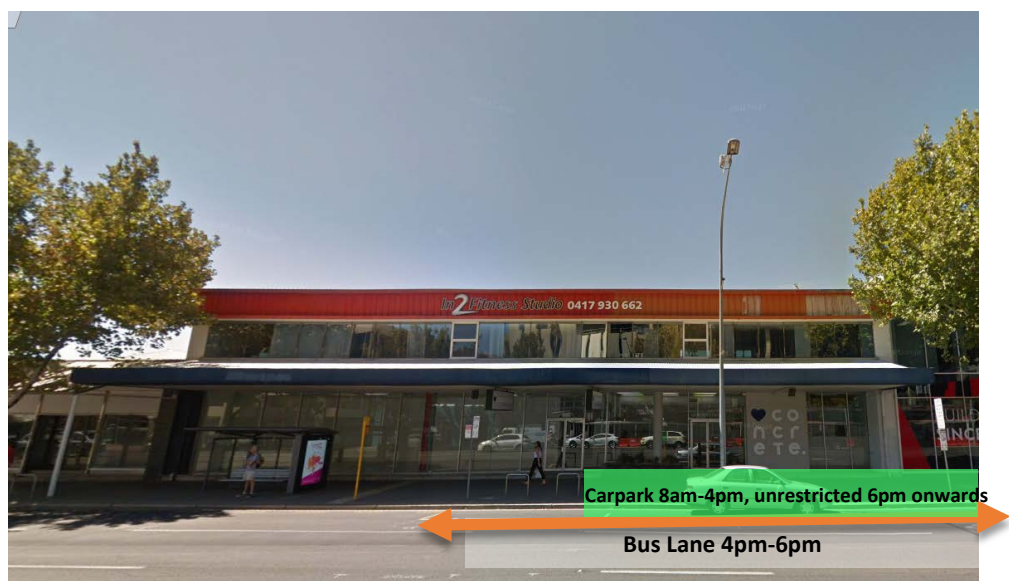


Figure 5 - Pulteney Street frontage of subject site

The applicant engaged GTA consultants to provide a transport impact assessment for the proposed development. The traffic report estimated that the combined office and hotel use is estimated to generated approximately 30

trips during the AM Peak. The report noted that the AM Peak for the hotel is considered to be the peak period due to checkout times being concentrated within the morning. It was determined that there would be minimal increase in traffic associated with the development and is not expected to impact the safety or performance of the surrounding road networks.

Council raised concerns that there is no reasonable accommodation for the expected number of pick-up and drop-off movements associated with the hotel. The proposal does not include any no formal pick-up and drop-off control measures, however it is noted that there are several loading zones and 15 minute carpark adjacent the site. It is acknowledged that the development will be impacted during the hours of 4pm-6pm when the bus lane is operational, which would result in pick-ups and drop offs potentially occurring around the corner on Angas Street.

The applicant has noted that the hotel operator is open to seeking alternative arrangements with nearby car parking facilities if the pick-up /drop off areas and valet parking is not feasible.

On balance the AM peak traffic movements associated with the proposed development is unlikely detrimentally to the Pulteney Street traffic movements. Potential conflict may arise between the hours of 4pm to 6pm, however there are several alternative locations in which these traffic movements could occur.

8.6.2 Car parking

The Capital City Zone does not prescribe a minimum or maximum parking requirement. The proposal includes a total of 18 car parking spaces located in the basement of the development. One of the car parking spaces has been designated as a disabled parking space consistent with the Development Plan. It is proposed that each office floor will be allocated one parking space equating to a total of 8 parking spaces reserved for office use.

Vehicles will be able to enter and exit the basement carpark in a forward direction via Gunson Street which is located to the rear of the development site. The traffic report confirmed that the internal ramp, lane configuration and car parking spaces have been designed to achieve the relevant Australian Standards.

Council raised concern that the proposed car parking would not meet the relevant Australian Standards, which was based on the presence of columns within a dimensionally tight space. It was also expressed that the columns appears optimistic in terms of width/size.

The applicant acknowledged the minor discrepancy within the basement carpark and noted that a revised car parking layout will be provided prior to development approval, which will address Council's concerns and comply with the relevant Australian Standards. A condition of Planning Consent is recommended to be included in the decision to deal ensure the basement car parking complies with the relevant Australian Standards.

The Capital City Zone does not prescribe a minimal parking rate for this development. As such the proposed ancillary car parking will complement the proposed office and hotel use and is considered acceptable. It is commended that the car parking is located in the basement of the development and does not impact the Pulteney Street frontage.

Bicycle parking

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

- **Office** - one bicycle park per 200m² of gross leasable floor area for employees and two plus one per 1000m² of gross leasable floor for visitors.
- **Retail** – one per 300m² of gross leasable floor area for employees and one per 600m² of gross leasable floor area for visitors
- **Serviced Apartments**– one per 20 employees and 2 for the first 40 rooms, plus 1 for every additional 40 rooms.

It is considered that the Serviced Apartments bicycle parking rate is applicable to this application as it relates to short term tourist accommodation. The table below outlines the required bicycle parking

Type of Development	Area / Number of employees	Required Bicycle Parking Spaces	
		Employee	Residents/visitors
Retail	188 m ²	1	1
Office	1,840 m ²	9	4
Hotel	20 staff / 124 rooms	2	4
Total bicycle parks required		12	9

The development incorporates 18 bicycle parks within the basement of the building. The bicycle racks are located along the southern wall, centrally adjacent to the main lift and in the north-west corner of the basement. Whilst it is best practise to locate bicycle parking at ground, the proposed bicycle parking is located conveniently between the two lift cores. It is also acknowledged that the bicycle parking is secure and undercover, which is considered a positive outcome.

Theoretically the proposed development presents a shortfall of three bicycle parks when applying the prescribe bicycle parking rate, on balance the shortfall is not considered fatal. It is also acknowledged that there are several bicycle racks located on Pulteney Street, which could be utilised by visitors.

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 façade at ground along Pulteney Street incorporates extensive glazing and bi-fold doors ensuring there are views in and out of the development which provides opportunities for passive surveillance and activation. The balcony on level one, when in use should provide further passive surveillance and the opportunity to interact with the public realm.

The layout of the ground floor ensures that the café tenancy, office and hotel can operate at alternative hours without impacting the adjacent tenancy, whilst providing an appropriate levels of security.

The proposed land-uses should create a complementary mix of activity that could extend the duration of the day and into the night. The proposed mix of activities should also increase public realm activation along Pulteney Street

and the immediate locality. It is also noted that the hotel reception desk at ground is positioned with clear sight to Pulteney Street, lift core and lobby space.

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 seeks mechanical or plant equipment to be designed and sited and screened to minimise noise impacts on adjacent premises and properties in accordance with the provisions set out within the Development Plan.

The proposed development incorporates an individual plant room for the office and hotel on each level from levels 2 to 11. Perforated metal screening is utilised to screen the AC condensers and hot water services on the individual level.

The applicant noted that due to the proposed use of the development as an office and hotel there will be minimal noise created from the building to the immediate locality. It was also highlighted that the hotel rooms will be treated acoustically in accordance with the NCC and hotel operator requirements.

A condition of Planning Consent is recommended to be included in the decision to deal with the final design of the screening and acoustic treatment/output of the air-conditioning condensers.

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

8.7.3 Waste Management

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

The proposed development incorporates two waste collection areas. The southern waste collection area services the café tenancy and office tenancy, whilst the northern waste collection room will exclusively service the hotel facility. It is anticipated that waste collection will occur on Gunson Street.

The applicant has not provided a preliminary waste management plan. It was expressed that once a hotel operator and tenants are secured an accurate waste management plan will be developed to cater for their specific needs.

Council acknowledged that the storage areas and waste transfer pathways should be adequate for the size of the proposed development.

On balance the proposed development displays adequate storage and waste collection facilities, however it is suggested that a planning condition is applied to any planning consent seeking a detailed waste management plan prior to development approval.

8.7.4 Energy Efficiency

The Energy Efficiency policies and objective seeks developments to be compatible with long term sustainability of the environment and minimise consumption of non-renewal resources and utilities. PDC 115 Energy Efficiency seeks office development to minimise energy consumption and limit gas emissions by utilising various design approaches, some of which are passive solar considerations, energy efficient solutions and designing for the lifecycle.

The applicant engaged BCA engineers to conduct a services engineering report, which noted that the proposed development is subject to requirements for energy efficiency as prescribed within Section J of the Building Code of Australia 2016.

The report acknowledged that all Building Engineering Services shall be designed to meet the Deemed to satisfy requirements prescribed within BCA Section J5, J6, J7 and J8.

The applicant highlighted that the development will utilise high performance glazing to ensure the east and west façade is not over reliant on mechanical cooling. It was also acknowledged that full modelling of the east and west facades will be carried out to ensure the best glazing solution is selected.

The proposed development generally displays an appropriate level of intent to design an energy efficient development. It is noting that the development will satisfy the relevant Building Code standards to achieve the prescribed energy efficiency as required by the BCA.

8.7.5 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 policy provisions in the Development Plan encourages the use of podiums, canopies and placement of building as design initiatives that could mitigate potential wind impacts.

The development utilises a podium base and tower element. The western façade of the hotel incorporates framed projections which provides some articulation and could aid in reducing down drafts that may occur as a result of the tower façade. The development along Pulteney Street provides further protection to the public realm in the form of a canopy, which runs the length of the development.

The proposed development displays appropriate design considerations in the form of a podium, canopy and façade articulation and generally satisfies the policy provisions relating to wind impacts and is deemed acceptable.

8.8 Signage

The proposal includes indicative signage locations above the main entrances on the southern and western elevation of the Hotel and Office/Café tenancy. Roof parapet signage is also proposed on the North, South and West elevations. The proposed signage appears to be of appropriate size and location, typical of a development of this nature.

The final design of the signage in terms of colour and font is not detailed, however based on the information provided it is unlikely to detract from the established streetscape consistent with PDC 211 Council Wide.

8.9 Interface

The development has orientated the hotel and office windows to the east and west frontages, ensuring that appropriate separation between buildings is maintained regardless of future development. It is acknowledged that views from the hotel rooms are unrestricted and could result in minor overlooking, it is however noted that the immediate locality is contained in the Capital City Zone. Furthermore there does not appear to be any sensitive land use within the immediate locality.

The shadow diagrams provided by the applicant illustrates that the bulk of the shadow produced as a result of development is likely to fall onto Pulteney Street and Angas Street during the winter solace.

On balance the proposed development is unlikely to unreasonable overshadow or present serious overlooking impacts upon the immediate locality.

9. CONCLUSION

The applicant seeks Development Plan Consent for the demolition of existing structures and construction of a multi-storey mixed use development comprising tourist accommodation, commercial office, café/restaurant, ancillary car parking and associated building works in the Capital City Zone at 266 – 270 Pulteney Street, Adelaide.

The proposed development is considered acceptable in scale and height for the locality. The design and appearance of the proposed development is contemporary in nature and is considered consistent with the Capital City Zone. It is acknowledged that whilst there are opportunities to further develop the layout and functionality of the development, it ultimately is not considered fatal to the application. The development at ground appropriately addresses Pulteney Street and should positively contribute to the activation of the public realm.

All hotel rooms have direct access to natural light and are generously proportioned. The rooms are complemented by the various ancillary spaces located on levels 2-7 and is considered to reflect a relatively high level of room amenity.

Council are generally satisfied with the proposed waste arrangements and associated waste collection vehicle movements within Gunson Lane, the applicant has acknowledged that a final waste management plan will be provided once a hotel and commercial tenants are selected. The development incorporates a basement car parking which will service the hotel and some of the office.

Council also raised concern with the lack of pick up and drop off facilities. Whilst there are no formal pick up and drop off control measures, it is acknowledged that there are several short term parks adjacent the development and during the operation of the bus lane, drop offs and pick-ups could occur in the surrounding streets.

When assessed against the relevant Development Plan policies the proposal generally satisfies the policy provision. The proposal is consistent with the desired character of the Capital City Zone. The proposal should not result in or cause unacceptable impacts to the immediate locality. Accordingly, the proposal warrants Development Plan consent subject to conditions.

10. RECOMMENDATION

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE to grant Development Plan Consent to Development Application 020/A006/19 by Hardy Milazzo for Demolition of existing structures and construction of a multi-storey mixed-use development comprising tourist accommodation, commercial office, cafe/restaurant, ancillary car parking and associated building work at 266 – 270 Pulteney Street, Adelaide.

PLANNING CONDITIONS

1. The development granted Development Plan shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

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

2. Prior to Development Approval being issued for superstructure, final details of the waste collection arrangements which identify how waste would be stored, transported and disposed of, shall be submitted in consultation with the City of Adelaide to the satisfaction of the State Commission Assessment Panel (SCAP).

Reason for condition: to ensure an appropriate waste management plan is in place prior to the buildings operation.

3. Prior to Development Approval the applicant shall submit a final detailed schedule of external materials and finishes to the satisfaction of the SCAP in consultation with the Government Architect.

Reason for condition: to ensure the materials and finishes proposed are consistent with the architectural drawings.

4. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).

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

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

Reason for condition: 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.

6. All bicycle facilities shall be designed in accordance with AS/NZS 2890.3:2015.

Reason for condition: to ensure bicycle facilities are designed to adhere to the necessary standard.

7. 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 for condition: to ensure mechanical equipment does not cause unreasonable nuisance or loss of amenity in the locality.

8. 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.

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

9. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.

Reason for condition: to ensure off-street car parking facilities are designed to adhere to the necessary standards.

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 Commission Assessment Panel.
- 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. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development.
- e. 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.

- f. 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.
- g. All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Planting will also need to be undertaken in line with council specification in terms of sight distance interference and safety to the community (thorns/poisonous planting). Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.



Karl Woehle
Planning Officer
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE



DRAWING LIST

- SK.01 Site Plan
- SK.02 Basement Floor Plan
- SK.03 Ground Floor Plan
- SK.04 First Floor Plan
- SK.05 Typical Office and Hotel Floor Plan
- SK.06 Typical Hotel Floor Plan
- SK.07 Roof Plan
- SK.08 West and East Elevations
- SK.09 North and South Elevations
- SK.10 Section A and B
- SK.11 Shadow Diagram
- SK.12 Street Render and 3D Images

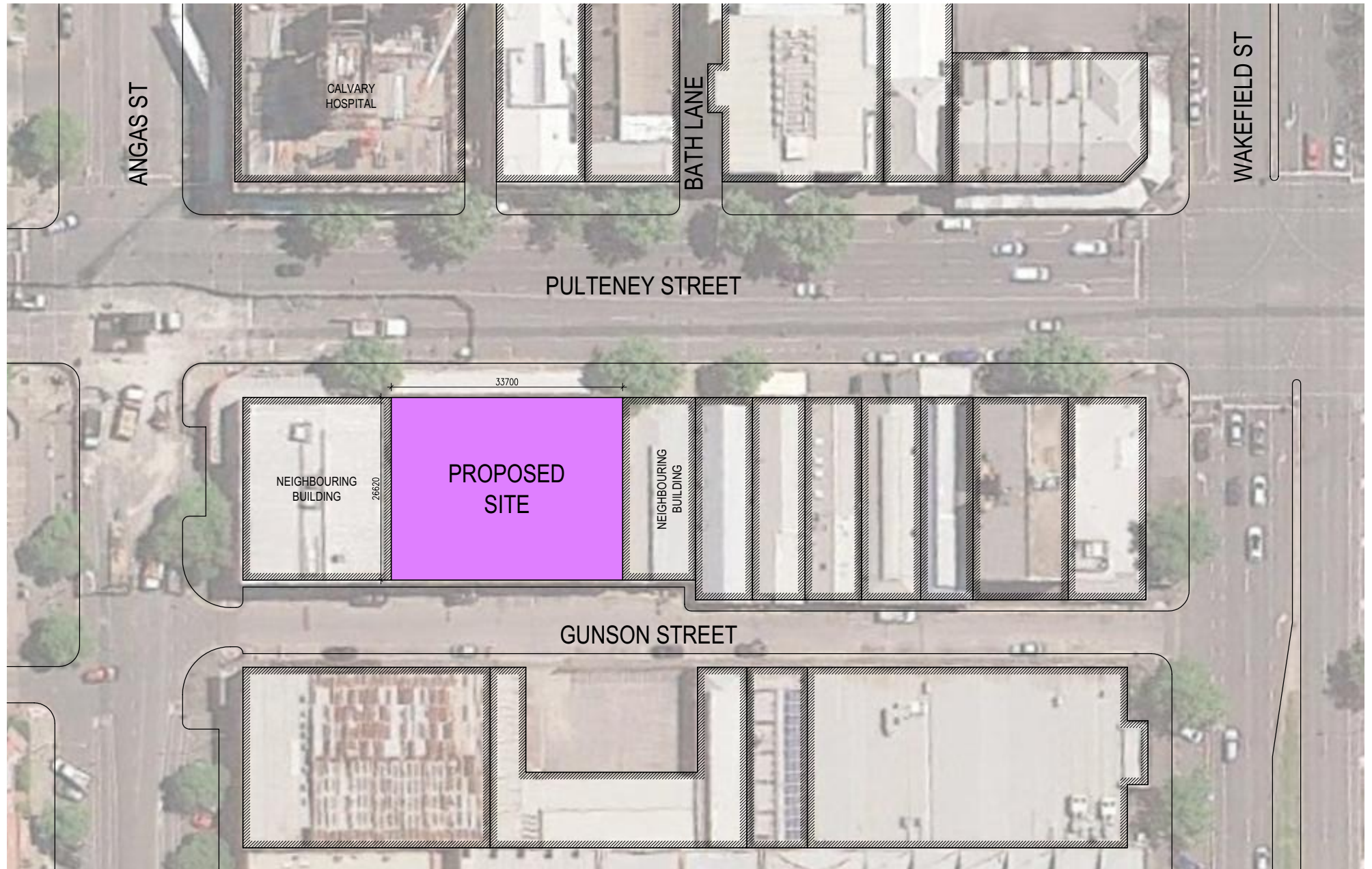
HOTEL AND OFFICE BUILDING

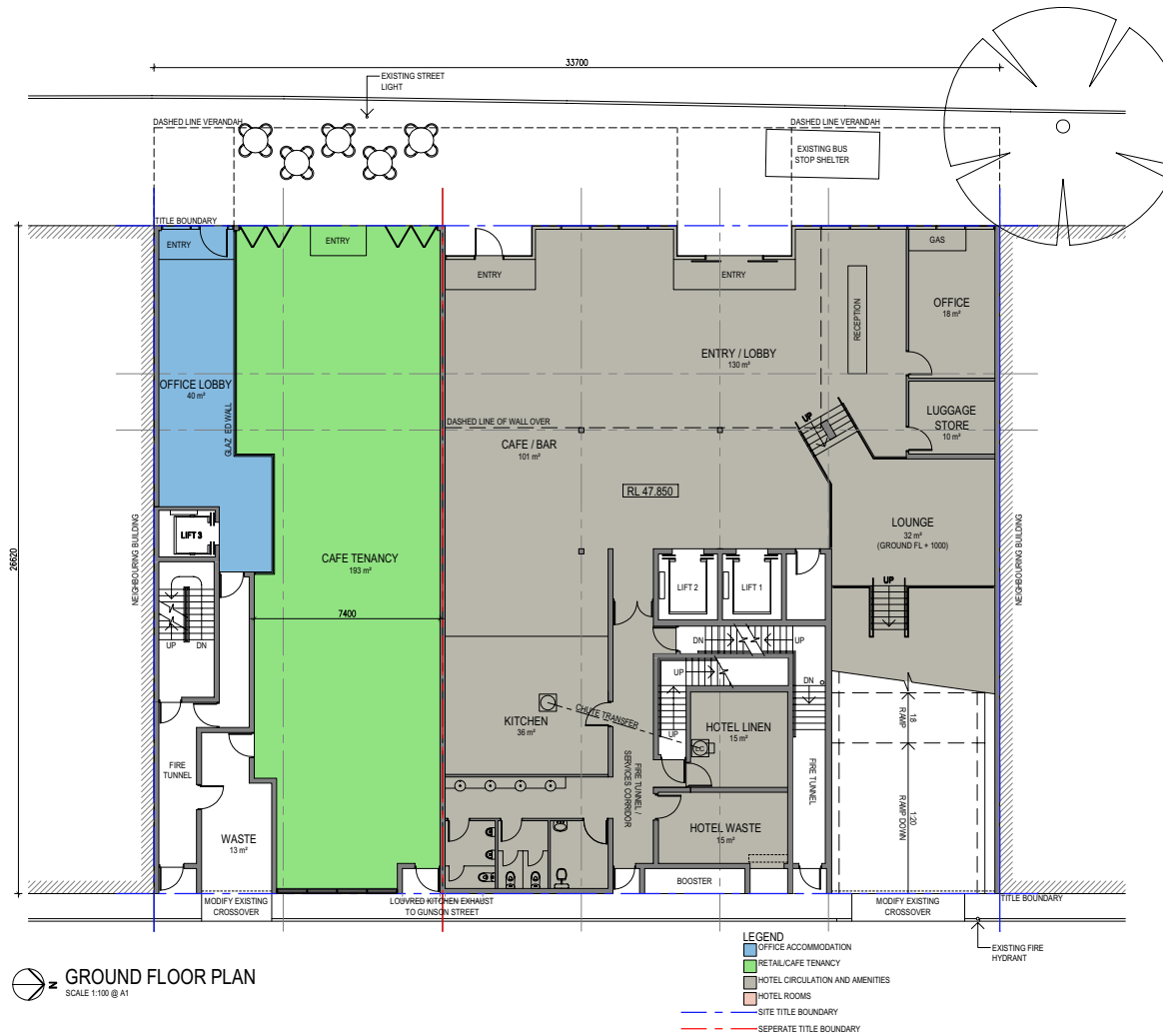
266-270 PULTENEY STREET, ADELAIDE



**GINOS
GROUP**







GUNSON STREET

Scale 1:100
0 2.5 5 7.5 10m



266-270 PULTENEY STREET
ADELAIDE

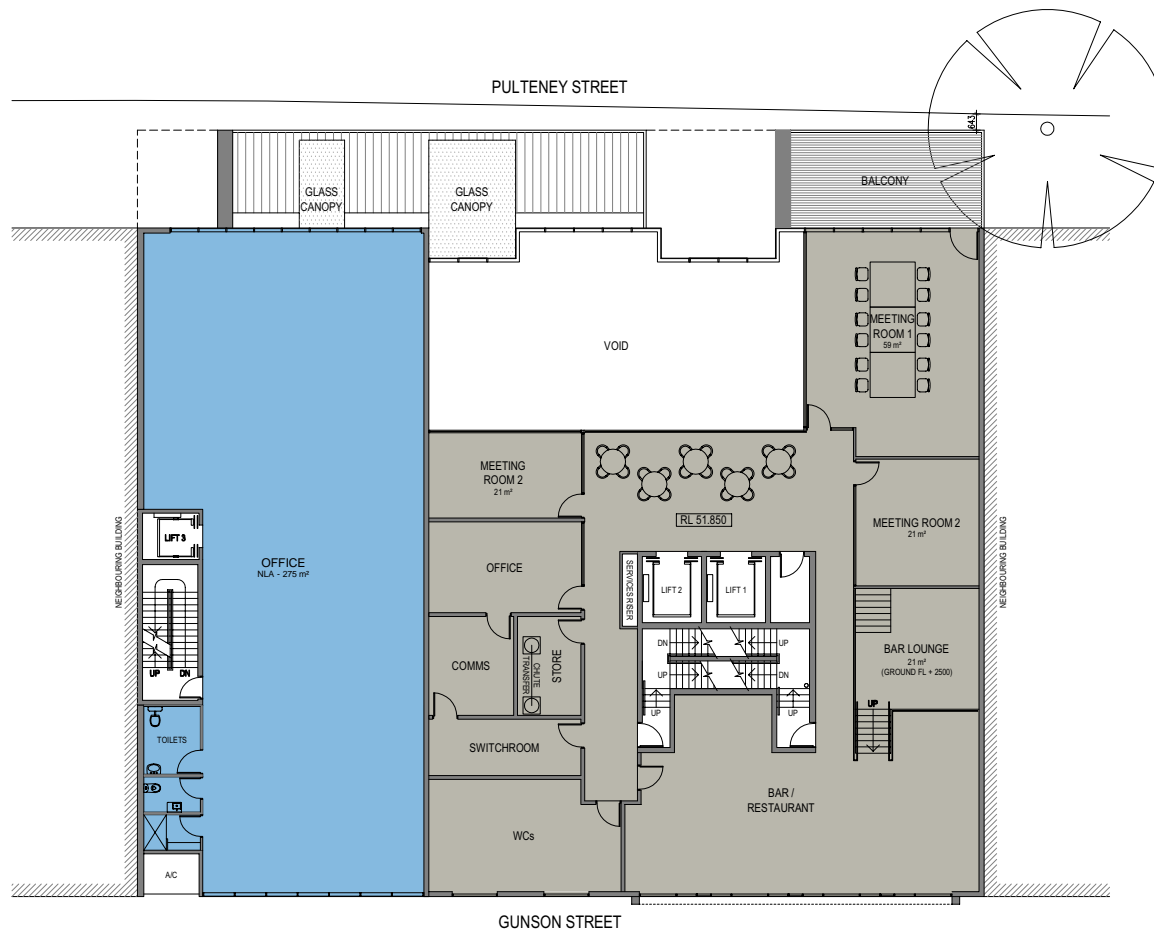
HOTEL AND OFFICE BUILDING

GROUND FLOOR PLAN
1:100 @ A1

44 Currie St
Adelaide SA 5000
(08) 8205 0111

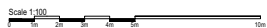


REV 'A'
SK.03
Job No. 6873-1
December 19, 2018



 **FIRST FLOOR PLAN**
SCALE 1:100 @ A1

LEGEND
 OFFICE ACCOMMODATION
 RETAIL/CAFE TENANCY
 HOTEL CIRCULATION AND AMENITIES
 HOTEL ROOMS

Scale 1:100




266-270 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

FIRST FLOOR PLAN
1:100 @ A1

44 Currie St
Adelaide SA 5000
(08) 8205 0111



SK.04
 Job No. 6873-1
 December 19, 2018



TYPICAL HOTEL & OFFICE FLOOR PLAN (LEVEL 2 - 7)
 SCALE 1:100 @ A1

LEGEND
 OFFICE ACCOMMODATION
 RETAIL/CAFE TENANCY
 HOTEL CIRCULATION AND AMENITIES
 HOTEL ROOMS

Scale 1:100



266-270 PULTENEY STREET
ADELAIDE

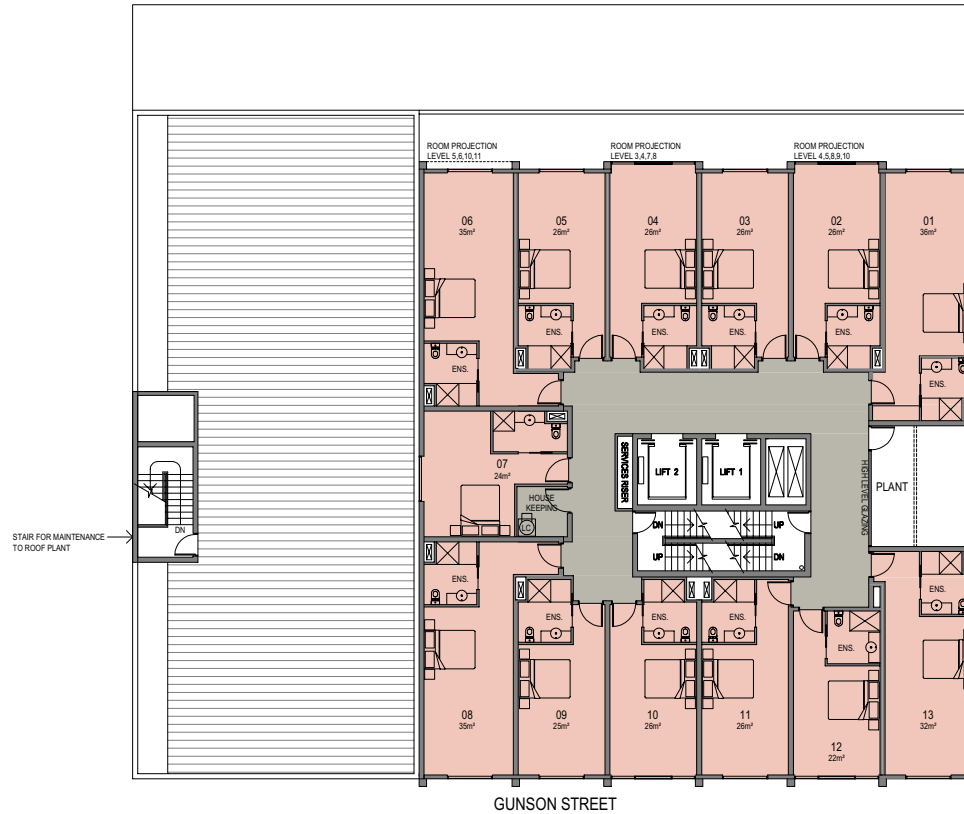
HOTEL AND OFFICE BUILDING

TYPICAL OFFICE & HOTEL
FLOOR PLAN
1:100 @ A1

44 Currie St
Adelaide SA 5000
(08) 8205 0111



SK.05
Job No. 6873-1
December 19, 2018



⊙ TYPICAL HOTEL FLOOR (LEVEL 8 - 11)
SCALE 1:100 @ A1

LEGEND

- OFFICE ACCOMMODATION
- RETAIL/CAFE TENANCY
- HOTEL CIRCULATION AND AMENITIES
- HOTEL ROOMS

Scale 1:100



266-270 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

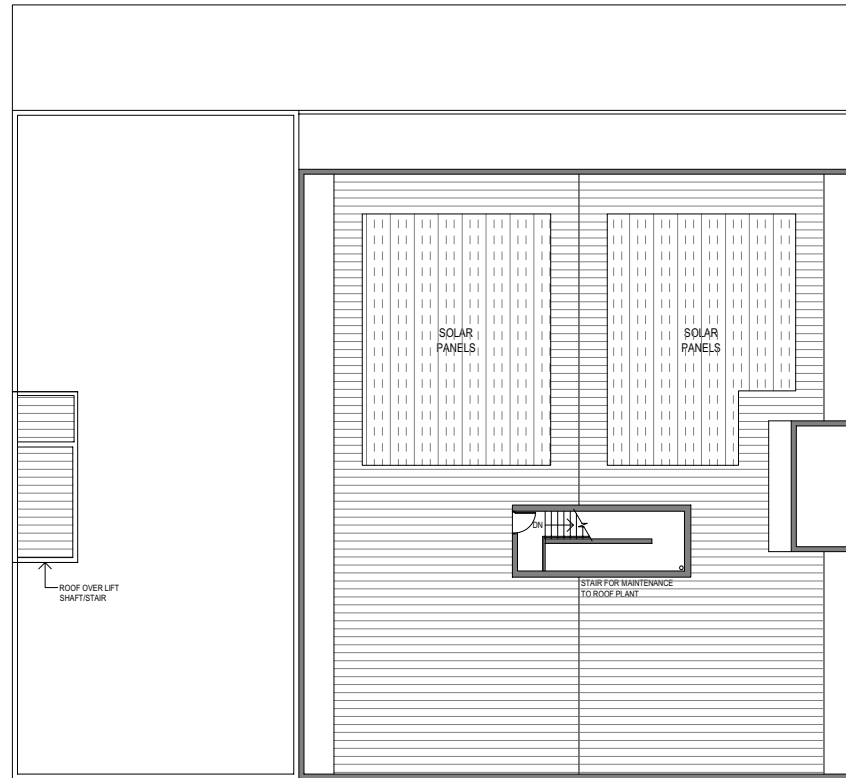
TYPICAL HOTEL FLOOR PLAN
1:100 @ A1

44 Currie St
Adelaide SA 5000
(08) 8205 0111



REV 'A'
SK.06
Job No. 6873-1
December 19, 2018

PULTENEY STREET



GUNSON STREET

 **ROOF PLAN**
SCALE 1:100 @ A1

Scale 1:100
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100



266-270 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

ROOF PLAN
1:100 @ A1

44 Currie St
Adelaide SA 5000
(08) 8205 0111



REV 'A'
SK.07
Job No. 6873-1
December 19, 2018



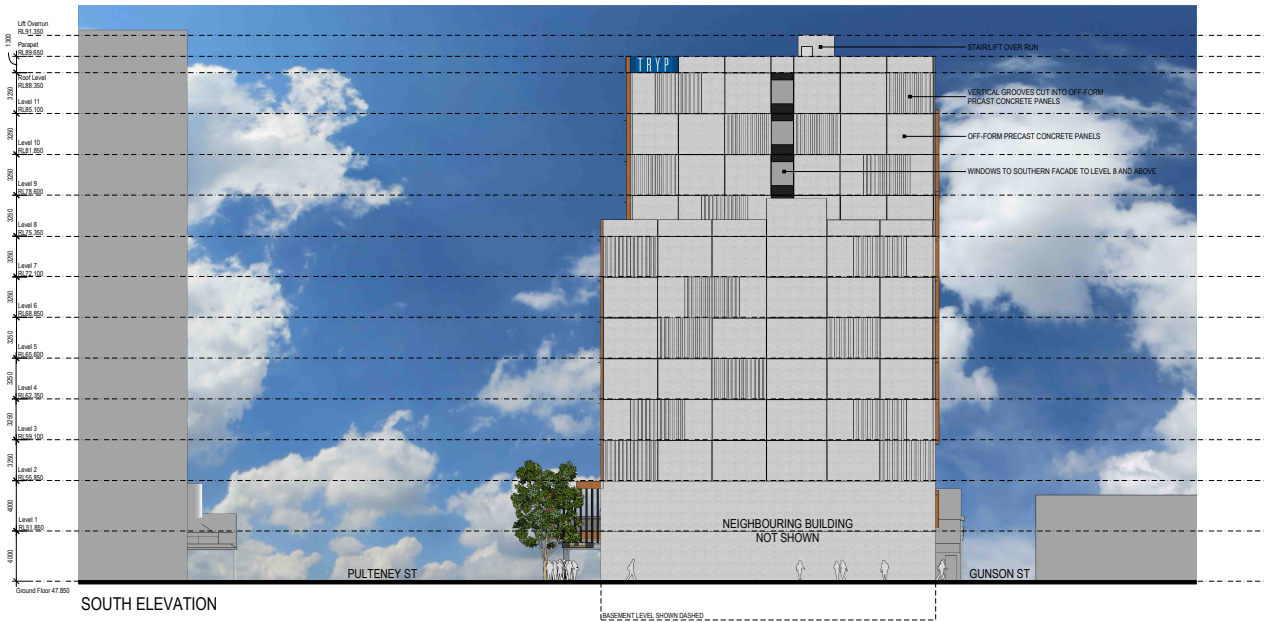
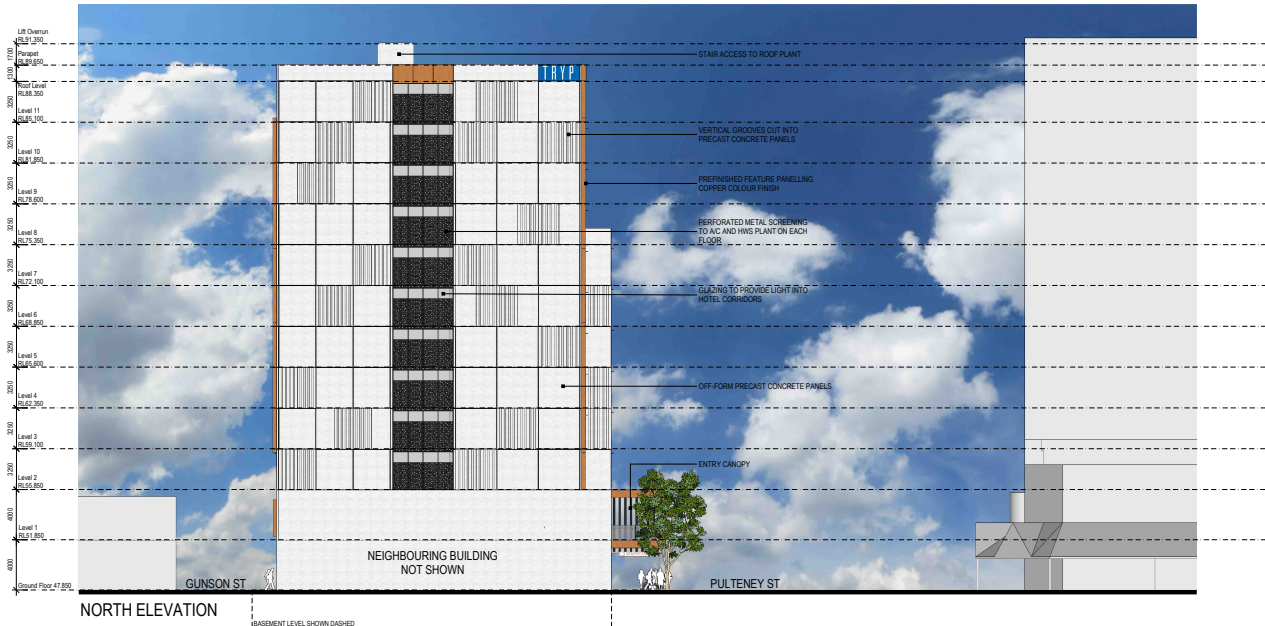
266-27 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

WEST & EAST ELEVATIONS
1:200 @ A1



REV 'A'
SK.08
Job No. 6873-1
February 21, 2019



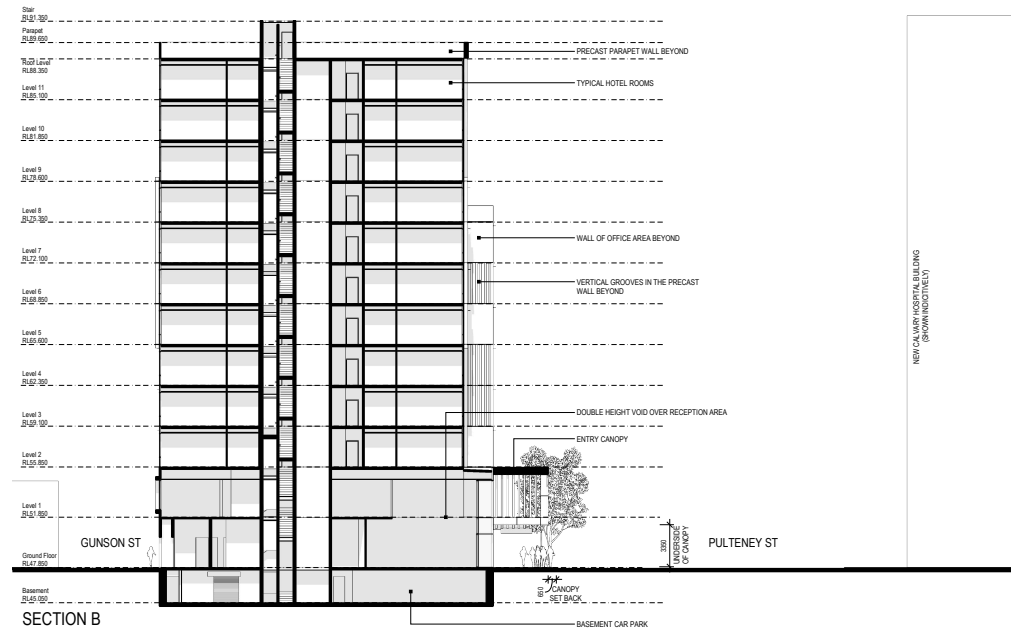
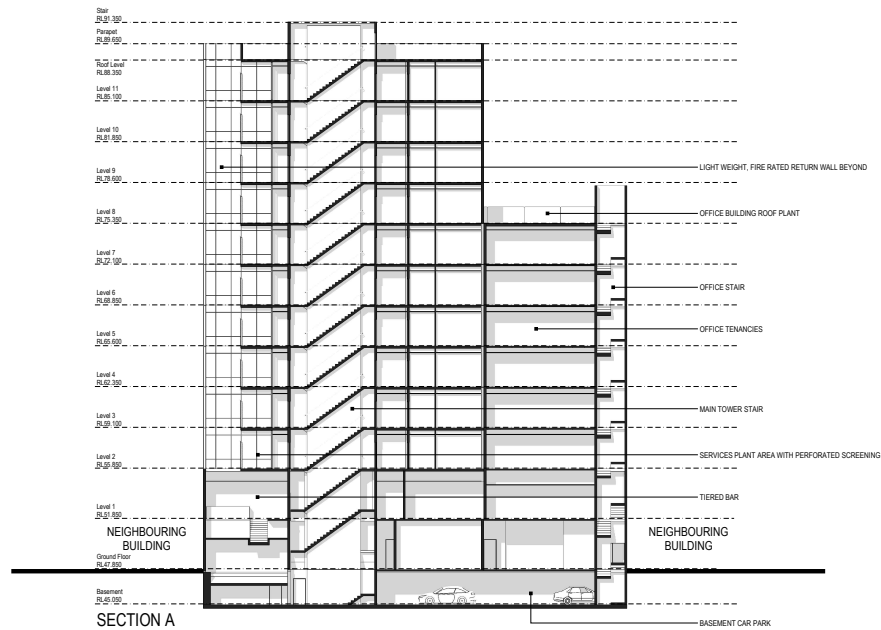
266-27 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

NORTH & SOUTH ELEVATIONS
1:200 @ A1



SK.09
Job No. 6873-1
December 19, 2018



266-27 PULTENEY STREET
ADELAIDE

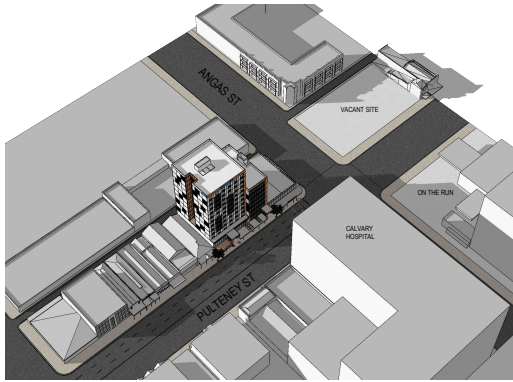
HOTEL AND OFFICE BUILDING

SECTION A AND B
1:200 @ A1

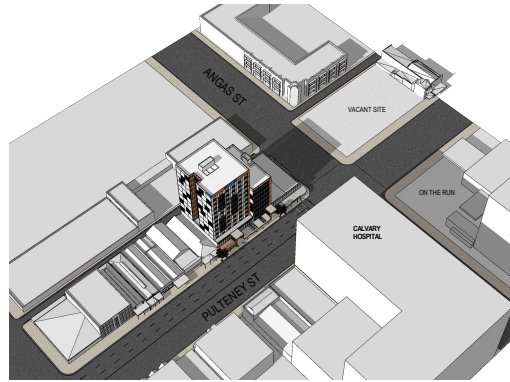
44 Currie Street
Adelaide SA 5000
(08) 8205 0111



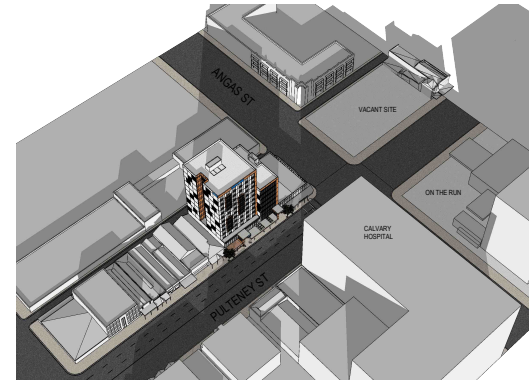
SK.10
Job No. 6873-1
December 19, 2018



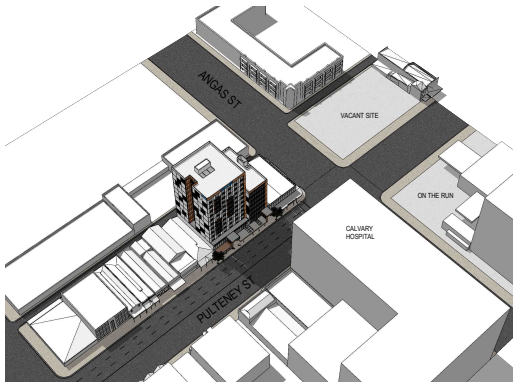
WINTER SOLSTICE - 9:00am



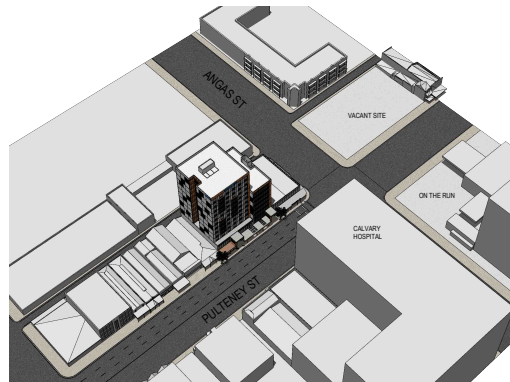
WINTER SOLSTICE - 12:00pm



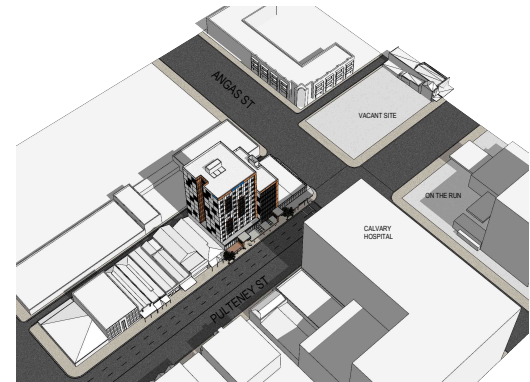
WINTER SOLSTICE - 3:00pm



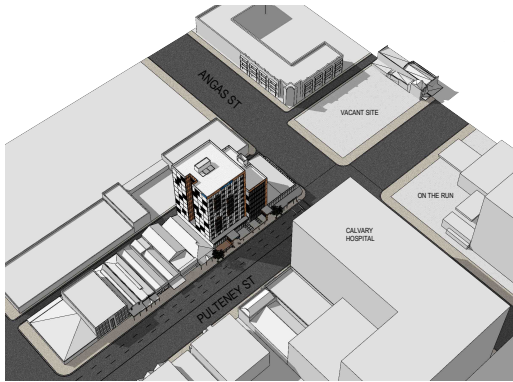
SUMMER SOLSTICE - 9:00am



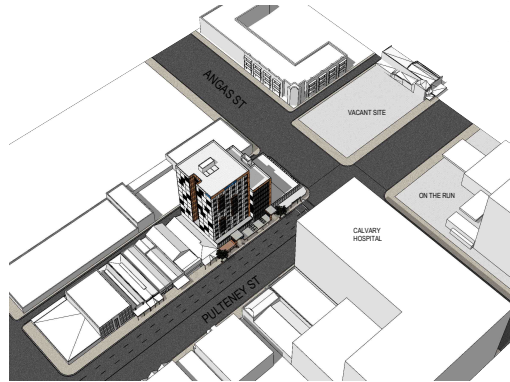
SUMMER SOLSTICE - 12:00pm



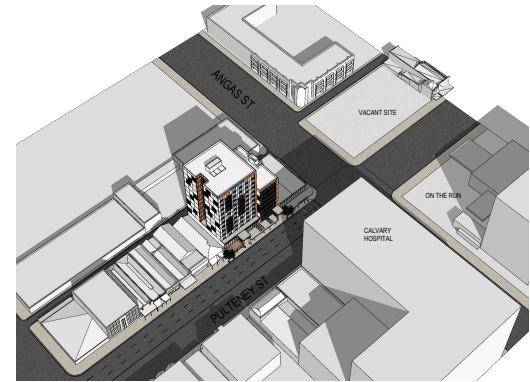
SUMMER SOLSTICE - 3:00pm



VERNAL EQUINOX - 9:00am



VERNAL EQUINOX - 12:00pm



VERNAL EQUINOX - 3:00pm

* NOTE THAT SHADOW DIAGRAMS DO NOT SHOW SHADING FROM PROPOSED 22-STOUREY RESIDENTIAL BUILDING NOT YET IN CONSTRUCTION



266-27 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

SHADOW DIAGRAMS

44 Currie Street
Adelaide SA 5000
(08) 8205 0111
HARDY MILAZZO
architects + interior design

SK.11
Job No. 6873-1
December 19, 2018



PULTENEY STREETSCAPE PERSPECTIVE



GUNSON STREET PERSPECTIVE



NORTH ELEVATION PERSPECTIVE



266-27 PULTENEY STREET
ADELAIDE

HOTEL AND OFFICE BUILDING

PERSPECTIVE VIEWS



SK.12
Job No. 6873-1
December 19, 2018



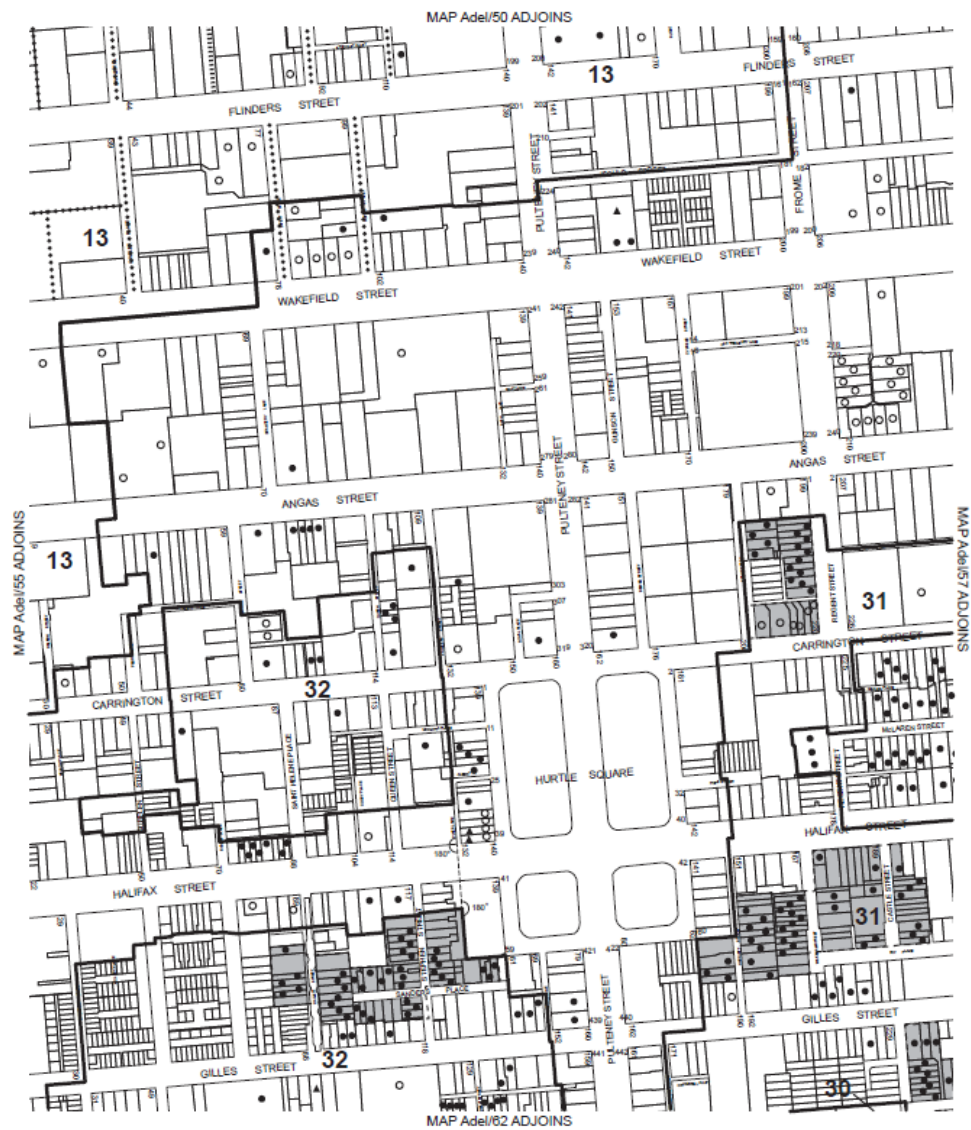
NOTE : For Policy Areas See MAP Adel/56

AH(C)	Adelaide Historic (Conservation) Zone
CC	Capital City Zone
CF	City Frame Zone
CiL	City Living Zone
MS(A)	Main Street (Adelaide) Zone

	Zone Boundary
	Development Plan Boundary

ADELAIDE (CITY) **ZONES** **MAP Adel/25**

Consolidated - 7 June 2018



- 13 Central Business Policy Area
- 30 South Terrace Policy Area
- 31 South East Policy Area
- 32 South Central Policy Area

- Maximum height of 2 storeys
- State Heritage Place
- Local Heritage Place
- Significant Tree

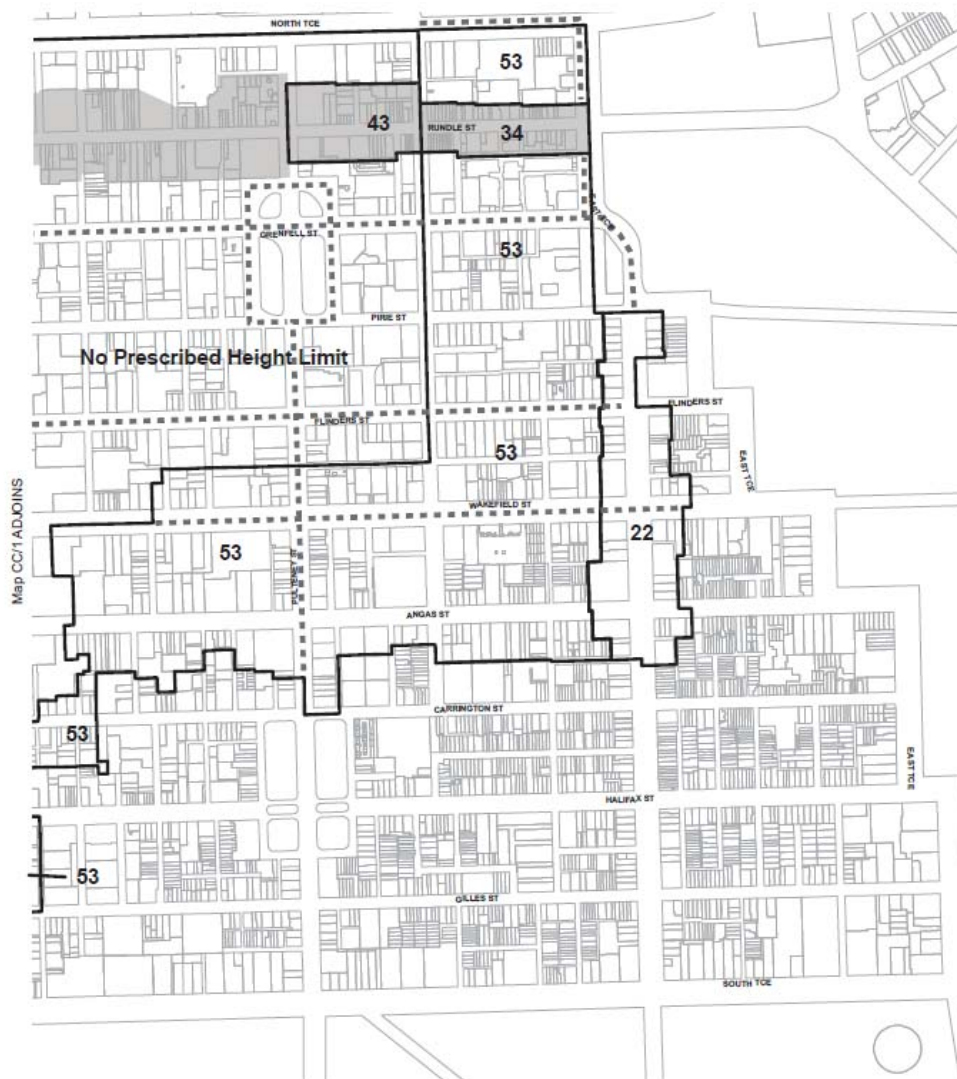
Policy Area Boundary


- Existing Pedestrian Link
- Proposed Pedestrian Link

Scale 1:4150
0metres 100 200 300


ADELAIDE (CITY) POLICY AREAS MAP Adel/56

Consolidated - 7 June 2018



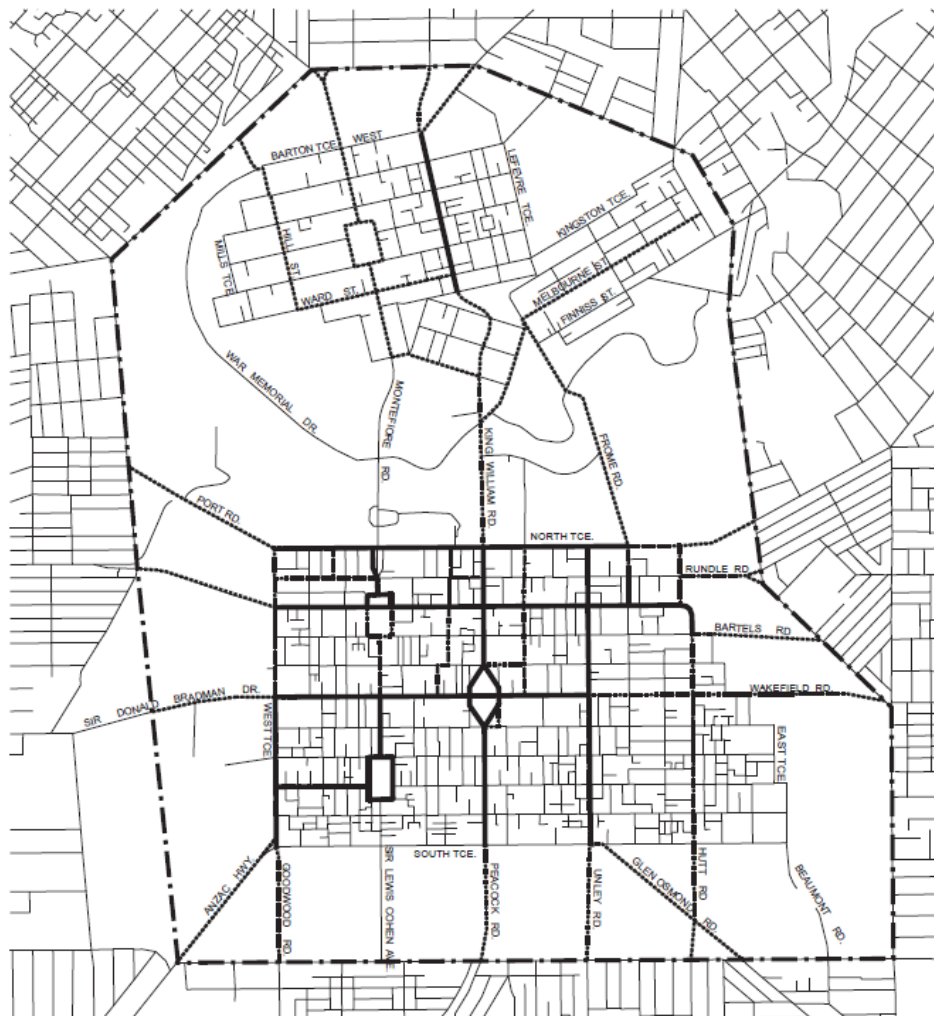
 Maximum Building Height (Metres)
 within Capital City Zoned land
 Note: Airport Building Height Restrictions Apply.
 Refer Map Adel/1 (Overlay 5).

 City Boulevards and Terraces

 Policy Areas of a 'main Street' type

ADELAIDE (CITY) BUILDING HEIGHTS Concept Plan Figure CC/2

Consolidated - 7 June 2018



- High Concentration Public Transport Route
- - -** Public Transport Pedestrian Route
- ...** Bus Route
- - -** Development Plan Boundary



Scale 1:26,000
0metres 500 1000

ADELAIDE (CITY) **PUBLIC TRANSPORT NETWORK** **MAP Adel/1 (Overlay 4)**

Consolidated - 7 June 2018

Figure 3 Site Photographs



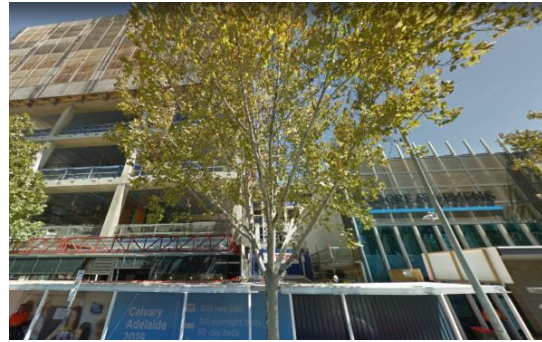
Pulteney Street – looking north



Pulteney Street (subject site) – looking east



Pulteney Street – looking south



Pulteney Street - looking west



Gunson Street – Looking North



Gunson Street – Looking South



Gunson Street – Looking north-east
(secondary frontage subject site)



Intersection Pulteney and Angas Street looking
north-east at subject site.



REAL PROPERTY ACT, 1999



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 5150 Folio 330

Parent Title(s)	CT 4212/925			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	21/10/1993	Edition	11	Edition Issued 23/04/2014

Estate Type

FEE SIMPLE

Registered Proprietor

266 PULTENEY PTY. LTD. (ACN: 167 782 989)
OF LEVEL 2/185 VICTORIA SQUARE ADELAIDE SA 5000

Description of Land

ALLOTMENT 4 FILED PLAN 104741
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED A (T 26612)

Schedule of Dealings

Dealing Number	Description
12107685A	MORTGAGE TO WESTPAC BANKING CORPORATION

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

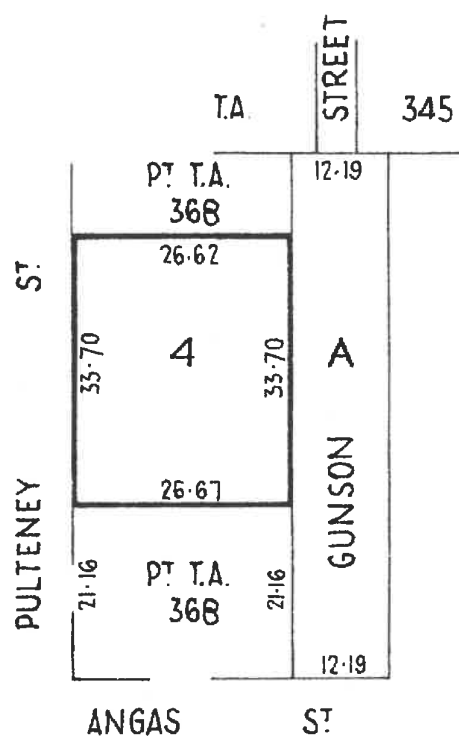
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G53/1994

Administrative Interests	NIL
--------------------------	-----



This plan is scanned from Certificate of Title 4212/925
See title text for easement details.



0 7.5 15 22.5 30 Metres

Note: Subject to all lawfully existing plans of division

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: City of Adelaide

APPLICANT: Hardy Milazzo

Postal Address: Level 2, 44 Currie St, Adelaide

Owner: Ginos Group

Postal Address: Level 3, 82 Flinders St, Adelaide

BUILDER: N/A

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Geoffrey Hodge (Hardy Milazzo)

Telephone: 8205 0111 [work] _____ [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: Show room

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

- ☐ Complying
- ☐ Non Complying
- ☐ Notification Cat 2
- ☐ Notification Cat 3
- ☐ Referrals/Concurrences
- ☐ DA Commission

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

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

DESCRIPTION OF PROPOSED DEVELOPMENT: Construction of an 11 storey hotel building and 7 storey office building

LOCATION OF PROPOSED DEVELOPMENT: 266-270 Pulteney St, Adelaide

House No: _____ Lot No: _____ Street: _____ Town/Suburb: _____

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

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

LAND DIVISION:

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____

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

BUILDING RULES CLASSIFICATION SOUGHT: 3 and 5 Present classification: 6

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: Male: 100 Female: 100

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 2008 APPLY? YES ☐ NO ☒

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

DEVELOPMENT COST [do not include any fit-out costs]: \$ 25,000,000

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

SIGNATURE: Geoffrey Hodge

Dated: 19 / 12 / 2018



20 December 2018

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

To whom it may concern

PLANNING APPLICATION – 266-270 Pulteney Street, Adelaide

Please refer to the attached documentation and Architect's Statement relevant to the Planning Application for the proposed new hotel and office building at 266-270 Pulteney St, Adelaide.

Included in the documentation are the following:

- Development Application Form
- Architect's Statement
- SK.00 Titleblock
- SK.01 Site Plan
- SK.02 Basement Floor Plan
- SK.03 Ground Floor Plan
- SK.04 First Floor Plan
- SK.05 Typical Office and Hotel Floor Plan
- SK.06 Typical Hotel Floor Plan
- SK.07 Roof Plan
- SK.08 West and East Elevations
- SK.09 North and South Elevations
- SK.10 Section A and B
- SK.11 Shadow Diagrams
- SK.12 3D Images

The project has been through a rigorous internal process of continual design review, pre and post SCAP Pre-Lodgement Panel meeting. The suggestions from the PLP meeting were acknowledged and further developed for the proposal. Furthermore we also met with Adelaide City council planners who similarly made some comments which to which we have responded.





Our client has secured a Hotel operator that is extremely keen to progress into construction as soon as possible. With PLP advice taken on board, and due to numerous timing constraints, the Developer wishes to lodge for planning immediately rather than continuing with the Design Review process.

If you have any questions please do not hesitate to call.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Geoffrey Hodge'.

GEOFFREY HODGE

Senior Architect

266-270 PULTENEY STREET DEVELOPMENT

HOTEL AND OFFICE BUILDING

Application for Development Plan Consent (Planning)
Architect's Statement



REVISION

DATE

For Planning

20.12.2018



**GINOS
GROUP**

**HARDY
MILAZZO**
architecture + interior design

266-270 PULTENEY STREET DEVELOPMENT

HOTEL AND OFFICE BUILDING

Application for Development Plan Consent (Planning)

Architect's Statement



**GINOS
GROUP**

**HARDY
MILAZZO**
architecture + interior design

Contents

1. Introduction
2. Project Description
3. Development Plan Provisions
4. Architectural Response
5. Appendix A: Services Engineering Report
6. Appendix B: Traffic Engineering Report
7. Appendix C: Pre-lodgement Panel Meeting Minutes
8. Appendix D: Drawings

266-270 PULTENEY STREET DEVELOPMENT

HOTEL AND OFFICE BUILDING

Application for Development Plan Consent (Planning)
Architect's Statement



**GINOS
GROUP**

**HARDY
MILAZZO**
architecture + interior design

1. Introduction

The following statement is in support of a scheme prepared by Hardy Milazzo Architecture and Interior Design for the Ginos Group for a proposed development of 266-270 Pulteney Street, Adelaide.



2. Project Description

The project site currently contains a partly used, single and two-storey building spanning from 266 to 270 Pulteney Street. The existing building is built over the entirety of the title.

The site spans from Pulteney Street through to Gunson Street and is neighboured by a two-storey building to the south and a single storey building to the north.

The site is rectangular with dimensions of 26.62m x 33.70m and an area of 897m².

The project consists of the following works:

- Demolition of the existing two-storey building and associated verandahs.
- Construction of a common basement car park with access ramp from Gunson Street.
- Construction of an eleven-storey, 136 room hotel accommodation building, including a ground floor entry foyer and restaurant that front on to Pulteney Street and will provide services to the hotel guests.
- Construction of a seven-storey office accommodation building with access to Pulteney Street. This will include a ground floor café tenancy with frontage to Pulteney Street.
- Construction of a canopy to provide pedestrian shelter to Pulteney Street.
- Reconfiguration of footpath crossovers on Gunson Street to provide access to the basement car park and hotel/office amenities.



3. Development Plan Provisions

The project site is within the Capital City Zone. Within this Zone and Policy Area, a hotel and office building is a complying use.

The Development Plan highlights the Capital City Zone as an important economic and cultural area for the city and the state, putting an emphasis on high scale development with high street walls that frame the streets while still providing engaging pedestrian areas that interact with the ground floor of buildings.

In particular, the Development Plan highlights Pulteney Street as a key north-south boulevard and requires 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.

Heritage

There are no State or Local Heritage items on the site or within the immediate area.

Building Heights

The Airport Building Heights limit buildings within this zone to 130m. The Adelaide City Building Heights limit developments in this zone to 53m.

Building Materials

The Development Plan nominates that developments 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 a 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 landscape.



**GINOS
GROUP**

**HARDY
MILAZZO**
architecture + interior design

Outdoor Spaces and Street Level Activation

An objective of the Development Plan is to promote outdoor dining that activates the street scape and creates a vibrant character.

The Development Plan also identifies that 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 stand beside.



4. Architectural Response

Development Plan

The design and development of the proposal has been carefully considered against the Development Plan and the hotel and office requirements. In addition, the design team has independently met with the council and undertaken a Pre-Lodgement Panel (PLP) meeting, from which feedback has been reviewed and incorporated into the design where appropriate. The minutes from the PLP meeting are included in the appendices.

Building Heights

The eleven-storey hotel component of the development is 41.8m above ground level, including the roof parapet walls. The stair reaches another 1.7m above the parapet to provide access to the roof for maintenance taking the overall building height to 43.5m above street level (RL91.350). These heights are well within the maximum height allowance for both the Airport Building Heights and Adelaide City Building Heights limitations.



Materials

Materials have been chosen to reflect the restrained architectural design and limited to a small palate that highlights the architectural form. The materials will be of a high quality in keeping with the Development Plan but also provide benefits for ease of construction.

The external facades of the hotel component that address Pulteney and Gunson Streets are a combination of a high quality off-form precast concrete panel and high performance glazing within black aluminium frames.

The office building facades provide a more corporate look with floor to ceiling glazing and sleek black aluminium framing. Horizontal louvres will provide some articulation to these facades.



A feature of both the office and hotel elements is the copper band that runs from the canopy at street level up to the parapets on both Pulteney and Gunson Streets. The band will be a light colour copper pre-finish applied to a substrate that replicates copper piping.

The copper finish is also brought down to the canopy at street level so the canopy ties into the building height.

The underside of the canopy is to have a timber soffit to provide a warmer contrast to the full height glazing of the foyer and ground floor tenancies.

The north and the south elevations are to be largely on the boundary so the materials choice is limited and a high quality precast concrete finish will be provided. In addition, the precast concrete panels on the north and south elevations will have a number of randomised panels that contain vertical grooves to assist in breaking up the façade.

Further to this, the copper finish will be utilised in the return from the northern precast concrete walls to the services plant to provide a further break in materials and provide the façade with more visual interest.



Outdoor Spaces and Street Level Activation

In keeping with the Development Plan objectives to provide high rise development framing city boulevards and create vibrant main streets of a more intimate scale the building has been designed to incorporate a two storey podium which is hard on the Pulteney Street boundary. Above, the building largely steps back to emphasise the podium and a scale in keeping with Pulteney Street.

The ground floor outdoor dining to the café and restaurant assist in activating the pedestrian zones along with the full height high glazing that will provide a level of visibility with the hotel foyer.

The canopy will assist in providing further activation to the footpath by providing shelter for the outdoor dining, playful form that creates interest and also clearly identifies the entry points to the building.

266-270 PULTENEY STREET DEVELOPMENT
HOTEL AND OFFICE BUILDING

Application for Development Plan Consent (Planning)
Architect's Statement



**GINOS
GROUP**



Services Plant

The services plant will be concealed from view with perforated metal screening to services plant balconies at each level. Roof level services plant will minimise to minimise the visual impact.

Environmentally Sustainable Design Initiative

Due to the location and orientation of the site, the building as a significant number amount of glazing that faces directly east and, in particular, west. The use of high-performance glazing (whether it be double glazing, films or a combination) to these windows will ensure that the building is not over reliant on mechanical cooling. Full modelling to determine the best glazing solution will be carried out in due course.

Where possible, natural light into the hotel corridor areas will be provided via high level glazing above the services plant on each floor.

In addition, the latest, best practice ESD solutions for electrical, mechanical and hydraulic services will be incorporated into the design.

Waste Management

Two waste areas have been provided to the building. The southern-most serves the café tenancy and office spaces while the northern provides waste facilities for the hotel.

As the hotel operator has not been involved with the final configuration of the ground floor spaces, the final location of the waste room may be subject to change. A waste management plan will need to be developed in due course during detailed design with the hotel operator as they will have specific requirements that will need to be met.

Car parking

The basement level car park is a non-required car park that will provide some parking facilities for the office and hotel buildings. Refer



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architecture + interior design

to the attached report from GTA Traffic Engineers for further information.

Acoustics

Due to the proposed use of the development as an office and hotel building there will be very minimal noise created by the building. The hotel rooms will be treated acoustically in accordance with the NCC and hotel operator requirements.

DESIGN SUMMARY

Project: 270 Pulteney Street New Hotel
& Office Development

Issue: Preliminary

Revision: P4

Reference: 5177.181112.G.1

Dated: December 2018

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Report Register

The following report register documents the development and issue of this report as undertaken by BCA Engineers (BCAE) in accordance with our Quality Assurance policy.

Revision	Issue Date	Revision Description	By	Checked
P1	19/11/2018	Development Application	NJR, GH, CJB, DAE	ARC
P2	27/11/2018	Vertical Transportation Included	DMK	ARC
P3	27/11/2018	Development Application	NJR, GH, CJB, DAE, DMK	ARC
P4	19/12/2018	Vertical Transportation Updated	DMK	ARC

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Executive Summary

Introduction

BCA Engineers have been engaged by Ginos Group and Hardy Milazzo for the Building Engineering Services design of the new hotel and office development located on 270 Pulteney Street in Adelaide CBD.

This Design Summary aims to present the infrastructure parameters for the Building Engineering Services.

Basis of report

The information presented within this report is fundamentally based upon:

- Hardy Milazzo drawing set dated October 2018;
- Correspondence and discussions with relevant authorities;
- Preliminary concept design sketches; Refer Appendix.

1.0 General

1.1 Description of building

The proposed development is generally described as follows:

- Mixed use development comprising Classifications 3, 5 and 7.
- Basement level car park and services rooms
- Ground floor Hotel foyer and amenities
- Hotel First Floor comprising Bar / Lounge / Restaurant and also offices plus meeting suites
- Hotel tower up to Level 11
- Ground floor Café tenancy
- Office tower up to Level 7

We also acknowledge the Hotel and Office will be on separate titles.

The proposed Building Engineering Services infrastructure solutions included in this document are summarised as follows:

1.2 Mechanical Services

- Air conditioning
- Ventilation and exhaust
- Smoke hazard management

1.3 Electrical Services

- High voltage transformer
- Low voltage power distribution

1.4 Fire Protection Services

- Fire Water Supply Infrastructure
- Fire Hydrant System and Automatic Sprinkler System
- Fire Hose Reels
- Control & Indicating Equipment
- Smoke hazard management (smoke detection)

1.5 Hydraulic Services

- Sanitary drainage
- Trade waste
- Domestic water connection
- Gas connection

1.6 Referenced legislation, standards and authorities

The proposed development is subject to, but not limited to, the following reference legislation, standards and authorities:

- SA Development Act and Regulations;
- South Australian OHS and Welfare Act and Regulations;
- South Australian Environment Protection Act;

- National Construction Code (NCC) / Building Code of Australia (BCA) 2016;
- Minimum Energy Performance Standards (MEPS);
- Environment Protection Authority (EPA);
- Various Authorities shall have jurisdiction over the proposed development; such Authorities may include SA Power Networks, Telstra, SAMFS, SA Water, APA, Safework SA, Noise Abatement Authority, local Authorities; other Authorities may also have jurisdiction.
- Relevant Australian Standards and Guidelines applicable to the proposed building services systems.

1.7 Requirements for energy efficiency

The Building is subject to requirements for energy efficiency prescribed within Section J of the Building Code of Australia 2016.

All Building Engineering Services shall be designed to meet the Deemed to satisfy requirements prescribed within BCA Section J5, J6, J7 and J8.

The proposed development shall not be registered for Australian Green Building Council (AGBC) Greenstar or NABERS Energy ratings. The proposed development shall meet or exceed industry good practice for sustainable design principles.

2.0 Mechanical Services

2.1 Air Conditioning

VRF Systems

VRF air conditioning systems are split air conditioning systems that comprise multiple indoor fan coil units connected to the one (1) outdoor, condensing unit and allow for great flexibility of installation as there are many variants of indoor units available.

Hotel

The hotel is to be typically served by VRF type air conditioning systems. The lounge, restaurant and entry areas are to be served by ducted-type indoor units.

Smaller areas such as meeting rooms and offices are to be served by ceiling concealed cassette-type air conditioning systems.

Individual hotel rooms are to be served by bulkhead concealed compact ducted air conditioning systems positioned above the entry hallway to each room.

Office

The office spaces are to be provided with air-cooled Variable Refrigerant Flow (VRF) type split air conditioning systems. BCA Engineers generally propose the installation of one (1) VRF condensing unit per floor, with indoor units zoned for internal and external zones. Typically for the office tenancy we are proposing the installation of ducted type air conditioning systems.

2.2 Ventilation & Exhaust

Car park

The basement car park is to be served by a car park extraction system discharging at roof level.

This is necessary for compliance to AS NZS 1668 based on the following fundamental parameters:

- Deemed objectionable discharge
- Shall be arranged vertically
- Discharge to a location not less than 6m to property boundary
- Discharge to a location not less than 6m to public street
- Discharge to a location not less than 6m from any air intake opening or natural ventilation device or other opening

CO₂ monitoring will initiate the extraction fan and make-up air will be provided via natural ventilation from the entry ramp.

Commercial kitchens

Commercial kitchens are to be provided with commercial kitchen range hoods and exhaust systems. The exhausts are proposed to discharge to the Gunson Street façade.

Commercial kitchen exhausts shall be treated with ozone.

Amenities areas

Each amenities area is to be provided with mechanical exhaust in compliance with AS 1668.2.

Office tenancy amenities shall be served by individual dedicated toilet exhaust fans and are proposed to discharge to the Gunson Street façade.

Outside air

Outside air shall generally be provided throughout via mechanical ventilation either via ducted outside air supply systems or via ducted air conditioning systems.

2.3 Smoke Hazard Management

The stairwell within the hotel is to be provided with stairwell pressurisation systems (one per scissor stair).

Each stairwell shall be served by a roof mounted pressurisation fan.

The ground floor fire corridor within the hotel is also to be provided with a pressurisation system.

3.0 Electrical Services

3.1 High Voltage Transformer

A nominal +/- 1MVA size substation transformer unit is anticipated to serve the proposed development, although this size is subject to further assessment, liaison with SA Power Networks, stakeholders, and final design.

Our informal enquiry to SA Power Networks is based upon the following:

- Physical infrastructure rated up to 1MVA-2MVA
- Initial declared demand of nominal +/- 800kVA (ie. nominal minimum 20% spare; this remains to various design parameters)

Based on our experience, this initial declared demand is considered a reasonable approximation for the purpose of progressing necessary liaison with SA Power Networks.

A more accurate assessment of maximum demand will be undertaken prior to any recommendation for acceptance of firm contracts.

BCA Engineers has approached SA Power Networks in respect to this proposed development.

The substation is proposed to be an indoor transformer room type substation in basement level.

Spatial considerations for Basement Transformers shall be provided in accord with reference document TS 108 summarised as follows:

- Transformer room size shall not be less than 6,250mm depth x 7,050mm width x 3,000mm height
- Two (2) personal access doors opening outwards to be used as Exits under emergency situations
- Two (2) Hatches with vehicular rated Gatic Lids for equipment access

- The area above the Hatchway for equipment access must not be less than 4,500mm in height to allow for the use of a crane
- 3 hours fire rated construction
- Sufficient free-air for natural ventilation; otherwise forced ventilation and room cooling facilities may be required
- SA Power Networks 24/7 access
- 3.0-m Operating Area in front of transformer shall be at the same level as the transformer
- Various other design and construction parameters apply to indoor substations / basement level substations
- For all aspects of basement level substation design and construction, consultation with an SA Power Networks assigned project officer is necessary for approval
- Refer in particular extract of TS 108 Distribution Equipment & Transformer Rooms Figure 5 for spatial requirements.
- BCA Engineers shall continue liaison with SA Power Networks in respect to finalising the high voltage arrangements for this proposed development.

3.2 Low Voltage Power Distribution Infrastructure

The premises Site Main Switchboard final location shall be determined in concept design.

If the new transformer doesn't include consumer main cable protection, the Site Main Switchboard shall be positioned not less than 4.0m or greater than 10.0m from the new Transformer asset. Exact spatial requirements are to be confirmed and the size will be rationalised as design progresses.

The Site Main Switchboard (MSB) shall comprise minimum specification as follows:

- Nominal 1000A 400V 3Ph 4 Wire 50Hz
- IP52 for interior application
- IP56 for interior application
- Form 3
- minimum 30% spare physical chassis / pole capacity

Note: minimum 30% spare is considered industry accepted practice, and is typically the 'next size up' in terms of modular components without significant premium. Any less than 30% target design may be impractical or compromise any future flexibility of the installation.

MSB design shall incorporate a main switch device / current limit circuit breaker device / meter isolator device. MSB design shall have all facilities for Retail Authority metering and private submetering. MSB design shall incorporate distribution circuit breakers for each sub-distribution board. Refer *Metering* sections for further information.

Metering shall be provided for

- Common areas
- Hotel
- Café

- Commercial Tenancies

General sub-distribution board(s) shall typically comprise specification as follows:

- From 100A up to 250A 400V 3Ph 4 Wire 50Hz
- IP52 for interior application
- Form 2
- minimum 30% spare physical chassis / pole capacity

Note: Sub-distribution board(s) shall typically be physically located in riser closets to suit the building architectural and logical / functional layout. Exact quantity and final locations of sub-distribution boards shall be determined in concept design.

4.0 Fire Protection Services

4.1 Fire Water Supply Infrastructure

Fire water supply to the site is to be provided by two (2) new 150mm connections to the 150mm SA Water main within Pulteney Street. The result of SA Water network analysis indicating flow and pressure are yet to be provided by SA Water. Final tank sizes may vary pending SA Water results.

The proposed new fire water supply infrastructure for the proposed combined hydrant/sprinkler system to comprise of:

- Fire pump set assembly comprising of 1x electric and 1x diesel duty pumps and a pressure maintenance pump
- Pumps are to be located within a dedicated Fire Pump Room; direct access to Fire Pump Room is required from a fire isolated stair
- Two (2) off minimum 25,000L suction break tanks located in the Fire Pump Room (tank sizes remain subject to SA Water results)
- Combined fire hydrant/sprinkler boost facilities for use by attending fire brigade (4 boost inlets)
- Provision of back flow prevention for all boost points and sprinkler supply locations
- Internal 150mm fire risers within building and fire stairs to serve internal fire hydrant valves.
- BCA Engineers shall continue liaison with SA Water and Fire Service in respect to finalising the fire water storage tanks and pump set arrangements for this proposed development.

4.2 Combined Fire Hydrant & Automatic Sprinkler System

A combined site fire hydrant / sprinkler system is proposed to serve the building comprising of:

- Internal hydrant valves located within fire isolated stairs and on a single side of the scissor stair
- 150mm combined fire risers – ringed on top floor
- Provision of new fast response sprinkler heads to the entire building
- Concealed ceiling space sprinkler protection based on 21m² spacing throughout
- Sprinkler control valves at each floor – hotel and office areas having separate sprinkler valves
- Automatic fire sprinklers in the carpark
- All pipework and associated valves and fittings

4.3 Fire Hose Reels

Fire hose reels are proposed in accordance with NCC and AS2441. Fire hose reels are to be supplied via the combined fire hydrant / sprinkler system.

Fire hose reels are not required in the typical hotel room areas.

4.4 Control & Indicating Equipment

A Fire Indicator Panel (FIP) and a Master Emergency Control Panel (MECP) are proposed to be located in the ground floor main hotel foyer / reception. These panels will monitor and control Smoke Hazard Management systems, Emergency Warning & Intercommunication Systems (EWIS) and other building services interfaces for the site. A Public Address (PA) paging facility is to be located at the MECP.

Fire detection and alarm system is to be externally monitored by the local Fire Brigade utilising Romteck Alarm Signalling Equipment (ASE). Connection and monitoring fees are to be paid by building owner.

4.1 Fire Detection & Alarm

Smoke detection in public areas to be installed in accordance with AS1670.1 requirements.

All hotel rooms are to be provided with an automatic smoke / thermal detection and alarm in accordance with Code Specification 2.2a.

Smoke detectors in retail and commercial office areas are to be installed in accordance with AS1668.1 requirements.

Refer mechanical section for more information regarding Smoke Hazard Management.

5.0 Hydraulic Services

5.1 Sanitary Drainage

The site is currently served by a single 100mm Authority sewer connection, sourced from a 150mm sewer main within Gunson Street. The existing connection is undersized for trade waste requirements (minimum sewer connection requirement 150mm) and so new infrastructure connections will be established.

Proposed sanitary drainage design is summarised as follows:

- The existing 100mm sewer connection is to be retained / upgraded to serve some of the northern sanitary drainage requirements for the Hotel.
- In addition a new 150mm sewer connection is to be provided at the southern end of the building, off Gunson Street, to accommodate the southern sanitary drainage requirements for the Office.
- This connection will also serve pumped Trade Waste discharge from Hotel Kitchen and Café tenancy. Refer below.

5.2 Trade Waste Drainage

In order to accommodate the Hotel Kitchen and Café tenancy, SA Water will require the installation of a pre-treatment device (grease arrestor) prior to discharge to the Authority sewer.

Separate arrestors are proposed for the Hotel Kitchen and the ground floor Café tenancy.

A 2,400 Litre capacity arrestor is proposed for each application. Due to spatial limitations for the development, the grease arrestors are proposed to be located in-ground within the basement car park. In this scenario, pumping stations are necessary. Remote suction lines will be provided to facilitate servicing (clean out) of the arrestors via street level (from Gunson Street).

Final Trade Waste details remain subject to 'Operators' requirements and separate applications to SA Water will be necessary. Final Trade Waste details remain subject to SA Water approvals.

5.3 Domestic Cold Water Reticulation

The site is currently serviced a single 25mm Authority domestic cold water meter originating from the SA Water 100mm main in Gunson Street. This meter is undersized for the developments domestic cold water demand, will be made redundant, and so new infrastructure connections will be established.

Proposed domestic cold water infrastructure connection is summarised as follows:

- A new 50mm Authority domestic cold water meter is to be provided to serve the new Hotel development.
- A new 50mm Authority domestic cold water meter is also to be provided to serve the new Office development.
- The meters can be located within the footpath in an Authority meter box.
- New connection are to be investigated off Gunson Street and remain subject to SA Water approval.

Initial SA Water infrastructure flow test results indicate insufficient pressure to serve the entire development (particularly the higher levels). BCA Engineers are still awaiting SA Water network analysis results to determine with confidence the dynamic pressure / flow performance of the cold water infrastructure, however flow test results indicate a maximum static pressure marginally over 500 kPa (insufficient).

In order to accommodate the peak domestic cold water demand and the pressure requirements, proposed design is summarised as follows:

- break tank is proposed within the basement of nominal 10,000 Litre capacity
- Ground floor tenancy may be supplied from mains pressure
- A pressure boosting pump set is proposed to serve the upper levels

Note: The pressure pump system is proposed to be an 'Up Feed' system where pressurised water is pumped upward from the basement break tank. This system more cost effective than a down feed system (where further break tanks are provided at roof level).

Risk: An 'Up Feed' system pump failure (due to mechanical failure or power supply interruption) will result in loss of water supply. In order to mitigate the mechanical failure risk, the pump set is to incorporate redundancy in the number of pumps. Up-Feed system will rely on mains pressure only in the event of power supply interruption.

5.4 Gas Reticulation

Natural gas is proposed for the Hotel central hot water plant and the Cafe tenancy. A new Authority gas meter will be required to accommodate the proposed load.

Authority reticulated high mains pressure natural gas is available from Pulteney Street only.

A new gas meter enclosure will need to be incorporated into the building's Pulteney Street façade in order to accommodate the Authorities new gas meter.

6.0 Vertical Transportation Services

It is proposed to provide efficient and modern machine room-less (MRL) passenger lifts and goods lift.

Current lift technology enables the lift drive mechanism to be located within the lift shaft, rather than providing a separate and dedicated lift machine room. This reduces the space necessary for building plant and improves utilization of valuable floor area, allowing allocation into hotel / commercial space (increases net lettable area).

The proposed technology generally includes the following:

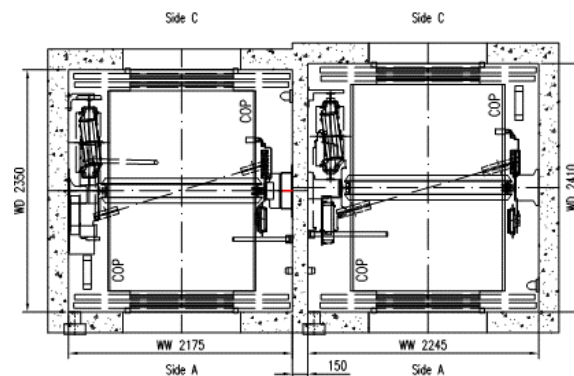
- Intelligent variable frequency control systems (generally 15% more efficient) enabling quicker car turn-arounds and therefore quicker call times
- Intelligent digital control systems (quicker processing power compared to conventional controls)
- 3D infra-red door safety devices (safer and more reliable)
- Modern and durable lift car internal finishes and lift cars to current Australian Standards
- Modern lift landing finishes / call buttons / indicators to current Australian Standards
- Complete programmable access control systems

We have reviewed the minimum requirements of the National Construction Code Australia (NCC) for the proposed building. We provide below a summary of the minimum requirements:

- Disable access lift required
- Emergency Services Lift (effective height >25m) and fire rated power supply required
- Stretcher access required (effective height >12m)
- Signage required to alert occupants when not to use passenger lift
- Landing required to comply with Section D of the BCA
- Fire service controls required
- Other general Building Code and Australian Standards requirements
- NCC does not stipulate the minimum number of passenger lifts required to serve a building.

The proposed development shall provide two (2) lifts for the Hotel part of the building and one (1) lift for the Commercial Office part of the building. Type generally as follows:

- Sixteen (16) Person MRL Lift Cars @ 1.6m/s travel speed (similar to figure below, but configured in a single entry configuration)





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Reference: #S158030

19 December 2018

Ginos Group
Level 3, 82 Flinders Street
ADELAIDE SA 5000

Attention: Mr. Zis Ginos

Dear Zis

RE: 270 PULTENEY STREET – TRANSPORT IMPACT ASSESSMENT

I refer to our recent discussions and correspondence pursuant to the proposed hotel and office development to be located on 270 Pulteney Street in Adelaide.

The development application for the proposed mixed-use hotel, cafe and office development will comprise the following:

- Basement level car park with a provision of 18 car parking spaces
- Ground level hotel lobby, café and waste storage
- Offices and hotel amenities on Level 1
- Offices and hotel accommodation across levels 2 – 7
- Hotel accommodation across Levels 8 – 11

This transport impact assessment considers the following aspects associated with the proposal:

- Car parking requirements
- Bicycle parking requirements
- Accessibility of the site by public transport, walking and cycling
- Provision for loading and waste collection vehicles.
- Anticipated traffic generation for the development.

Subject Site

The subject site is located at 270 Pulteney Street in Adelaide and is currently occupied by existing buildings. Figure 1 shows the subject site in relation to its surrounds.

VIC | NSW | QLD
ACT | SA | WA

Level 5,
75 Hindmarsh Square
ADELAIDE SA 5000
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RUNDLE MALL SA 5000
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www.gta.com.au

Figure 1: Subject Site and Surrounds



Public Transport Access

The nearest bus stop to the proposed site is Stop G1 on the east side of Pulteney Street located immediately adjacent to the site. The list of bus services provided to this stop is listed in Table 1.

Table 1: Public Transport Services

Route number	Route description
190,190B	190 -Glenelg Interchange to city 190B- city to stop 12 Belair Road, Mitcham Square
195,195F, 196,196F	Blackwood Interchange to City
197x	Coromandel Station to city
830F	Lobethal to city
840X, T840, T843, 864, 864F, N864, 860F	Mount Barker to city
841F, 842X, T842	Nairne to city
863, 863F, T863, 865	Aldgate to city
861	Glen Osmond to City

In addition, the site is within walking distance (600 metres) to King William Road and Grenfell Street, which provides bus services across metropolitan Adelaide.

The location of the subject site in relation to public transport is shown in Figure 2.

Figure 2: Public Transport Access

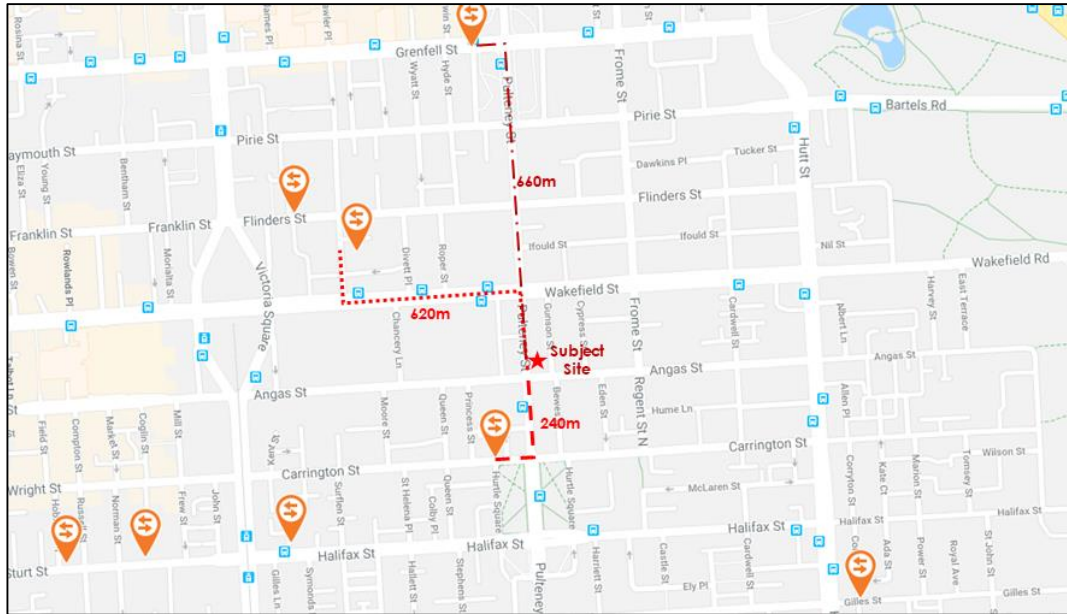


Local Car Sharing Services

Car sharing is a commercial alternative to car ownership for individuals and businesses allowing members to access shared vehicles for periods of time. This is achieved through hourly rates and subscriptions to the service. Car sharing is best suited to locations with good access to other transport modes such as public transport, walking and cycling.

The location of the subject site in relation to local car sharing services is shown in Figure 3. Three car sharing pods operated by GoGet are located within 700m walking distance to the subject site. The site therefore has good access to existing car sharing services.

Figure 3: Local Car Sharing Services

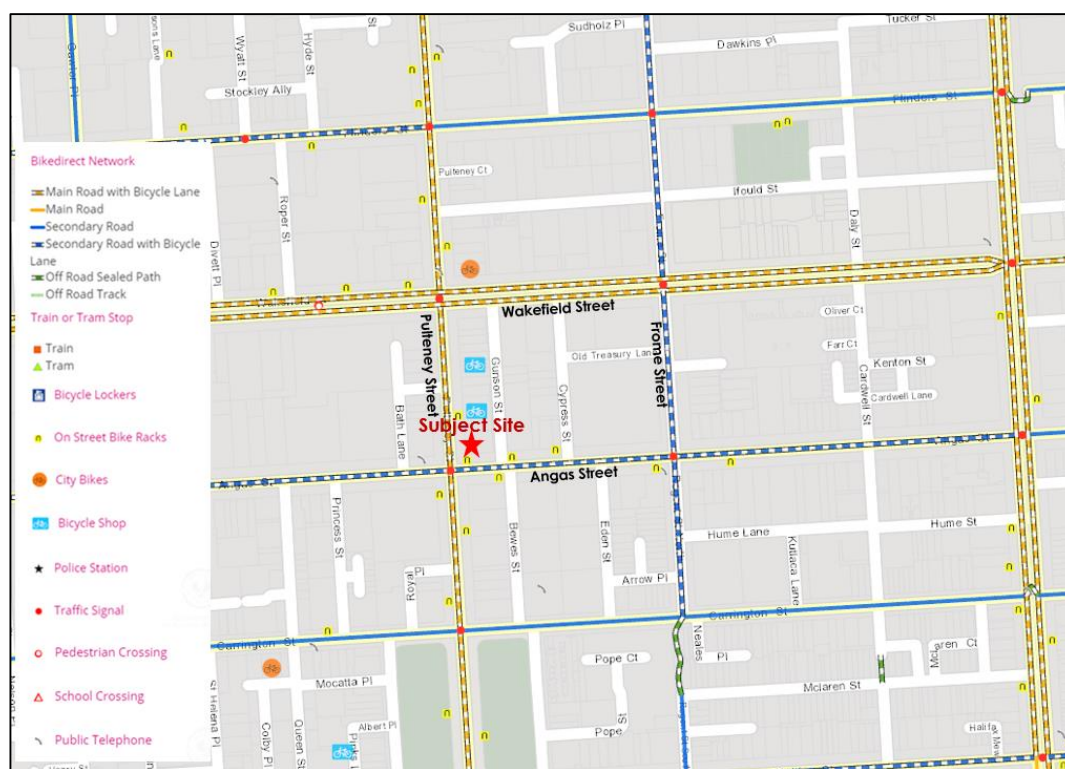


Pedestrian and Bicycle Access

The site is located within the Capital City Zone and would therefore be considered walkable to the CBD. Pedestrian footpaths and a number of safe crossing locations are available along various routes to the wider CBD

Figure 4 shows the bicycle network in vicinity of the site. Bicycles lanes are available on either side of Wakefield Street, Pulteney Street and Angas Street. These bike lane facilities enable bicycle access to all parts of the CBD and the Adelaide Parklands within an easy cycling distance. Two on-street bike racks are currently provided at the site on Pulteney Street. Five additional on-street bike racks are currently available within 60m walking distance to the subject site.

Figure 4: Bicycle Network



(reproduced from CycleInstead)

Proposed Development

The proposed development comprises the following:

- Basement level car parking with 18 parking spaces;
- Ground floor café with a floor area of 188 sq. m;
- Level 01 amenities associated with the hotel including a bar, fitness room, meeting rooms, offices and amenities;
- Offices from Ground Level to Level 07 comprising 1840sq. m net leasable area;
- maximum of 124 x 1-bedroom hotel rooms between Level 2 and Level 11;

It is proposed that each office floor will be allocated one parking space equating to a total of 8 parking spaces reserved for office use. The remaining parking spaces will be reserved for hotel use.

Development Plan Car Parking Requirements

Car parking rates for new development are set out in Table Adel/7 in the Adelaide (City) Development Plan (Consolidated 7 June 2018). The subject site is located within the Capital City Zone which has no minimum requirement for car parking. The location outside the Primary Pedestrian Area means the site does not generate a maximum car parking requirement.

The development proposes 18 car parking spaces within the basement. GTA considers this provision appropriate.

The Adelaide City Council Development Plan specifies a parking rate of one (1) disabled parking space in every 30 spaces for any form of development. One (1) disabled car parking space has been provided with an associated shared space meeting the requirements set forth in the Adelaide City Council Development Plan.

Car Parking Layout

The car parking layout has been assessed in accordance with the Australian Standard for Off-Street Car Parking (AS2890.1:2004) and the Australian Standard for Parking for People with Disabilities (AS2890.6:2009). GTA notes the following features:

- Car parking spaces will be a minimum 2.4 metres wide x 5.4 metres long and set within a minimum 5.8 metre wide aisle in accordance with User Class 1A requirements within the standard.
- The small car space is a minimum of 2.3 metres wide by 5.0 metres long in accordance with the standard.
- A 1:20 (5% ramp grade) is provided across the first 6.0 metres into the car park from Gunson Street. The ramp then grades down at 1:5 (20 %) with 1:8 (12.5%) transitions being applied at the sag and summit. This is in accordance with the standard.
- Pedestrian sight distance splays will be provided on the exit approach to Gunson Street.

Development Plan Bicycle Parking Requirements

Bicycle parking rates for the proposed development are set out in Table Adel/6 in the Adelaide (City) Development Plan (Consolidated 20 June 2017). The bicycle parking rates applicable to the proposed development are as indicated in Table 2. It is noted Table Adel/6 of the Development Plan doesn't specify a bicycle parking requirement for hotels. While this is reflective of visitors/patrons of the hotel, it is anticipated that some staff may require visitor parking. Table Adel/6

however does indicate a bicycle parking requirement of 1 space for every 20 employees, which is considered reflective of hotel staff. It is anticipated that no more than 50 staff will be on-site at any given time.

Table 2: Development Plan Bicycle Parking Rates

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Retail	1 per 300 square metres of gross leasable floor area	1 per 600 square metres of gross leasable floor area
Office	1 per 200 square metres of gross leasable floor area	2, plus 1 per 1,000 square metres of gross leasable floor area
Hotel	1 per 20 employees	-

It is noted no bicycle parking provision is provided for the hotel component. The bicycle parking requirements for the proposed development are set out in Table 3, based on the Development Plan Bicycle Parking Rates.

Table 3: Development Plan Bicycle Parking Requirements

Type of Development	Area/ Number of Employees	Required Parking spaces	
		Employee/Residents	Visitors
Retail	188 sq. m	1	1
Office	1,840 sq. m	9	4
Hotel	20 staff	2	-
Total		12	5

The proposed development generates a Development Plan requirement for 13 employee and five (5) spaces for visitors.

Therefore, GTA recommends that 17 bicycle parking spaces are provided within the site to facilitate bicycle parking demands.

Loading and Refuse Collection

Loading and refuse collection will be carried out on Gunson Street. By reinstating the existing crossover on Gunson Street to kerb and gutter, there is an opportunity to provide an on-street loading area shown in Figure 5. Bins can be wheeled from the bin store area to the front of the street along the corridor.

Figure 5: Proposed Loading Area



Traffic Generation

GTA has undertaken an empirical assessment to determine the expected traffic generation for the development. In undertaking the assessment, GTA has considered traffic data collated for similar hotel development within the Adelaide CBD. GTA has also considered the availability of parking on site, which will be allocated primarily for hotel use although each office level will be allocated 1 parking space.

Accordingly, the following traffic generation has been considered:

- Hotel traffic
- Office Traffic

Table 4 summarises previous traffic data obtained for hotels within the CBD and provides an average trip rate per room.

Table 4: GTA Survey Data of Adelaide Hotels

Site	Rooms Available	Trips Recorded	Trip Rate per Room
Rockford Hotel	78	18	0.23
Hilton Hotel	374	58	0.16
Holiday Inn	245	20	0.08
		Average	0.16

Based on the above and the provision of 124 rooms, the hotel is expected to generate 20 trips during the AM Peak. The AM Peak is considered to be the peak period due to checkout times being concentrated within the morning. By comparison, check-in times can occur through the remainder of the day.

An empirical assessment has been undertaken to determine the trip generation associated with the proposed office tenancies. The following development plan parking rates are applicable to office developments outside of a Capital City Zone:

- Office – 3 per 100 square meters

Based on a total gross leasable floor area (GLFA) of 2,142 sq. m, the offices would generate a parking demand of 64 spaces if they were to be located outside the Capital City Zone. The proposed parking provision for office use is 8 parking spaces, equating to 1/8 of the typical theoretical parking demand.

The RMS Guide to Traffic Generating Developments provides the following peak hour trip rate for Offices:

- 2 trips per 100 sq. m

Based on the above, the offices would generate 43 trips during the peak period. However, parking has been supplied at 1/8 of the theoretical parking demand if the office were located outside the Capital City Zone. Based on the available parking, it would be reasonable to conclude that the trips generated by the office component of the development would be 1/8 of the trips generated if the offices were located outside of the Capital City Zone. Based on the above, the office component of the development is expected to generate approximately 6 trips during the AM peak.

The combined trip generation of the hotel and offices is therefore expected to be approximately 30 trips during the AM Peak.

It is expected that most of the traffic will approach the development on Pulteney Street with a 25:75 directional split between the north and south respectively.

Data sourced from the Department for Planning, Transport & Infrastructure (DPTI) indicates the annual average daily traffic volume (AADT) on Pulteney Street in 2009 was 28,800 vehicles per day which equates to approximately 2,900 vehicles per hour.

In comparison to existing traffic volumes, the minimal increase in traffic associated with the development not therefore expected to impact on the safety or performance of the surrounding road network.

Findings and Conclusions

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

- i The subject site is located at 270 Pulteney Street within the Capital City zone.
- ii The proposed development does not generate a minimum or a maximum car parking requirement. The proposed provision of 18 car parking spaces is considered appropriate.
- iii Of the 18 car parking spaces, one (1) disabled car parking space will be provided.
- iv The proposed car parking layout shall comply against the AS2890.1:2004 and AS2890.6:2009.
- v The site is located within close proximity of existing public transport, local car sharing services and shops and services.
- vi The provision of 17 bicycle parking spaces internally is likely to meet the anticipated demands.
- vii Loading and refuse collection will be carried out on-street on Gunson Street.
- viii The hotel and offices are expected to generate an additional 30 trips during the AM peak.
- ix When compared to existing traffic conditions, the minimal increase in traffic as a result of the development is not expected to impact on the safety or performance of the surrounding road network.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



David Kwong

Associate Director

File No:
2014/11234/01

18 March 2019

Ref No:
13762368

Mr Karl Woehle
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

karl.woehle@sa.gov.au

For the attention of the State Commission Assessment Panel

266-274 Pulteney Street, Adelaide

Further to the referral 020/A006/19 received 18 January 2019 and additional information provided on 26 February 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The project was not presented to the Design Review panel.

The proposal is for a mixed use development comprising a hotel, office and a cafe tenancy. In principle I support the mix of uses and welcome the benefit the increased population could bring to the precinct. This site presents an opportunity to provide a unique accommodation offering in the centre of the city and set a built form precedent for this area of Pulteney Street that has remained relatively under developed. I am not convinced that the proposal achieves a high quality design outcome. I am of the view that development along Pulteney Street has a responsibility to deliver a high benchmark for design, given its prominence and importance as a key entry point into the city. Fulfilling this responsibility will be contingent on achieving a high quality design outcome, particularly in terms of architectural expression, materiality and contribution to the public realm.

The subject site is located on the east side of Pulteney Street with dual frontage to Pulteney Street and Gunston Street, a rear public road to the east. The site is rectangular in shape with a total approximate land area of 900 square metres, with a 33.7 metre frontage to Pulteney Street. The existing streetscape of this portion of Pulteney Street is low scale comprising single and two storey commercial buildings of varying character with glazed frontages and canopies. Gunston Street serves as the rear access to a number of the commercial tenancies as well as access to commercial tenancies located to the north of the subject site. While the east side of Pulteney Street has remained relatively under developed, larger scale developments have been approved on the west side of Pulteney Street. These include the twelve storey Calvary Wakefield Hospital development currently under construction on the corner of Pulteney and Angas Streets. A new mixed use

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13762368

development located north of the hospital site, at 261-263 Pulteney Street has also received Development Consent and comprises 23 storeys with retail/commercial tenancies to lower levels, and residential apartments above.

The proposal at 266-270 Pulteney Street seeks to express the different uses of the building through two building elements above a two storey base element that is built to all site boundaries. The canopies intend to articulate the base element and provide a sense of address for the two building uses. Above the base element, the development proposes a hotel element to the northern portion of the site, and an office element to the southern portion of the site. The ten storey hotel element is characterised by vertical bands of light grey/off white precast concrete panels with three vertically proportioned projecting frame elements. The six storey office element is expressed as a secondary, recessive element. Slender copper coloured pre-finished panels articulate the Pulteney Street facade and define the west facing top and southern edges of each of the two built form elements. The north and south facades of the development are characterised by smooth and patterned off form precast concrete panels in a grid configuration. The overall above ground height is 41.8 metres to the top of the hotel element, and 28.8 metres to the top of the office element (excluding external stairs and lift overruns).

In my opinion, development of this site presents an opportunity to transform a precinct by setting a high quality built form and architectural precedent. I support the proposed height as in my view it is appropriate for the future context of the precinct. However, given the current low scale context, the proposed building is likely to remain highly visible, and as such my support for the development is contingent on the delivery of building massing and architectural expression designed and composed in the round, supported by high quality materials and finishes, which in my view are yet to be demonstrated. I recommend further review of the articulation of the north and south facades with the view to achieving a building in the round and with visual interest. I also recommend further review of the location of the office stair and lift core as it expresses as a dominant element on the south facade and compromises the built form composition. In my view, an opportunity exists to relocate the core to the north side of the office element away from the highly visible south boundary wall with the view to reduce the visibility of the element in long view perspectives, while maintaining light and access to the centrally located ancillary and hotel rooms. I also urge consideration of a holistic and integrated strategy for materiality, colour, branding, signage and articulation of the development with the view to providing a strong identity for the hotel that reflects the high quality offering envisaged.

The proposal has the potential to make positive contributions to the streetscape with the provision of an indoor and outdoor cafe and hotel lobby spaces at ground level and a predominantly glazed ground floor facade. I support the design team's ambition to maximise opportunities to activate the current and future streetscape of Pulteney Street through location of services away from the main street frontage, and provision of car parking and services below ground. I encourage the design team to continue discussions with services consultants and authorities through the next phase of design development to ensure the full delivery of the design intent.

I acknowledge the intent to separate the office and cafe functions at ground level, however I am concerned by the narrow entry lobby and lift foyer configuration. In my view, for a development of this scale, an opportunity exists to provide a genuine

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mixed use building through a shared office lobby and cafe tenancy to provide connectivity, and a greater sense of address for the office. The hotel ground floor proposes a cafe/bar and reception to the Pulteney Street frontage which I support. I also support the design intent to maximise the glazing and permeability of this facade. In my view, the detailing of the glazing and services enclosure will be critical to delivery of the design intent for visual permeability. While I also acknowledge the intent to separate the hotel lobby from these spaces, in my view, an opportunity exists to further consider the benefits of a shared lobby space for public, office and hotel guests with the view to maximise the opportunity for genuine activation along the entire main street frontage. The back of house functions including kitchen, hotel linen and waste are proposed to be serviced from Gunston Street. The public bathroom facilities are proposed to the rear of the site adjacent the hotel waste area. I am not convinced the location of the bathroom facilities have been optimised to provide convenient access or a welcoming environment for guests. To that end, I recommend review of the ground floor layout to ensure practical separation of public and back of house spaces and provide convenient access to all bathroom facilities, in particular the accessible bathroom. I am also not convinced by the provision of the raised lounge space that in my view poses accessibility issues.

The first floor of the hotel element includes a void space above the main hotel entry. Informal and formal meeting spaces on the first floor are proposed overlooking the void. I support the balcony proposed to Pulteney Street as in my view, it will provide additional activation and passive surveillance to the street. However, an opportunity exists to further maximise use of the balcony and improve activation of the street and entry lobby by providing the bar and restaurant with balcony access and outlook to Pulteney Street, as these spaces are currently proposed with outlook to Gunston Street.

On levels two to seven, each floor proposes twelve hotel rooms oriented east and west, with a plant area setback from the north boundary. Ancillary spaces including a laundry, office, gym and theatre are proposed centrally at the south of the hotel element. The hotel rooms are generous in size, ranging from 22 to 36 square metres. I acknowledge the high level glazing proposed to the circulation space behind the plant services area on each floor, however I recommend further review of opportunities to provide natural light, ventilation and outlook from the public corridors to provide additional amenity for hotel guests. I also recommend review of the paired door configurations to the hotel entries to avoid adjacency and maximise visual and acoustic privacy for guests.

The proposal includes high performance glazing to the east and west with a dark coloured tint proposed to the office element to mitigate solar loads. Additional dark coloured tinted glazing is proposed to the three framed elements to the hotel. I am concerned by the reduced amenity and outlook of the development as the west elevation is not proposed to have solar shading. I recommend consideration of integrated shading devices rather than the reliance on glazing performance to address solar loads.

The proposal includes basement car parking and services which I support in principle. However I am concerned by the location of the bicycle parking proximate the car park ramp and recommend further review to provide safe and convenient access for cyclists. I also recommend provision of an accessible car parking space adjacent the office lifts.

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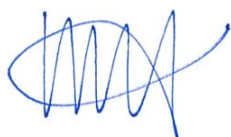
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2014/11234/01

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13762368

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:

- Further review of the articulation of the north and south facades with the view to achieving a building in the round and with visual interest.
- Review of the office core element to consider the building massing in the round, and reduce the visibility of the core in long view perspectives while maintaining light and access to the centrally located ancillary and hotel rooms.
- Consideration of a holistic and integrated strategy for materiality, colour, branding, signage and articulation of the development.
- Review of the office entry lobby and lift foyer configuration to provide a greater sense of address for the office.
- Review of the ground floor hotel layout to ensure practical separation of public and back of house spaces and provide convenient access to all bathroom facilities, in particular the accessible bathroom.
- Review of opportunities to provide additional activation and passive surveillance to Pulteney Street and the entry lobby, in addition to outlook for the first floor bar and restaurant.
- Review of opportunities to provide natural light, ventilation and outlook from the public corridors to provide additional amenity for hotel guests.
- Review of the paired door configurations to the hotel entries to avoid adjacency and maximise visual and acoustic privacy for guests.
- Consideration of an integrated approach to solar shading devices rather than the reliance on glazing performance to address solar loads.
- Review of bicycle parking spaces to provide safe and convenient access for cyclists.
- Provision of an accessible car parking space adjacent the office lifts.
- A high quality of external materials supported by the provision of a materials samples board.

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

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cc Belinda Chan

ODASA

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Government
of South Australia

Enquiries: Matthew Field 8203 7023
CoA Ref: S10/6/2019
SCAP Ref: 020/A006/19

7 March 2019

045



State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/6/2019
Applicant: HARDY MILAZZO
Address: 266-274 Pulteney Street, ADELAIDE SA 5000
Description: Demolish existing building, create 2 allotments and construct an eleven storey hotel building and seven storey office building.

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

TECHNICAL COMMENTS

**SURVEY / LAND
TENURE**

The following points are provided for your information:

- Vehicular access is proposed via Gunson Street which is a public road;
- There are no land tenure matters affecting this proposal.

**ROADS / FOOTPATHS
ENGINEERING**

There are no roads/footpath/bridges related objections to this development, subject to the following matter/s being addressed:

- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following:
- Any driveway inverts made redundant from the development are to be reinstated with kerb and water table and adjusted footpath levels to CoA standards and specifications.
- Existing crossovers and new crossovers highlighted under this development. All new or alterations to existing crossovers firstly require CoA approval outside of the DA process. These need to be



to CoA's standards and specifications via the City Works Guidelines.

- 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.

TORRENS & STORM WATER

There are no storm water related objections to this development, subject to the following matter/s being addressed:

- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to Pulteney Street or Gunson Street. Council cannot approve discharge of stormwater on private property.
- Council supports and prefers the installation of underground stormwater property connections to council stormwater infrastructure, where suitable council infrastructure is available within the road. Please note that it is the property owner's responsibility to verify the location of services within the public realm to ensure any proposed stormwater property connections can be constructed.
- Council encourages the development to minimize the number of stormwater property connection wherever possible.
- The levels of any proposed grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level assumed to be top of kerb level adjacent to the stormwater discharge point in Pulteney Street or Gunson Street.
- Council's stormwater management systems (minor and major rainfall events) have been designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Council's stormwater management systems to equivalent gravitational flows.
- Any collected seepage water from a basement groundwater collection system must be either discharged to sewer or a proposed building recycled water system. Collected untreated groundwater seepage must not be discharged to the property stormwater system.
- Property boundary levels of the proposed basement carpark driveway ramp in Gunson Street must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to 100mm above spoon drain invert adjacent to the driveway ramp in Gunson Street, to ensure adequate flooding protection to the

basement.

- 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.

**LIGHTING /
ELECTRICAL / CCTV**

There are no lighting related objections to this development, subject to the following matter/s being addressed:

- The proposed development works may impact on the public lighting within the proximity of the development site. The existing street lighting installed on Pulteney Street is owned by City of Adelaide, it consists of street lighting columns and associated underground electrical cabling and pits. The existing street lighting in Gunson Street is owned by SA Power Networks and consists of stobie columns with lights and overhead cabling attached.
- All works to be undertaken to be fit for purpose in the public realm.
- All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) 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.
- If new canopies are to be constructed as part of these works, then lighting to meet CoA's under veranda/awning lighting requirements shall be installed.
- Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- 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.
- If building mounted lit signage is to be installed onto the building,

further review and approvals will be required by City of Adelaide.

- CCTV camera owned and maintained by City of Adelaide, for any modifications to this asset contact City of Adelaide for further advice on process. SAPOL monitor this camera and will also be required to be consulted with for their approval.
- All assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.

TRAFFIC / TRANSPORT

There are traffic/transport related objections to this development as follows:

- Modifications are required for the car parking area to meet the requirements of AS2890.1, this is based on the general layout provided and the presence of columns within a dimensionally tight space.
- The representation of the columns appears optimistic in terms of width/size. The amendments to the car park required would result in fewer car parking spaces being provided.
- The stacked small car parking spaces at the end of the blind aisle appears to be unworkable in practice due to manoeuvring requirements.
- There appears to be no reasonable accommodation for the expected number of pick-up and drop-off movements for the hotel
- The minimum provision (as recommended by the traffic report) of 17 bicycle parking spaces does not appear to be able to be accommodated.
- No end of trip facilities in terms of showers/change rooms are shown.

WASTE

- The storage areas and waste transfer pathways are adequate for the size of the proposed developments. However, no information has been provided with respect to collection frequencies, time of day servicing and impact in the public realm.
- A waste management consultant should be engaged for the waste management design.
- Based on the information provided, it is unlikely that the development will achieve ideal functionality.

URBAN ELEMENTS

There are no urban elements related objections to this development, subject to the following matter/s being addressed:

- The proposed development works will impact on the urban elements within the proximity of the development site.
- A bus shelter is in the vicinity of the development. DPTI must be consulted re the new location of this shelter. It will have to be relocated.

- 2 bike racks are in the vicinity of the development. These will have to be relocated (if necessary).
- 3 parking signs are in the vicinity of the development. These will have to be relocated (if parking regimes change).
- All modifications requiring temporary removal/relocation/provision of temporary urban elements assets shall meet Councils' requirements shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- Final location of equipment will be determined by CoA giving consideration to existing site constraints etc.
- All new assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.
- All works to be undertaken to be fit for purpose in the public realm.

PLANNING RELATED COMMENTS

As we have received an 'informal' referral only, Council Administration has not undertaken a thorough planning assessment of the proposal but makes the following comments in relation to the proposed development:

CONTEXT

This portion of the Capital City Zone has long been under developed. The development of the Calvary Wakefield Hospital on the corner of Angas and Pulteney streets together with this development (and other approved, but not constructed) developments will create the strong built form edge and activation sought by the desired character.

LAND USE

The proposed hotel and office land uses are envisaged and desirable in the proposed location.

ACTIVE STREET FRONTAGES

The extent of active frontage the development provides to Pulteney Street frontages is commended.

ENCROACHMENTS

The development incorporates the following encroachment(s):

- A canopy, 3.9 metres deep, extending from the property boundary for a length of 33.7 metres.
- The verandah has a minimum clearance from the underside to the footpath below of 3.4 metres.
- The verandah also incorporates two higher sections (Entry Porticos) at the entries for the office and hotel. These entry porticos do not meet the current encroachment policy requirements but would achieve the requirements under the Draft Encroachment Policy which requires that entrance porticos have a maximum height up to the ceiling of the first floor.
- The verandah is setback from the kerb between 700 mm and 1300mm.

- The northern portion of the balcony is trafficable.

Based on the above, the proposed canopy generally achieves the requirements of Councils Encroachment Policy. However, the applicant is encouraged to re-consider the height of the entrance porticos to provide more effective weather protection.

In addition to above, the canopy will prevent the future installation of street trees in front of this building. Consideration should be given to pulling the canopy back to allow street trees to be included in the final presentation of the building frontage

OTHER MATTER(S)

The plans provided indicate an off-form precast panel system will be utilised as the main construction material. Given the extent to which this will be visible, the use of pre-finished (i.e. pigmented) panels should be encouraged in lieu of painted finishes which will deteriorate quickly.

Particular attention should also be given to the effectiveness of the air conditioning screening proposed on the northern elevation. This elevation will be highly visible and previous experience (i.e. TPI House) shows that the screening devices are not effective in hiding the location of air conditioning plant and equipment. Locating the plant and equipment on to the roof would be more preferable in terms of its visual impact.

The roof plan (SK07) shows the roof extending to the full extent of all boundaries however, the perspectives (SK12) show a cutout to the northern void. This should be clarified to avoid any doubt moving forward.

SUGGESTED CONDITIONS

- 1. The finished floor level of the ground floor level at the entry points to the development including the car park entry and exit points shall match the existing footpath unless otherwise agreed to by the Council in writing.**

Reason: The Corporation of the City of Adelaide WILL NOT adjust footpath levels to suit finished building levels. The existing footpath levels are to be retained and entrance levels of the development must meet the existing back of footpath.

- 2. Lighting shall be installed to the awning at street level on Pulteney Street in accordance with Council's guideline entitled "Under Verandah/Awning Lighting Guidelines" at all times to the reasonable satisfaction of the Council and prior to the occupation or use of the Development. Such lighting shall always be operational during the hours of darkness to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create public areas with insufficient lighting.

- 3. Lighting shall be provided to the vehicle and pedestrian entry / exit points on Gunston Street and shall always be operational during the hours of darkness or fitted with automatic sensor devices to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create areas with insufficient lighting.

SUGGESTED ADVICES

1. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.
2. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
 - An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
3. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity.

The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au

When applying for a City Works Permit you will be required to supply the following information with the completed application form:

A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);

Description of equipment to be used;

A copy of your Public Liability Insurance Certificate (minimum cover of \$20 Million required);

Copies of consultation with any affected stakeholders including businesses or residents.

Please note: Upfront payment is required for all city works applications.

Applications can be received by Council via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

4. There is no objection to the proposed vehicle crossing place/alterations to the existing vehicle crossing place(s), however the work will be undertaken by Council and the cost of the work will be charged to the applicant. A separate application for the crossing place(s) is required and the applicant can obtain a form from Customer Service, 25 Pirie Street, Adelaide, or telephone 8203 7236. A quotation for the work will be provided by Council prior to the work being undertaken.
5. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.
6. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.

7. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
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10. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.

Yours faithfully

Per Rebecca Rutschack
MANAGER - PLANNING ASSESSMENT

Woehle, Karl (DPTI)

From: Geoffrey Hodge <GHodge@hardymilazzo.com.au>
Sent: Monday, 25 February 2019 3:45 PM
To: Woehle, Karl (DPTI)
Cc: Graham Hardy; George Ginos; Zis Ginos
Subject: DA 020/A006/19 - Further information
Attachments: SK.06 Typical Hotel Floor Plan Rev A.pdf; SK.08 West and East Elevations Rev A.pdf; SK.02 Basement Plan Rev A.pdf; SK.03 Ground Floor Plan Rev A.pdf

Hi Karl,

Thank you for your queries. We have discussed the items raised with the client and have provided the following responses in red below.

In addition, there are some drawings that have been amended slightly to reflect our response.

- SK:02 Basement Plan: Changes include the additional bike racks shown
- SK:03 Ground Floor Plan: Note about kitchen exhaust to Gunson St added. Dimension to the café tenancy added. Door from café tenancy to waste area added.
- SK:06 Typical Hotel Floor (Level 8-11): Note about roof plant to office roof removed
- SK:08 West and East Elevations: Louvres for kitchen exhaust added. Window to rear of café tenancy added.

If you have any questions or comments, please do not hesitate to call.

Regards

Geoffrey Hodge

Senior Architect

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Adelaide SA 5000
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E ghodge@hardymilazzo.com.au
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From: Woehle, Karl (DPTI) [<mailto:Karl.Woehle@sa.gov.au>]
Sent: Monday, 11 February 2019 4:45 PM
To: Geoffrey Hodge
Subject: DA 020/A006/19 - Further information

Hi Geoffrey,

The development application has been referred to the Government Architect (ODASA) and City of Adelaide for comments.

Following this referral period the referral bodies has requested additional information / clarification on the following points:

- Could you please confirm the number of hotel rooms within this proposed development, it is noted there is a discrepancy between the project description and traffic report.
The correct number of hotel rooms is 124.
- Confirmation of the finish for the off-form precast concrete
The off-form precast concrete will be in a light grey/off white colour with the articulated vertical ribbing to some panels. The panels will be sealed with an appropriate seal to provide water proofing and a low maintenance finish.
- Provision of a detailed materials schedule and sample board
Can you please clarify if a physical materials sample board is required or if electronic is sufficient. Essentially the building only has four materials; the precast concrete, the copper coloured wrap, the aluminium door/window frames and the glazing. We have samples of the copper colour wrap and can ask for samples of the precast concrete if a physical board is required.
- Noting the architect's and services engineer's statements regarding ESD principles, we request additional information regarding the strategy for management of solar loads through shading and material selection while maintaining outlook for occupants.
The outlook for occupants of the building is incredibly important to the design. During the documentation period, studies will be undertaken to ensure that the glass selection complies with Section J of the NCC.
- Given the number of different uses, has a waste management report been provided with the application?
As the hotel manager has not worked through their design development yet, they have not been able to provide any advice on their waste management requirements. As the hotel component of the development is the dominant element a waste management report is not able to be provided further than what was identified in the Architect's Statement and the Traffic Report.

Basement

- The traffic reports notes 17 bicycle spaces will be provided for the development. There is an approximately 3.5m long fire stair wall in the basement that includes wall mounted bike racks – are all 17 bicycle spaces envisaged to be stored here?
There will be space for six bikes along the southern wall. There are two additional groups of six now indicated on the drawings, firstly, near the main lift and stair, and secondly, in the very north-west corner out of the curve radius for cars turning into the car park.

Ground floor

- Is the waste area to the south east corner of the site for the office space and is there a waste collection area for the café?
The waste area to the south-east corner of the site is for the office space and the café space. A door has now been added to provide a link between the café tenancy and the waste area.
- The services report indicates the requirement for a 4.5m clearance above the transformer – confirmation if this is achieved with the transformer located in the basement, and 4m ground floor to first floor levels is requested.
Preliminary advice from SAPN indicates the designed approach will be acceptable. BCA Engineers have confirmed a 4.0m clearance is required typically, not 4.5m. In the event that SAPN require additional height, the first floor can be stepped internally to provide necessary clearance.
- The services report indicates a number of exhausts will be required on the Gunson St facade – confirmation of location and extent is requested as this may impact on the architectural expression of this facade.
Exhaust for the café tenancy kitchen, hotel kitchen and ground floor toilets will be on to Gunson St. The east elevation has been amended to indicate two louvres that will provide the necessary exhaust requirements based on preliminary advice from BCA Engineers. Other mechanical services will either be concealed behind screening (the A/C plant in the south-east corner) or exhaust through the roof.
- The café tenancy is a relatively long and narrow space with a singular natural light source of Pulteney Street – a proposed layout of the café would assist in understanding the overall dimensions and access to natural light for the space and work areas.
As there is no tenant currently signed up for this space at this stage we are unable to provide a fitout as we are not aware of any specific requirements a tenant may have and what a layout may look like. At this stage, the assumption is that the front-of-house areas will be towards Pulteney St and the back-of-house areas will be towards Gunson St. It should be noted that a café tenancy with dimensions of 26.5m x 7.5m with no natural light to the back of the space are not uncommon. High level windows have added to the eastern façade to provide light into the back-of-house areas of the café.
- Is there a preliminary layout of the hotel entry lobby and café/bar available?

There is no preliminary layout for the hotel entry lobby / café further than what has been provided to date. The lobby area will largely be designed by the hotel operator in collaboration with Hardy Milazzo and this process has not yet commenced.

First floor plan

- Acknowledging the office tenants are yet to be determined, a test fit of the typical office floor would assist in understanding the overall dimensions and separation of the office portion of the development.

Similar to the café tenancy, we are unable to provide a potential layout for the office spaces as no tenants have been secured to the development. An office tenancy could be completely open workstations, a collection of individual offices or a combination of both. It is not expected that the future office tenancy fitouts will impact on planning and will only require certification.

- Confirmation is requested of the back of house servicing for the bar/restaurant from ground floor to first floor.

As the hotel manager has not worked through their design development yet, we are unable to clarify how these areas will be serviced. The first floor bar/restaurant area could be serviced from the ground floor kitchen via lifts or have its own back-of-house area.

Office roof plan

- Confirmation is requested of the size and location of the office roof top plant – the section indicates the rooftop plant will be concealed behind a 1.3m parapet with no services protruding above the parapet height.

There is no major roof plant requirements to the office roof other than penetrations for exhausts and similar. It is not expected that any plant will be visible over the height of the parapet wall. Roof access will be maintained however for maintenance purposes. The drawing has been amended to reflect that there is no plant expected to the office roof.

Kind Regards,

Karl Woehle

Planning Officer - CBD & Inner Metro Team

Strategic Development Assessment

Planning and Development

Department of Planning, Transport and Infrastructure

T 7109 7169 (97169) • E karl.woehle@sa.gov.au

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22 March 2019

Mr Karl Woehle
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
ADELAIDE SA 5000
Karl.woehle@sa.gov.au

Dear Sir

266-274 PULTENEY STREET ADELAIDE
REF 2014/11234/01

Thank you for your letter dated 18 March 2019.

From its inception, this practice has been a strong supporter of the role of Government Architect as a means of introducing a third party, objective overview to the quality of design in South Australia.

We appreciate that the role is a difficult one in as much as it must be very challenging to make comment upon a proposed design solution within the time frame and information available. In this case in particular, the design solution is the result of many years of design evolution. It has been driven and refined by careful consideration of the specific requirements of both the owner and the proposed operator.

In that context we take issue with the suggestion that “the proposal does not achieve a high quality design outcome”.

On the contrary; as is also recognised with the City of Adelaide’s comments (attached), the design has addressed most, if not all, and has been sensitive to the objectives for the City of Adelaide plan in that precinct.

It disappoints me that, almost in their entirety, the comments of the Government Architect reflect the comments raised at our Pre Lodgement meeting with DPTI on the 30th November 2018. At that meeting we clearly expressed why certain decisions were made which we would have hoped were conveyed to the Government Architect. This may have influenced the comments she has made.

That said we would like to again respond to the comments raised in the order of their reference in the letter.

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- **Articulation of South + North Facades.** The very nature of the hotel room configuration determines that there are only windows on one wall of the standard suite.

Therefore there was little option but to orient the hotel suites to the most flexible and attractive aspects, being the east and the west, as the north and south boundaries adjoin other titles.

We have acknowledged that some texturing of the boundary walls will add interest, and in particular, on the northern elevation we have created a recess in the façade to introduce some textural relief and to inject some natural light into the internal circulation pattern of the standard hotel floor configuration. Windows to the north and south are not an option. The design team were quite confident that the proposed design solution was an honest expression of the building's internal activities.

It remains to be seen how long it will be before further development results in any endeavours to articulate the north and south facades becomes redundant in any case. It is quite apparent to us that many such recent city developments have been confronted with the same dilemma with the resulting design solutions not being dissimilar to those that we have created.

We respectfully suggest that our proposed solution of varied off form texture will significantly articulate these boundary elevations.

- **Location of office lift core to the North side.** The location of the office lift core to the south elevation was a decision made for a number of reasons and is what works best for the plan. Shifting the core to the north wall of the office tenancy, as has been suggested, does not work with the car park layout and removes any chance of future link between the hotel spaces and office spaces.

Part of our design brief was to ensure that the floor to floor heights matched up the building to allow such flexibility. Furthermore, we have gone to great pains to show an interconnected relationship between the hotel, the hotel restaurant and the café. Swapping the core would place a barrier between these spaces, particularly along the public footpath zone.

We do not consider the visual presence of the core on the southern facade as a negative in any case, as in itself it offers an opportunity to articulate this elevation and express the core.

- **Integrated strategy of the buildings materiality and colour branding.** The design approach has been one of endeavouring to achieve this and it is concerning that this endeavour has not been recognised.

Whilst we appreciate that there are two distinct and unique functions to the building, one of hotel suites and the other offices, we have endeavoured to introduce variation to a themed pallet to express their difference whilst binding them as a whole visually.

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Hence the design solution for the hotel “pods” was to reflect common elements that were implemented for the office façade. In a similar manner, both the windows of the offices and the hotel pods have been encapsulated by the peripheral copper banding which also ties the built form together.

- **Suggested common office lobby/café/hotel lobby space.** This poses a serious security risk as the office must be accessed 24/7 and the café could be just a 9-5 opening hours. We have shown glazed walls to provide a strong link between the spaces. Our market research supports the approach that access to an office foyer through another space is not favoured by tenants. Of course having a café facility adjacent is an attraction.

The design of the office foyer is of a significant width. This, together with the transparency proposed in the elements of the interconnecting wall of the adjacent café, will eliminate any perception of a corridor to the lifts.

- **Location of toilets to the hotel/restaurant lobby.** The toilets are not one of the primary functions that need to be visible from the main space. In this case their location has been requested by the hotel operator. The plans are suitable for the operator’s use. They have no concerns about them being located to the rear. The design is such to afford the final operator a flexible configuration of the restaurant/hotel space to promote various operational and visual, stimulants between food preparation and food consumption. This was the priority.
- **Shading to the western façade.** The shading is done via the utilisation of a high performance double glazed system. It was important that the hotel rooms’ views were not impeded. The actual size of the window is predetermined within the operator’s brief. This design solution is commonly used and on the western facades where the sunlight approaches horizontality, it provides the only solution offering maximum outlook and protection from solar radiation. Any shading device that was considered to be in front of the glazing would by necessity impede views if it were to be effective.

In addition, consideration of ongoing maintenance and keeping a clean visual appearance were further contributing factors influencing the design solution

- **Bike rack location.** The bike racks indicated in the location on the outer radius of the entering roadway are quite protected within the inner corner of a radius. To further protect this zone we can, on the road surface, indicate a curve for the road path and provide some bollards.
- **Provision of accessible parking adjacent to the lifts of the office.** We consider the provision of accessible car parking adjacent to the main hotel lifts to be the most strategic location. It is not an issue of compliance but rather convenience for the user and we do not consider the proposed space to be inconveniencing the office use. An additional park is not necessary for such a small park and its provision will reduce car parking numbers.

- **Pairing of hotel room door configuration.** We believe this is a very typical approach to hotel design and there are a number of advantages to pairing the hotel room doors as we have shown. It allows the wet areas to be stacked back to back which simplifies services to the building.

The pairing of doors allows for a wider recess off the main corridor which will open the corridor space. Separating the doors and maintaining the recesses will give the effect of constructing the space at each door.

The hotel room walls will be constructed in accordance with the NCC to meet or exceed the minimum requirements for acoustics and amenity.

The design utilises the recess on the north elevation to bring natural light in to the corridors.

- **First Floor Balcony for Bar.** The operator prefers the meeting spaces to front Pulteney Street and to have the balcony use, not the bar. Potentially we could provide some balcony space over Gunson Street for the bar, but it is difficult to achieve with very narrow footpath. In the opinion of the client and the future operator the bar location facing the east of the city and the Adelaide Hills through the long picture window provided will be very attractive.
- **Request for a finishes board.** It was not our intention to compile a finishes board. We say this as the intended palette was to be a very simple combination of three main materials of the precast concrete, the dark glass, and the copper panelling. We would be happy to provide a further sheet to the drawings lodged to provide more detail/images of the proposed finishes.

The main issues from the Council comments:

- **Car parking:** The car park is non-required and does not need to comply with the Australian Standard. This has been discussed with, and confirmed by a private certifier. Hotel patrons who arrive by car will have a valet service to the basement. Some carparks will be made available to the offices.
- **Waste management Plan:** The waste management plan will be submitted by the operator in due course. The operators have reviewed the plans and are satisfied with the level of waste areas provided within the design.
- **Verandah setback for future trees:** The verandah has been set back from the road in accordance with the minimum requirements of the Council's development plan and replicates the existing verandah conditions. Although there are no existing trees within the proposed verandah area, we remain flexible to pulling some areas back to provide space for future Council trees.



We trust the above has assisted in providing more reasoning as to why the design solution is as it is, and that with this explanation the issues raised have been satisfactorily explained.

Please let me know if we can be of further assistance. We await your advice as to the next step in the Planning Application process as we must advise that our initial approach in regard to planning was made in November and it is now March. The operator is keen to proceed at the earliest opportunity.

Yours faithfully

A handwritten signature in black ink, appearing to read 'G. Hardy'.

GRAHAM HARDY

Director

graham@hardymilazzo.com.au

Enquiries: Matthew Field 8203 7023
CoA Ref: S10/6/2019
SCAP Ref: 020/A006/19

7 March 2019

045



State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/6/2019
Applicant: HARDY MILAZZO
Address: 266-274 Pulteney Street, ADELAIDE SA 5000
Description: Demolish existing building, create 2 allotments and construct an eleven storey hotel building and seven storey office building.

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

TECHNICAL COMMENTS

**SURVEY / LAND
TENURE**

The following points are provided for your information:

- Vehicular access is proposed via Gunson Street which is a public road;
- There are no land tenure matters affecting this proposal.

**ROADS / FOOTPATHS
ENGINEERING**

There are no roads/footpath/bridges related objections to this development, subject to the following matter/s being addressed:

- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following:
- Any driveway inverts made redundant from the development are to be reinstated with kerb and water table and adjusted footpath levels to CoA standards and specifications.
- Existing crossovers and new crossovers highlighted under this development. All new or alterations to existing crossovers firstly require CoA approval outside of the DA process. These need to be



to CoA's standards and specifications via the City Works Guidelines.

- 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.

TORRENS & STORM WATER

There are no storm water related objections to this development, subject to the following matter/s being addressed:

- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to Pulteney Street or Gunson Street. Council cannot approve discharge of stormwater on private property.
- Council supports and prefers the installation of underground stormwater property connections to council stormwater infrastructure, where suitable council infrastructure is available within the road. Please note that it is the property owner's responsibility to verify the location of services within the public realm to ensure any proposed stormwater property connections can be constructed.
- Council encourages the development to minimize the number of stormwater property connection wherever possible.
- The levels of any proposed grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level assumed to be top of kerb level adjacent to the stormwater discharge point in Pulteney Street or Gunson Street.
- Council's stormwater management systems (minor and major rainfall events) have been designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Council's stormwater management systems to equivalent gravitational flows.
- Any collected seepage water from a basement groundwater collection system must be either discharged to sewer or a proposed building recycled water system. Collected untreated groundwater seepage must not be discharged to the property stormwater system.
- Property boundary levels of the proposed basement carpark driveway ramp in Gunson Street must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to 100mm above spoon drain invert adjacent to the driveway ramp in Gunson Street, to ensure adequate flooding protection to the

basement.

- 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.

**LIGHTING /
ELECTRICAL / CCTV**

There are no lighting related objections to this development, subject to the following matter/s being addressed:

- The proposed development works may impact on the public lighting within the proximity of the development site. The existing street lighting installed on Pulteney Street is owned by City of Adelaide, it consists of street lighting columns and associated underground electrical cabling and pits. The existing street lighting in Gunson Street is owned by SA Power Networks and consists of stobie columns with lights and overhead cabling attached.
- All works to be undertaken to be fit for purpose in the public realm.
- All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) 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.
- If new canopies are to be constructed as part of these works, then lighting to meet CoA's under veranda/awning lighting requirements shall be installed.
- Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- 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.
- If building mounted lit signage is to be installed onto the building,

further review and approvals will be required by City of Adelaide.

- CCTV camera owned and maintained by City of Adelaide, for any modifications to this asset contact City of Adelaide for further advice on process. SAPOL monitor this camera and will also be required to be consulted with for their approval.
- All assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.

TRAFFIC / TRANSPORT

There are traffic/transport related objections to this development as follows:

- Modifications are required for the car parking area to meet the requirements of AS2890.1, this is based on the general layout provided and the presence of columns within a dimensionally tight space.
- The representation of the columns appears optimistic in terms of width/size. The amendments to the car park required would result in fewer car parking spaces being provided.
- The stacked small car parking spaces at the end of the blind aisle appears to be unworkable in practice due to manoeuvring requirements.
- There appears to be no reasonable accommodation for the expected number of pick-up and drop-off movements for the hotel
- The minimum provision (as recommended by the traffic report) of 17 bicycle parking spaces does not appear to be able to be accommodated.
- No end of trip facilities in terms of showers/change rooms are shown.

WASTE

- The storage areas and waste transfer pathways are adequate for the size of the proposed developments. However, no information has been provided with respect to collection frequencies, time of day servicing and impact in the public realm.
- A waste management consultant should be engaged for the waste management design.
- Based on the information provided, it is unlikely that the development will achieve ideal functionality.

URBAN ELEMENTS

There are no urban elements related objections to this development, subject to the following matter/s being addressed:

- The proposed development works will impact on the urban elements within the proximity of the development site.
- A bus shelter is in the vicinity of the development. DPTI must be consulted re the new location of this shelter. It will have to be relocated.

- 2 bike racks are in the vicinity of the development. These will have to be relocated (if necessary).
- 3 parking signs are in the vicinity of the development. These will have to be relocated (if parking regimes change).
- All modifications requiring temporary removal/relocation/provision of temporary urban elements assets shall meet Councils' requirements shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- Final location of equipment will be determined by CoA giving consideration to existing site constraints etc.
- All new assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.
- All works to be undertaken to be fit for purpose in the public realm.

PLANNING RELATED COMMENTS

As we have received an 'informal' referral only, Council Administration has not undertaken a thorough planning assessment of the proposal but makes the following comments in relation to the proposed development:

CONTEXT

This portion of the Capital City Zone has long been under developed. The development of the Calvary Wakefield Hospital on the corner of Angas and Pulteney streets together with this development (and other approved, but not constructed) developments will create the strong built form edge and activation sought by the desired character.

LAND USE

The proposed hotel and office land uses are envisaged and desirable in the proposed location.

ACTIVE STREET FRONTAGES

The extent of active frontage the development provides to Pulteney Street frontages is commended.

ENCROACHMENTS

The development incorporates the following encroachment(s):

- A canopy, 3.9 metres deep, extending from the property boundary for a length of 33.7 metres.
- The verandah has a minimum clearance from the underside to the footpath below of 3.4 metres.
- The verandah also incorporates two higher sections (Entry Porticos) at the entries for the office and hotel. These entry porticos do not meet the current encroachment policy requirements but would achieve the requirements under the Draft Encroachment Policy which requires that entrance porticos have a maximum height up to the ceiling of the first floor.
- The verandah is setback from the kerb between 700 mm and 1300mm.

- The northern portion of the balcony is trafficable.

Based on the above, the proposed canopy generally achieves the requirements of Councils Encroachment Policy. However, the applicant is encouraged to re-consider the height of the entrance porticos to provide more effective weather protection.

In addition to above, the canopy will prevent the future installation of street trees in front of this building. Consideration should be given to pulling the canopy back to allow street trees to be included in the final presentation of the building frontage

OTHER MATTER(S)

The plans provided indicate an off-form precast panel system will be utilised as the main construction material. Given the extent to which this will be visible, the use of pre-finished (i.e. pigmented) panels should be encouraged in lieu of painted finishes which will deteriorate quickly.

Particular attention should also be given to the effectiveness of the air conditioning screening proposed on the northern elevation. This elevation will be highly visible and previous experience (i.e. TPI House) shows that the screening devices are not effective in hiding the location of air conditioning plant and equipment. Locating the plant and equipment on to the roof would be more preferable in terms of its visual impact.

The roof plan (SK07) shows the roof extending to the full extent of all boundaries however, the perspectives (SK12) show a cutout to the northern void. This should be clarified to avoid any doubt moving forward.

SUGGESTED CONDITIONS

- 1. The finished floor level of the ground floor level at the entry points to the development including the car park entry and exit points shall match the existing footpath unless otherwise agreed to by the Council in writing.**

Reason: The Corporation of the City of Adelaide WILL NOT adjust footpath levels to suit finished building levels. The existing footpath levels are to be retained and entrance levels of the development must meet the existing back of footpath.

- 2. Lighting shall be installed to the awning at street level on Pulteney Street in accordance with Council's guideline entitled "Under Verandah/Awning Lighting Guidelines" at all times to the reasonable satisfaction of the Council and prior to the occupation or use of the Development. Such lighting shall always be operational during the hours of darkness to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create public areas with insufficient lighting.

- 3. Lighting shall be provided to the vehicle and pedestrian entry / exit points on Gunston Street and shall always be operational during the hours of darkness or fitted with automatic sensor devices to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create areas with insufficient lighting.

SUGGESTED ADVICES

1. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.
2. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
 - An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
3. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity.

The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au

When applying for a City Works Permit you will be required to supply the following information with the completed application form:

A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);

Description of equipment to be used;

A copy of your Public Liability Insurance Certificate (minimum cover of \$20 Million required);

Copies of consultation with any affected stakeholders including businesses or residents.

Please note: Upfront payment is required for all city works applications.

Applications can be received by Council via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

4. There is no objection to the proposed vehicle crossing place/alterations to the existing vehicle crossing place(s), however the work will be undertaken by Council and the cost of the work will be charged to the applicant. A separate application for the crossing place(s) is required and the applicant can obtain a form from Customer Service, 25 Pirie Street, Adelaide, or telephone 8203 7236. A quotation for the work will be provided by Council prior to the work being undertaken.
5. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.
6. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.

7. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
- An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
8. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity.

The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au

When applying for a City Works Permit you will be required to supply the following information with the completed application form:

A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);

Description of equipment to be used;

A copy of your Public Liability Insurance Certificate (minimum cover of \$20 Million required);

Copies of consultation with any affected stakeholders including businesses or residents.

Please note: Upfront payment is required for all city works applications.

Applications can be received by Council via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

9. There is no objection to the proposed vehicle crossing place/alterations to the existing vehicle crossing place(s), however the work will be undertaken by Council and the cost of the work will be charged to the applicant. A separate application for the crossing place(s) is required and the applicant can obtain a form from Customer Service, 25 Pirie Street, Adelaide, or telephone 8203 7236. A quotation for the work will be provided by Council prior to the work being undertaken.
10. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.

Yours faithfully

Per Rebecca Rutschack
MANAGER - PLANNING ASSESSMENT

CAPITAL CITY ZONE

Introduction

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

DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

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

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

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

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

Adelaide's pattern of streets and squares

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

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

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

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

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

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

Minor streets and laneways will have a sense of enclosure (a tall street wall compared to street width) and an intimate, welcoming and comfortable pedestrian environment with buildings sited and

composed in a way that responds to the buildings' context. There will be a strong emphasis on ground level activation through frequent window openings, land uses that spill out onto the footpath, and control of wind impacts.

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

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

OBJECTIVES

General

- Objective 1:** The principal focus for the economic, social and political life of metropolitan Adelaide and the State.
- Objective 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;
 - (a) it is demonstrated that the development reinforces the anticipated city form in Concept Plan [Figures CC/1 and 2](#), and
 - (b) only if:
 - (i) at least two of the following features are provided:
 - (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;
 - (2) the development incorporates the retention, conservation and reuse of a building which is a listed heritage place;
 - (3) high quality universally accessible open space that is directly connected to, and well integrated with, public realm areas of the street;
 - (4) universally accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on [Map Adel/1 \(Overlay 2A\)](#);
 - (5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, car parking areas are adaptable to future uses or all car parking is provided underground;
 - (6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;
 - (7) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
 - (8) more than 15 per cent of dwellings as affordable housing.
 - (ii) plus all of the following sustainable design measures are provided:
 - (1) a rooftop garden covering a majority of the available roof area supported by services that ensure ongoing maintenance;
 - (2) a greenroof, or greenwalls / façades supported by services that ensure ongoing maintenance;
 - (3) innovative external shading devices on all of the western side of a street facing façade; and
 - (4) higher amenity through provision of private open space in excess of minimum requirements, access to natural light and ventilation to all habitable spaces and common circulation areas.
- 22 Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown

on Concept Plan [Figures CC/1 and 2](#), or 28 metres in the Central Business Policy Area, except where one or more of the following applies:

- (a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;
- (b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;
- (c) the site is adjacent to a heritage place, or includes a heritage place;
- (d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

Interface

- 23** Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.
- 24** Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.
- 25** Parts of a development that exceed the prescribed maximum building height shown on Concept Plan [Figures CC/1 and 2](#) that are directly adjacent to the City Living, Main Street (Adelaide) and Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.

Movement

- 26** Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding Zones and giving a variety of north-south and east-west links.
- 27** Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.
- 28** Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with [Map Adel/1 \(Overlay 2A\)](#).
- 29** Car parking should be provided in accordance with [Table Adel/7](#).
- 30** Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:
 - (a) within any of the following areas:
 - (i) the Core Pedestrian Area identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#)

- (ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;
 - (b) where they conflict with existing or projected pedestrian movement and/or activity;
 - (c) where they would cause undue disruption to traffic flow; and
 - (d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in [Map Adel/1 \(Overlay 1\)](#).
- 31** Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on [Map Adel/1 \(Overlays 2, 2A and 3\)](#).
- 32** Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
 - (b) complement the surrounding built form in terms of height, massing and scale; and
 - (c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

Advertising

- 33** Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.
- 34** In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.
- 35** There should be an overall consistency achieved by advertisements along individual street frontages.
- 36** In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.
- 37** Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:
- (a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.
 - (b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

PROCEDURAL MATTERS

Complying Development

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

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

- (a) Other than in relation to a State heritage place, Local heritage place (City Significance), or Local heritage place, work undertaken within a building which does not involve a change of use or affect the external appearance of the building;
- (b) Temporary depot for Council for a period of no more than 3 months where it can be demonstrated that appropriate provision has been made for:
 - (i) dust control;
 - (ii) screening, including landscaping;
 - (iii) containment of litter and water; and
 - (iv) securing of the site.
- (c) Change in the use of land from a non-residential use to an office, shop or consulting room (excluding any retail showroom, adult entertainment premises, adult products and services premises or licensed premises).

Non-complying Development

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

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

Amusement machine centre

Advertisements involving any of the following:

- (a) third party advertising except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Street and Pulteney Street, or temporary advertisements on construction sites;
- (b) advertisements located at roof level where the sky or another building forms the background when viewed from ground level;
- (c) advertisements in the area bounded by West Terrace, Grote Street, Franklin Street and Gray Street;
- (d) animation of advertisements along and adjacent to the North Terrace, King William Street and Victoria Square frontages.

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

Vehicle parking except:

- (a) where it is ancillary to an approved or existing use;
- (b) it is a multi-level car park located outside the Core Pedestrian Area as indicated on [Map Adel/1 \(Overlay 2, 2A and 3\)](#); or
- (c) it is within an existing building located outside the Core Pedestrian Area as indicated on [Map Adel/1 \(Overlay 2, 2A and 3\)](#).

Public Notification

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

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

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

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

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

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

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

Council Wide

Environmental

Crime Prevention Through Urban Design

OBJECTIVES

Objective 24: A safe and secure, crime resistant environment that:

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;
- (b) promotes building and site security; and
- (c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

82. 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.
- 83** Residential development should be designed to overlook streets, public and communal open space to allow casual surveillance.

To maximise security and safety, buildings should be designed to minimise access between roofs, balconies and windows of adjacent buildings.

- 85** Security features should be incorporated within the design of shop fronts to complement the design of the frontage and allow window shopping out of hours. If security grilles are provided, these should:
- (a) be transparent and illuminated to complement the appearance of the frontage;
 - (b) provide for window shopping; and
 - (c) allow for the spill of light from the shop front onto the street.

Solid shutters with less than 75 percent permeability are not acceptable.

- 86** Public toilets should be designed and located to:
- (a) promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;
 - (b) limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;
 - (c) avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and
 - (d) maximise surveillance through location near public transport links, pedestrian and cyclist networks.

Noise Emissions

OBJECTIVES

Objective 26: Development that does not unreasonably interfere with the desired character of the locality by generating unduly annoying or disturbing noise.

Objective 27: Noise sensitive development designed to protect its occupants from existing noise sources and from noise sources contemplated within the relevant Zone or Policy Area and that does not unreasonably interfere with the operation of non-residential uses contemplated within the relevant Zone or Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Noise Sources

- 89** Development with potential to emit significant noise (including licensed entertainment premises and licensed premises) should incorporate appropriate noise attenuation measures in to their design to prevent noise from causing unreasonable interference with the amenity and desired character of the locality, as contemplated in the relevant Zone and Policy Area.

- 93** Mechanical plant or equipment should be designed, sited and screened to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site should not exceed
- (a) 55 dB(A) during daytime (7.00am to 10.00pm) and 45 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.
 - (b) 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) in or adjacent to a City Living Zone, the Adelaide Historic (Conservation) Zone, the North Adelaide Historic (Conservation) Zone or the Park Lands Zone when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.
- 94** To ensure minimal disturbance to residents:
- (a) ancillary activities such as deliveries, collection, movement of private waste bins, goods, empty bottles and the like should not occur:
 - (i) after 10.00pm; and
 - (ii) before 7.00am Monday to Saturday or before 9.00am on a Sunday or Public Holiday.
 - (b) typical activity within any car park area including vehicles being started, doors closing and vehicles moving away from the premises should not result in sleep disturbance when proposed for use after 10.00pm as defined by the limits recommended by the World Health Organisation.

Noise Receivers

- 95** Noise sensitive development should incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity when exposed to noise sources such as major transport corridors (road, rail, tram and aircraft), commercial centres, entertainment premises and the like, and from activities and land uses contemplated in the relevant Zone and Policy Area provisions.
- 96** Noise sensitive development in mixed use areas should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels that are commensurate with the envisaged amenity of the locality.

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

- 101** A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- 102** A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.
- 103** Development greater than 2 000 square metres of total floor area should manage waste by:

- (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
- (b) on-site storage and management of waste;
- (c) disposal of non-recyclable waste; and
- (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

104 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

106 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;

* Minor additions have a floor area less than 50 percent of the existing dwelling and do not include a day living area.

- (e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;
- (f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;
- (g) providing an external clothes line for residential development; and
- (h) use of landscaping.

107 All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.

108 Energy reductions should, where possible, be achieved by the following:

- (a) appropriate orientation of the building by:
 - (i) maximising north/south facing facades;
 - (ii) designing and locating the building so the north facade receives good direct solar radiation;
 - (iii) minimising east/west facades to protect the building from summer sun and winter winds;
 - (iv) narrow floor plates to maximise the amount of floor area receiving good daylight; and/or
 - (v) minimising the ratio of wall surface to floor area.
- (b) window orientation and shading;
- (c) adequate thermal mass including night time purging to cool thermal mass;
- (d) appropriate insulation by:
 - (i) insulating windows, walls, floors and roofs; and
 - (ii) sealing of external openings to minimise infiltration.
- (e) maximising natural ventilation including the provision of openable windows;
- (f) appropriate selection of materials, colours and finishes; and
- (g) introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.

109 Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.

110 Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.

111 New buildings should be readily adaptable to future alternative uses.

112 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.

Renewable Energy

OBJECTIVES

- Objective 31:** The development of renewable energy facilities, such as wind and biomass energy facilities, in appropriate locations.
- Objective 32:** Renewable energy facilities located, sited, designed and operated to avoid or minimise adverse impacts and maximise positive impacts on the environment, local community and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 116** Renewable energy facilities, including wind farms, should be located, sited, designed and operated in a manner which avoids or minimises adverse impacts and maximises positive impacts on the environment, local community and the State.
- 117** Renewable energy facilities, including wind farms, and ancillary developments should be located in areas that maximise efficient generation and supply of electricity.
- 118** Renewable energy facilities, including wind farms, and ancillary development such as substations, maintenance sheds, access roads and connecting power-lines (including to the National Electricity Grid) should be located, sited, designed and operated in a manner which:
- (a) avoids or minimises detracting from the character, landscape quality, visual significance or amenity of the area;
 - (b) utilises elements of the landscape, materials and finishes to minimise visual impact;
 - (c) avoids or minimises adverse impact on areas of native vegetation, conservation, environmental, geological, tourism or built or natural heritage value;
 - (d) does not impact on the safety of water or air transport and the operation of ports, airfields and designated landing strips;
 - (e) avoids or minimises nuisance or hazard to nearby property owners/occupiers, road users and wildlife by way of:
 - (i) shadowing, flickering, reflection and blade glint impacts;
 - (ii) noise;
 - (iii) interference to television and radio signals;
 - (iv) modification to vegetation, soils and habitats; and
 - (v) bird and bat strike.

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

- 119 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.
- 120 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.
- 121 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.
- 122 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.
- 123 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.
- 124 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.
- 125 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

- 126** 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.
- 127** 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.
- 128** Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.
- 129** Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.
- 130** Development should not cause deleterious affect on the quality or hydrology of groundwater.
- 131** Development should manage stormwater to ensure that the design capacity of existing or planned downstream systems are not exceeded, and other property or environments are not adversely affected as a result of 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

- 132** 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.
- 133** 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.
- 134** Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.
- 135** 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.

Built Form and Townscape

OBJECTIVES

Objective 46: Reinforcement of the city's grid pattern of streets through:

- (a) high rise development framing city boulevards, the Squares and Park Lands
- (b) vibrant main streets of a more intimate scale that help bring the city to life
- (c) unique and interesting laneways that provide a sense of enclosure and intimacy.

Objective 47: Buildings should be designed to:

- (a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;
- (b) maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings;
- (c) contribute to pedestrian safety and comfort; and
- (d) provide for a transition of building heights between Zone and Policy Areas where building height guidelines differ.

Objective 48: Development which incorporates a high level of design excellence in terms of scale, bulk, massing, materials, finishes, colours and architectural treatment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 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

- 2 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.
- 3 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 \(Overlay 1\)](#).
- 4 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.
- 5** Where possible, large sites should incorporate pedestrian links and combine them with publicly accessible open space.
- 6** 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.
- 7** Buildings within the Capital City Zone should be built to the street edge to reinforce the grid pattern, create a continuity of frontage and provide definition and enclosure to the public realm whilst contributing to the interest, vitality and security of the pedestrian environment.

Composition and Proportion

- 8** Development should respect the composition and proportion of architectural elements of building facades that form an important pattern which contributes to the streetscape's distinctive character in a manner consistent with the desired character of a locality by:
 - (a) establishing visual links with neighbouring buildings by reflecting and reinforcing the prevailing pattern of visual sub-division in building facades where a pattern of vertical and/or horizontal sub-divisions is evident and desirable, for example, there may be strong horizontal lines of verandahs, masonry courses, podia or openings, or there may be vertical proportions in the divisions of facades or windows; and
 - (b) clearly defining ground, middle and roof top levels.
- 9** Where there is little or no established building pattern, new buildings should create new features which contribute to an areas desired character and the way the urban environment is understood by:
 - (a) frontages creating clearly defined edges;
 - (b) generating new compositions and points of interest;
 - (c) introducing elements for future neighbouring buildings; and
 - (d) emphasising the importance of the building according to the street hierarchy.

Articulation and Modelling

- 10 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.
- 11 Building services such as drainage pipes together with security grills/screens, ventilation louvres and car park entry doors, should be coordinated and integrated with the overall facade design.

Materials, Colours and Finishes

- 12 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.
- 13 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
- 14 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 15 Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

Sky and Roof Lines

OBJECTIVE

Objective 49: Innovative and interesting skylines which contribute to the overall design and performance of the building.

PRINCIPLES OF DEVELOPMENT CONTROL

- 16 Where a prevailing pattern of roof form assists in establishing the desired character of the locality, new roof forms should be complementary to the shape, pitch, angle and materials of adjacent building roofs.
- 17 Buildings should be designed to incorporate well designed roof tops that:
 - (a) reinforce the desired character of the locality, as expressed in the relevant Zone or Policy Area;
 - (b) enhance the skyline and local views;
 - (c) contribute to the architectural quality of the building;
 - (d) provide a compositional relationship between the upper-most levels and the lower portions of the building;
 - (e) provide an expression of identity;
 - (f) articulate the roof, breaking down its massing on large buildings to minimise apparent bulk;
 - (g) respond to the orientation of the site; and
 - (h) create minimal glare.

- 18** Roof top plant and ancillary equipment that projects above the ceiling of the top storey should:
- (a) be designed to minimise the visual impact; and
 - (b) be screened from view, including the potential view looking down or across from existing or possible higher buildings, or be included in a decorative roof form that is integrated into the design of the building.
- 19** Roof design should facilitate future use for sustainable functions such as:
- (a) rainwater tanks for water conservation;
 - (b) roof surfaces orientated, angled and of suitable material for photovoltaic applications; and/or
 - (c) “green” roofs (ie roof top gardens structurally capable of supporting vegetation) or water features.

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

- 20** 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.
- 21** 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.

Landscaping

OBJECTIVE

- Objective 55:** Water conserving landscaping that enhances the local landscape character and creates a pleasant, safe and attractive living environment.

PRINCIPLES OF DEVELOPMENT CONTROL

- 22** Landscaping should:
- (a) be selected and designed for water conservation;
 - (b) form an integral part of the design of development; and

- (c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.
- 23** Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place.
- 24** Landscaping should be provided to all areas of communal space, driveways and shared car parking areas.
- 25** Landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual impacts of the road.

Advertising

OBJECTIVE

Objective 56: Outdoor advertisements that are designed and located to:

- (a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;
- (b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and
- (c) not create a hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

- 26** 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

224 Development should provide safe, convenient and comfortable access and movement.

225 Vehicle access points along primary and secondary city access roads and local connector roads, as shown on [Map Adel/1 \(Overlay 1\)](#) should be restricted.

Pedestrian Access

OBJECTIVES

Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.

Objective 62: Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.

Objective 63: Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.

PRINCIPLES OF DEVELOPMENT CONTROL

226 Development should reflect the significance of the paths and increase the permeability of the pedestrian network identified within [Map Adel/1 \(Overlay 2\)](#) by ensuring:

- (a) pedestrians are not disrupted or inconvenienced by badly designed or located vehicle access ramps in footpaths or streets; and
- (b) vehicle and service entry points are kept to a minimum to avoid adverse impact on pedestrian amenity.

224 Within the Core, Primary and Secondary Pedestrian Areas identified within [Map Adel/1 \(Overlays 2, 2A and 3\)](#), development should be designed to support the establishment and maintenance of continuous footpaths so that pedestrian flow is free and uninterrupted. Pedestrian access should be provided at ground level mid-block between all streets.

228 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.

229 Corner buildings in the Central Business Policy Area of the Capital City Zone, buildings adjacent to street intersections and buildings along a high concentration public transport route or along public transport pedestrian routes identified within [Map Adel/1 \(Overlay 4\)](#) should provide weather protection for pedestrians in the form of verandahs, awnings or canopies. Where verandahs or awnings are provided which block street lighting, they should include additional lighting beneath the canopy.

230 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.

- 231** Where posts are required to support permanent structures, they should be located at least 600 millimetres from the kerb line.
- 232** Access for people with disabilities should be provided to and within all buildings to which members of the public have access in accordance with the relevant Australian Standards. Such access should be provided through the principal entrance, subject to heritage considerations and for exemptions under the relevant legislation.

Bicycle Access

OBJECTIVES

- Objective 64:** Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.
- Objective 65:** Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 233** Development should have regard to the bicycle routes identified within [Map Adel/1 \(Overlay 3\)](#) by:
- (a) limiting vehicular access points; and
 - (b) ensuring that vehicles can enter and leave the site in a forward direction, thereby avoiding reverse manoeuvres.
- 234** 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](#).
- 235** Onsite secure bicycle parking facilities for residents and employees (long stay) should be:
- (a) located in a prominent place;
 - (b) located at ground floor level;
 - (c) located undercover;
 - (d) located where passive surveillance is possible, or covered by CCTV;
 - (e) well lit and well signed;
 - (f) close to well used entrances;
 - (g) accessible by cycling along a safe, well lit route;
 - (h) take the form of a secure cage with locking rails inside or individual bicycle lockers; and
 - (i) in the case of a cage have an access key/pass common to the building access key/pass.
- 236** 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.

237 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.

238 To facilitate and encourage the use of bicycles and walking as a means of travel to and from the place of work, commercial and institutional development should provide on-site shower and changing facilities.

Public Transport

OBJECTIVES

Objective 66: Development that promotes the use of sustainable transport consistent with State Government objectives and initiatives.

Objective 67: Accessible public transport for all metropolitan residents and visitors and safe and attractive facilities for public transport users.

PRINCIPLES OF DEVELOPMENT CONTROL

239 Development along a high concentration public transport route should be designed to ensure that activity and interest for public transport passengers is maximised through the incorporation of active street frontages.

234 Development along high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#) should:

- (a) ensure there are pedestrian links through the site if needed to provide access to public transport;
- (b) provide shelter (e.g. verandahs) for pedestrians against wind, sun and rain;
- (c) provide interest and activity at street level; and
- (d) where possible, avoid vehicle access across high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#). Where unavoidable, vehicle access should be integrated into the design of the development whilst retaining active street frontages.

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

- 241** 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.
- 242** 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.
- 243** Where practicable, development sites should contain sufficient space for the location of construction equipment during the course of building construction, so that development does not rely on the use of Council road reserves to locate such equipment.
- 244** Vehicular access to development located within the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlay 2A\)](#) should be limited and designed to minimise interruption to street frontages.
- 245** Where vehicular access to a development is gained by an existing crossing in the Core Pedestrian Area identified in [Map Adel/1 \(Overlay 2A\)](#), there should be no increase in the number of parking spaces served by the crossing, nor any increase in the number of existing crossings serving that development.
- 246** There is no minimum setback required from a rear access way where the access way is wider than 6.5 metres. Where the access way is less than 6.5 metres in width, a setback distance equal to the additional width required to make the access way 6.5 metres or more, is required to provide adequate manoeuvrability for vehicles.
- 247** The number of access points on primary city access roads identified in [Map Adel/1 \(Overlay 1\)](#) should be limited to minimise traffic and pedestrian inconvenience, interference with public transport facilities and adverse effects on the environment.
- 248** Buildings located along primary and secondary access roads should be sited to avoid the need for vehicles to reverse on to the road (unless the dimensions of the site make this impractical).

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

266 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.

268 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.

269 Tourist facilities should be compatible with the prevailing character of the area, within close proximity to public transport facilities and well designed and sited.

270 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.

271 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.