## 274 North Terrace Pty Ltd C/- Masterplan

Demolition of existing structures and construction of a 16 storey mixed-use development comprising tourist accommodation, café and associated building work.

## 274 North Terrace, Adelaide

020/A039/19



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## OVERVIEW

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| **Application No** | 020/A039/18 |
| **Unique ID/KNET ID** | 2019/07433/01 Appian 4278 |
| **Applicant** | 274 North Terrace Pty Ltd C/- Masterplan |
| **Proposal** | Demolition of existing structures and construction of a 16 storey mixed-use development comprising tourist accommodation, café and associated building work |
| **Subject Land** | 274 North Terrace, Adelaide |
| **Zone/Policy Area** | Capital City Zone |
| **Relevant Authority** | State Planning Assessment Panel |
| **Lodgement Date** | 18/06/2019 |
| **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 and State Heritage Unit |
| **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 16 storey mixed-use development comprising tourist accommodation, café and associated building work in the Capital City Zone at 274 North Terrace, Adelaide.

The proposed development is a merit kind of development that triggers statutory referrals to the Government Architect, State Heritage Unit and a non-mandatory referral to the City of Adelaide. The proposed land use is considered acceptable and consistent with Capital City Zone.

The overall building height is 16 storeys (including ground) or 51.5 metres to the raised plant floor and is consistent with the maximum envisaged height of 53m for the subject site. The Government Architect supports the proposed height and massing of the building and is of the view that the proposal is a well-considered response to the site and the locality.

The proposed development is contemporary in nature and exhibits a material palette that provides a fine grain response to the public realm. The mass of development is segmented into three distinct parts, which visually breaks down the slender proportions of the built form. At ground level the development is appropriately setback from North Terrace and Frome Street providing a generous contribution to the public realm and a genuine opportunity for activation of the public realm. Canopies have been incorporated along Frome Street frontage, which should provide pedestrians some shelter. Council has noted that the extent of the canopies could be further extended, however the proposed canopies generally meet the Council's encroachment guidelines.

The subject site is situated amongst a diverse range of Local and State Heritage Places, it is acknowledged that the proposed development does not physically abut any heritage places. State Heritage Unit reviewed the proposal and is of the opinion that the proposal will have a minor impact on the visual settings of the State Heritage places. On balance the impact is not considered detrimental to the locality and it is noted the Capital City Zone envisages contemporary developments providing a new setting for heritage places.

The proposed waste management strategy seeks on-street waste collection from Frome Street, which is not considered ideal. A dedicated room for on-site waste collection would be the preferred option, however due to the tight site constraints it is not considered possible without unduly impacting the ground floor activation. Council have reviewed the waste management strategy and noted that a dedicated waste collection permit will not be issued for the hotel and the final design of the loading zone adjacent the subject site has not been finalised. The applicant has confirmed that waste collection and deliveries will occur outside of peak hour to ensure the impact to Frome Street and bikeway is minimised. The applicant also expressed that the design team will continue to work collaboratively with Council in the design of the public realm to ensure the best possible outcome.

The proposal generally achieves appropriate performance outcomes in respect to energy efficiency, crime prevention, pedestrian amenity, building services and occupant amenity.

The proposal generally satisfies the relevant policy provisions of the Development Plan. On balance the application should not result in or cause unacceptable impacts on the local amenity. Accordingly the proposal 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 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.

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

## 2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

| | |
|---|---|
| **Land Use Description** | Multi-storey building comprising tourist accommodation and café |
| **Building Height** | 16 storeys and 51.5 metres (plant floor) |
| **Description of levels** | **Ground Floor:** Café Space, lobby area, building services, back of house facilities and waste collection area. |

| | |
|---|---|
| | **Storeys 2 – 16:** Back of house facilities, building services and hotel rooms in varying formats including DDA complaint rooms. |
| **Apartment floor area (excluding balconies)** | Rooms ranges from 13 to 28 square metres of floor space. Internally each room has ability to contain a double bed or two single beds, ensuite and associated hotel amenities |
| **Site Access** | Pedestrian access is from North Terrace and Frome Street |
| **Car and Bicycle Parking** | No car parking or bicycle parking is proposed |
| **Encroachments** | Two canopies are proposed to be located on Frome Street Frontage. Canopies generally comply with Council encroachment policies |
| **Staging** | The development is proposed to be constructed in the following stages:<br>• Stage 1: Demolition;<br>• Stage 2: Substructure construction;<br>• Stage 3: Superstructure construction; and<br>• Stage 4: Architectural fit-out and external façades. |

## 3. SITE AND LOCALITY

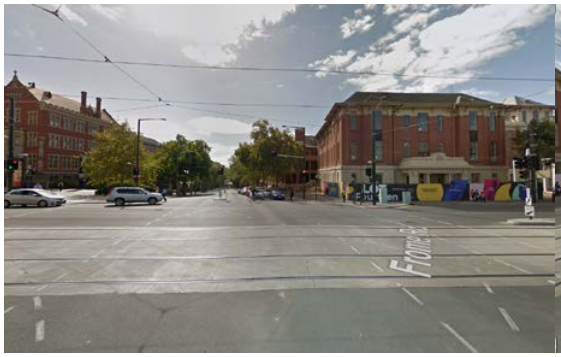
### 3.1 Site Description

The development site comprises a single allotment located at 274 North Terrace, Adelaide and is situated on the southern side of North Terrace. The development site is rectangular in shape and has an area of approximately 466 square metres. The development site has a primary street frontage of approximately 7.9 metres to North Terrace and a secondary frontage of approximately 59.2 metres to Frome Street. The site also has southern frontage to Vaughan Place, a 5.6metre wide no through public road which is a rear laneway for the adjacent properties to the east. The site falls significantly towards North Terrace, resulting in approximately 1.5 metre level difference between the northern and southern frontages.

The subject land is currently being used as a car park for a vehicle hire company and is bitumen sealed. Current vehicle access to the development site is via a single crossover located on the Frome Street.

| Lot No | Section | Street | Suburb | Hundred | Title |
|---|---|---|---|---|---|
| A237 | F181889 | North Terrace | Adelaide | Adelaide | 5927/885 |


**Figure 1 - Location Map**


North Terrace – looking north


North Terrace – looking east

North Terrace (Subject site)– looking south


North Terrace - looking west


North Terrace (subject site) – looking south east

Frome Street – looking east

Vaughan Place – looking south


Frome Street – looking north east

**Figure 2 - Site Photographs**

### 3.2 Locality

The immediate locality is generally characterised by a wide range of uses from commercial offices, retail tenancies, institutional land uses and short term tourist accommodation. The built form ranges from low scale two storey buildings through to buildings over 34 storeys.

North Terrace is an important pedestrian promenade that has mature plantings and landscaping and provides a high level of pedestrian amenity. Adjacent the development site to the north is the University of South Australia, Adelaide University campuses and the old Royal Adelaide Hospital, all of which contain Local and State Heritage Listed Buildings.

The northern portion of Frome Road is tree lined and exhibits a strong character and a high level of pedestrian amenity. Frome Road also provides a direct pedestrian link to the River Torrens linear park and surroundings.

It is noted that the built form and streetscape is transforming with the construction of several large developments and continuation of the Frome Street bikeway.

## 4. COUNCIL COMMENTS or TECHNICAL ADVICE

### 4.1 City of Adelaide

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

- Existing street trees along Frome Street shall be retained.
- All works around street trees shall be undertaken in accordance with AS 4970-2009 Protection of Trees on Development Sites.
- Modification to CoA footpath and kerb infrastructure has been proposed in this DA on North Terrace and Frome Street. No works in the public realm can be undertaken, without landlord approval from CoA. This will require the developer to submit a detailed design, in accordance with CoA electronic drafting guidelines, suitably qualified civil engineering consultancy to ensure the proposed works satisfy CoA design and engineering standards. Landlord approval will be provided via formal written approval from City of Adelaide. The developer/design must engage CoA upfront and have a start-up meeting prior to commencing detailed design.
- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to either existing Council underground stormwater infrastructure located within North Terrace or Frome Street.
- As the hotel is situated on the only north-south separated cycling corridor in the City, it is likely to attract a high number of cycling tourist. As such it is unreasonable to provide no on-site bicycle parking/storage. Nine (9) bicycle parking spaces should be provided in accordance with the Development Plan.
- There is insufficient circulation space provided in the waste room for serviceability/access to bins.
- DPTI should be made aware that the notional bikeway design shown in the lodgement plans is indicated only and is not representative of the working design drawings. Whilst we can give some assurance that some level of off-peak loading will be available adjacent to the proposed hotel, details of such are still in design development. Due to the developing nature of the drawings, we are not in a position to release plans at present.
- No permit will be issued to the hotel for waste collection services on Frome Street. The parking area is likely to have a restriction that permits loading, but is available to all users.

- Council note without prejudice or any other requirement regarding planning and/or public amenity, section 5.7 of the Waste Management by-law 2018 (By-law No.5 of 2018) applies.
- Bin storage room 22m$^2$ seems too small for manoeuvrability and appropriate handling of the bins. Note that each waste stream is to be collected separately and the collection operator will need to have easy access to the bins to collect, without having to put out/displace all of the bins each time.
- Bin wash area not clearly identified in drawing, if present it is too small to fit work in process.
- The drawings provided has not included the required 240 litres bins as per waste management strategy.
- No place for other collections (hard waste).
- 660 litre organic bins might be too heavy handling and manoeuvring, if presently completely full.
- No indented parking will be accommodated on Frome Street as per sheet 89. CoA require 1m clearance from parked cars to the bikeway to prevent injury to bike riders from being hit by car doors.
- The CoA design team have an issue with the number of large bins required to be located on the verge and potentially injury bike riders if not placed correctly or roll around. Restricting collection times to avoid peak bike rider periods could be an option.
- CoA support the removal of the existing multiple driveway access from Frome Street into the site.
- Due to the removal of the existing driveways on Frome Street, new on street parking can be incorporated but they will be off peak parking only.
- We have serious concerns about the high frequency of delivery to this site and the impact to the bikeway. We could incorporate a hotel drop off similar to the Majestic/ Manta which is used to prevent clashes between riders and deliveries.
- The canopy should provide adequate and continuous shelter to pedestrians along Frome Street and North Terrace. An appropriate solution would be that the canopy has greater projection from the building line.

The applicant highlighted that the street trees do not impact on any access to or from the site, however significant pruning of the trees is required as the canopies extend over the site boundary. The applicant acknowledged that the final design of the separate cycleway is still in design development and welcomes further collaboration with Council on the public realm design adjacent the site.

The applicant noted that Council have assured that some level of off-peak loading zone will be made available adjacent the proposed hotel and accordingly will continue to work closely with Council to ensure that there is minimal impact on pedestrian and cycling movements as a result of service deliveries and waste collection.

A revised waste management strategy was provided, which increased the waste collection frequency from two to three times per week and reduced the number of bins. The waste room has also been reconfigured to include a bin cleaning area and confirmation that waste collection on-street will be established on Frome Street in consultation with Council.

The City of Adelaide referral response is contained in the **ATTACHMENTS** and are further discussed in the Planning Assessment.

## 5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

### 5.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008.* The Panel must have regard to this advice. The Government Architect expressed a general level of support for the proposed development. Support was also expressed for the height and massing of the development, whilst the proposed scale is considered to be an appropriate response to the site and its location.

Support was also expressed for the height of the podium elements, materials and the two metre ground floor setback to North Terrace, which is considered a generous gesture to improve pedestrian amenity.

The Government Architect acknowledges and supports the number of profiled concrete panels on the eastern façade on the norther side, however concern was raised by the extent of flat concrete panels to the southern half of the eastern façade which is predominately a solid wall. Further exploration of opportunities to distribute the textured concrete panels to a larger portion of the eastern elevation is encouraged.

It was recommended that the applicant provides a clear demonstration of the different articulation methodologies of the precast and glass reinforces concrete panel types, supported by prototyping and the provision of a materials samples board. Encouragement was expressed by the Government Architect to continue development of the façade detailing through the next phase of design development to ensure successful execution of the design intent.

The provision of rooms for vision and hearing impaired patrons is supported. Every hotel room has openable windows and access to quality natural light and ventilation. The internal circulation spaces and lift lobbies also have access to natural light and outlook, which is supported by the Government Architect.

The Government Architect suggest the following aspects of the project would benefit from protection as part of the planning permission.

- A high quality of external materials for the building, outdoor spaces and street interfaces, supported by the provision of a materials samples board.
- Development of panel articulation, including façade and ledge detailing, and prototyping of the precast and GRC panels during the next phase of design development.

The Government Architect referral response is contained in the **ATTACHMENTS** and are further discussed in the Planning Assessment.

### 5.2 State Heritage Unit, DEW

The State Heritage Unit is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The Panel must have regard to this advice. The State Heritage Unit responded to the referral and provided the following comments.

- *Although the proposed height is at odds with the historic scale and character of the North Terrace townscape, it is supported by current planning policy. These is no direct adjacency to a State heritage places that might otherwise trigger the expectation of a more contextual scale response.*

- *By contrast, the scale of the-single storey base element is inconsistently low in comparison to the range of height datums set by the heritage-listed historic buildings in the vicinity. The lack of any direct adjacency reduces perception of this discrepancy, which is to some extent mitigated by the recent amendment expressing the transfer bream depth as part of the base composition.*
- *From the east, the transitional articulation and modelling of this largely blank façade assist in carrying the architectural expression of the fenestrated northern façade around the corner. Its exposure to the settings of Ayers House, Botanic Chambers and the Botanic Hotel is however largely obscured by the silhouette of the Palais apartment building.*
- *Views from the west along North Terrace, the impact of the proposed development on the setting and context of the Freemason's building and adjacent two-storey State heritage places will be nullified by the student housing development.*
- *The proposed development will not encroach on oblique views of the Brookman Building from the norther side of North Terrace.*
- *The proposal is not within the principle viewscape of the former Royal Adelaide Hospital from the east or the west along North Terrace.*
- *The proposed hotel's impact on oblique views of the Tavistock building will not be significant due to the degree of separation between the two and the presence of the intervening apartment buildings.*

The State Heritage Unit is of the view that the proposal is considered to have a minor impact on the visual settings of the State heritage places in its vicinity. The referral response is contained in the **ATTACHMENTS** and are further discussed in the Planning Assessment.

## 6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to PDC 40 Capital City Zone. No public notification was required.

## 7. POLICY OVERVIEW

The subject site is within the Capital City Zone as described within the City of Adelaide Development Plan Consolidated 7 June 2018.

Relevant planning policies are contained in the **ATTACHMENTS** and summarised below.

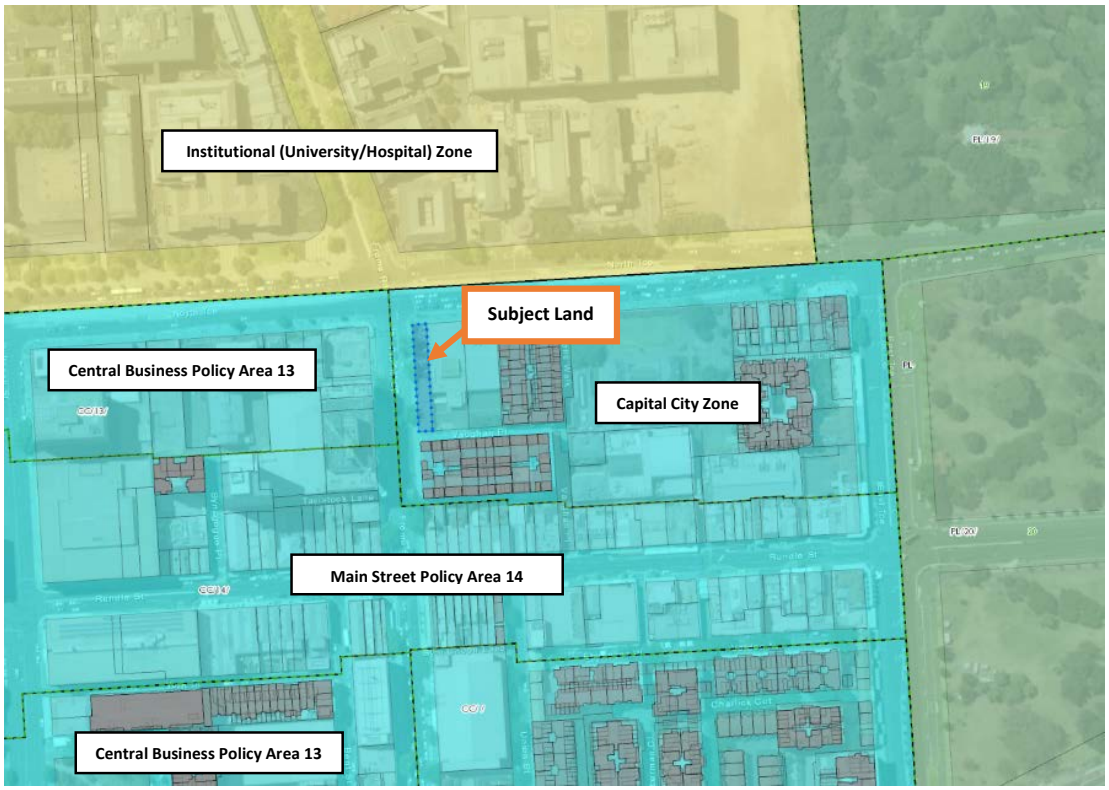



**Figure 3 – Zoning Map**

### 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.

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

The Zone acknowledges contemporary development juxtapositions will provide new settings for heritage places as well as responding to site context and broader streetscape whilst supporting optimal site development.

### 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 City of Adelaide 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. | 16 Storey or 51.5 metres (parapet) | YES ☒<br>NO ☐<br>PARTIAL ☐ | |
| **Land Use** | Zone and Policy area envisages tourist accommodation, offices and retail uses | Tourist accommodation and associated hospitality facilities | YES ☒<br>NO ☐<br>PARTIAL ☐ | |
| **Car Parking** | No minimal parking requirements in Capital City | Proposal does not have any car parking | YES ☒<br>NO ☐<br>PARTIAL ☐ | |
| **Bicycle Parking** | **Tourist accommodation**<br>1 per 20 employees<br><br>2 for first 40 rooms, plus 1 for every additional 40 rooms<br>**Total: 9 spaces** | Proposal does not have any bicycle parking | YES ☐<br>NO ☒<br>PARTIAL ☐ | Discussed further in the assessment |
| **Front Setback** | Zone generally seeks buildings built to the street frontage | Development setback 2.1 metres at ground from North Terrace | YES ☐<br>NO ☐<br>PARTIAL ☒ | Development contextually responds to location - discussed further in assessment |
| **Rear Setback** | Zone and policy area generally silent on rear setbacks | Development abuts the rear boundary | YES ☒<br>NO ☐<br>PARTIAL ☐ | |
| **Side Setback** | Zone and policy area generally silent on side setbacks | 0 – 0.5 metres | YES ☒<br>NO ☐<br>PARTIAL ☐ | |
| **Private Open Space** | Development Plan is silent on short term tourist accommodation provisions | None provided | YES ☐<br>NO ☐<br>PARTIAL ☐ | Generally deemed appropriate for short term tourist accommodation |

### 8.2 Land Use and Character

The proposed land-use is for short term tourist accommodation and associated hospitality facilities in the form of a cafe, which is consistent with PDC 1 Capital City Zone.

### 8.3 Building height

Capital City Zone PDC 21 establishes a building should not exceed 53 metres in height for the subject site. The proposed development is approximately 51.5 metres in height to the top of the plant floor which is considered appropriate in height. The Government Architect supports the proposed height and massing and is of view that the scale is a well-considered response to the site and its location.

### 8.4 Design and Appearance

The Capital City Zone seeks buildings to reflect innovative design approaches and contemporary architecture that responds appropriately to the locality and context. There is a strong emphasis placed on creating building articulation and fenestration, frequent openings in building facades and other features.

The Development Plan identifies North Terrace as an important pedestrian promenade and cultural boulevard that provides an important northern edge to the City square mile. The intent of the boulevard is to provide a clear sense of arrival into the City.

The proposed development presents as a singular built form that has broken into three distinct segments which reflects a single storey podium, hotel rooms and the 'crown'. The Government Architect supports the massing of the development and is of the opinion the scale is a well-considered response to the site and its location.

The ground level and podium expression incorporates brickwork, cantilevered canopies and a dark coloured recessed band. The single storey podium visually breaks down the built form of the building and provides pedestrian scale along North Terrace and Frome Street. The ground floor is setback approximately 2 metres from North Terrace, which incorporates publicly accessible outdoor seating along the north and west boundaries. The Government Architect supports the proposed podium and is of the view that setbacks are a generous gesture that should improve pedestrian amenity and is a genuine extension of the public realm. Support was also expressed for the materiality of the single storey podium element which provides fine grain details at street level.

The hotel room façade extends from levels 1 to 15 and comprises a combination of glazing and framed concrete panelling. The glazing and concrete panelling ratio varies across all facades, which is designed to respond to the internal room layouts and environmental conditions of each orientation. The Government Architect strongly supports the design intent for the refined and delicate expression and creating the building in the round. Concern was expressed by the extent of the flat concrete panels on the southern portion of the eastern façade which is predominately a solid wall. The Government Architect further encourages the applicant to further explore opportunities to distribute the textured concrete panels to a larger portion of the eastern elevation.

On level 16 the 'crown' incorporates a curved form that screens the roof mounted building services. The bottom of the screening has been recessed, which visually aids in separating the 'crown' from the main body of the built form. The Government Architect is of the opinion that the built form element is a well-considered part of the overall building composition and expression.

The design and appearance of the proposed development is contemporary in nature and appropriate responds to the locality and the development sites constraints. The Government Architect and State Heritage Unit generally support the built form and architectural expression of the proposal. The proposed materials are considered robust and fit for purpose and generally accords with the envisaged high design quality that is sought in the Capital City Zone.

### 8.5 Heritage

The Capital City Zone envisages development to provide a new setting for heritage places, whilst appropriate responding to the site context and broader streetscape.

The subject site is situated among a diverse range of Heritage Listed Places, however does not directly abut any State or Local Heritage Places. The proposed development seeks to reference the porch typology of Ayers House through the ground-floor public interface element. In addition, the side entry and hotel lounge references the town-house frontage of the heritage town-houses situated on North Terrace. Council had no commentary in relation to heritage matters in their response.

The State Heritage Unit is generally supportive of the proposed development, however noted that the scale of the development is at odds with the historic scale and character of the North Terrace townscape. It is acknowledged that the proposed height is consistent with the envisaged scale of the Capital City Zone which is reflected by the adjacent multi storey developments that are under construction. State Heritage also expressed that the scale of the single-storey base element is inconsistently low when compared to the range of height datums set by the heritage-listed historic buildings in the vicinity. This is mitigated by the lack of direct adjacency to such heritage places, and the inclusion of the transfer beam as an element of the base following Design Review. The range of materiality and expression of the proposal is positively acknowledged, which should contribute to the activation of the streetscape at a human-scale.

The eastern façade displays a degree of texture and visual interest as a back drop and is considered acceptable. State Heritage noted that the settings of Ayes House, Botanic Chamber and the Botanic Hotel is largely obscured by the silhouette of the Palais apartment building. On completion of the nearby 135m Adelaidean and 118m GSA Australian student apartment tower, the eastern façade will be effectively negated.

The proposed development does not undermine or detrimentally impact the heritage listed places within the vicinity, and is considered consistent with the applicable Heritage and Conservation policies outlined in the Development Plan.

### 8.6 Occupant Amenity

The Capital City Zone is generally silent on policies relating to short-term tourist accommodation, as such Council Wide policies were used in this section. On Levels one to 15, a total of 253 hotel rooms are proposed in varying forms and layouts. The floorplate of the proposed development has been oriented to provide natural light and ventilation to the internal circulation space and hotel suites, which is a positive design outcome that is supported by the Government Architect.

The proposed development features 17 DDA compliant rooms, providing suitable accommodation to those who are mobility, visually and/or speech and hearing impaired. 5 DDA Type A rooms will accommodate those with mobility issues, 8 DDA Type B rooms accommodate those with speech and hearing impairments, and 4 DDA Type C rooms are designed to accommodate the visually impaired.

The original design scheme that was presented to Design Review incorporated 19 suites per floor, which was reduced to 18 suites per typical accommodation floor level. The reduction in hotel rooms has enabled an increase to number of king and queen rooms to be offered per floor. For reference, the queen-room is approximately 13m$^2$ and king-room 16m$^2$, which is still considered compact in nature. The Government Architect strongly supports the revised floorplan that removed a room per floor, which results in an improved occupant amenity and functionality.

All hotel suites have openable windows and access to natural light and ventilation, which is considered a positive design feature and is supported by the Government Architect. The provision of a ground-floor lobby featuring a lounge and dining area should provide a hospitable setting for occupants to enjoy. Future adaptability has been considered, with the steel frame structure designed to align with every second party-wall. Consequently, suite sizes can change in response to future demands. Considering the above, the proposed development offers occupants a suitable level of amenity.

## 8.7 Traffic Impact, Access and Parking

### 8.7.1 Site Access and Traffic Impact

The Capital City Zone does not prescribe a minimum car parking requirement. The proposal does not include any provision for onsite parking and it is acknowledged that there are several multi-level car parking buildings within the immediate vicinity that could be utilised by patrons of the hotel.

The applicant engaged Infraplan to conduct a Traffic Design Report for the proposed development. The report highlighted that the proposal removes the existing vehicular crossovers from Frome Street and does not seek to create any additional crossovers from either of the adjoining roads. Council support the removal of the multiple vehicle crossovers and note that new on-street parking could be incorporated on Frome Street but will only be available during off peak traffic periods.

The traffic report estimated that the proposal is expected to generate an additional 354 x daily and 45 x evening peak vehicle trips primarily in the form of taxi and ride share trips. An on-street loading, pick up and drop off area has been proposed on Frome Street by Council, adjacent the subject site. Council note that final design details of the on-street loading/parking has not been finalised and may be subject to further review.

Council expressed that no dedicated permit will be issued to the hotel for waste collection services on Frome Street and the parking/loading bay on Frome Street is likely to have parking restrictions (Eg. 7pm to 7am) and will be available to all users. Concerns were also raised around the potential of high frequency of delivers that would need to occur from the small amount of on-street parking, which is further compounded by the transportation of these items across the proposed bikeway and footpath.

A dedicated onsite pick up and drop off facility would be beneficial to the development, however due to the dimensional constraints of the subject sites it is not considered possible. It is acknowledged that the pick-up and drop off of hotel patrons could be accommodated on Frome Street adjacent the hotel when the parking bay is available. Alternatively the loading zones on North Terrace and Rundle Street could also be utilised for the pick-up and drop off of hotel guest.

The applicant has provided confirmation that the proposed waste collection and deliveries on Frome Street, will occur outside of peak hours to ensure there is minimal disruption to Frome Street and the proposed bikeway. The applicant has also expressed they will continue to work closely with Council in the design of the public realm to ensure that there is minimal impact on pedestrian and cycling movements as result of hotel deliveries and waste collection. It is also noted that waste collection adjacent the subject site currently occurs on Frome Street.


**Figure 3 – On street waste collection on Frome Street**

On balance the proposed waste collection, pick up and drop off strategies are considered adequate. The Frome Street infrastructure and bike way is subject to further development and it is Council who ultimately controls the on-street parking provisions and restrictions.

### 8.7.2 Bicycle parking

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

- **Guest** – 2 bicycle parks for first 40 rooms, plus 1 for every additional 40 rooms
- **Employee** – 1 bicycle park per 20 employees

In accordance with the Development Plan the proposal should include 9 bicycle spaces.

The proposed development does not include any formal bicycle parking spaces, which is considered a poor design outcome. Whilst it could be assumed hotel guests are unlikely to check-in with their personal bicycle, hotel employees may require secure bicycle parking as an alternative mode of transport. It is acknowledged that there is a tram stop and multiple bus stops within the immediate vicinity which could be utilised by guest and employees. There are also several on street bicycle parks located within 20 metres of the subject site.

The lack of bicycle parking is unfortunate, however is not considered fatal to the application.

## 8.8 Environmental Factors

### 8.8.1 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 fronting both North Terrace and Frome Street is predominantly glazed, enabling passive surveillance of the street. The lounge and lobby permits a level of activation to be visible from the street, further deterring potential crime. The hotel reception desk has a clear line of sight to Frome Street, North Terrace, the lifts, stairwells and back of house.

An increase in public realm activation will occur, through the inclusion of a 'porch' inspired feature which provides sheltered seating to the North Terrace interface. In addition, the brick plinth fronting Frome Street can be utilised for seating by the public. These features will encourage continual use of the external ground floor elements.

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

### 8.8.2 Noise Emissions

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

The air-conditioning condensers, hot water plant, fire pump rooms and associated building services are located on the roof top of the proposed development. A vertical louvre screen has been proposed to screen the roof top services.

A condition of Planning Consent is recommended to be included in the decision to ensure the development complies with the noise level criteria specified in Environment Protection (noise) Policy 2007 and PDC 98 of the Adelaide (City) Development Plan

Notwithstanding the final detailed design of the building services, the plant equipment appears to be located appropriate and if designed to satisfy the proposed planning condition should not acoustically unduly impact the immediate locality.

### 8.8.3 Waste Management

Council wide waste management policies and objectives collectively encourages the use of a dedicated area for on-site waste collection and sorting of recyclable materials, that does not create unacceptable levels of smell and detrimentally affected established amenity.

The proposed waste collection storage area is located to the rear of the development and is appropriately screened from the public realm. The waste storage area is large enough to accommodate 6x660L general waste bins, 3x660L recycling waste bins and 3x660L organic bins. The individual hotel rooms will have a single rubbish bin that will be collected and transferred to the ground floor waste room by the cleaning staff. The waste management strategy utilises a medium sized 8.8m vehicle, which will be operated by a private waste contractor. The contractor will be required to manoeuvre the bins from the waste collection point to the loading zone.


**Figure 4 – Previous waste room configuration and circulation**

Council noted that there is insufficient circulation space within the waste room for serviceability/access to bins and the collection operator will need to have easy access to the bins to collect, without having to pull all of the bins each time. It was also noted that there does not appear to be a bin wash area and 660L organic bin might be too heavy to manoeuvre when completely full. Concern was also expressed about the high frequency of deliveries to this site and the impact to the bikeway.

The applicant has since provided a revised waste management plan, which has increased the frequency of waste collections from two to three times a week and has reduced the number of bins. The waste room has been reconfigured to include a bin cleaning area and conformation has been provided that collections will occur outside of peak traffic times. The revised waste strategy removes the waste collection area from Frome Street and recognises that the bins will be collected directly from the waste storage room by a private contractor, reducing the potential impact to the footpath and bikeway.

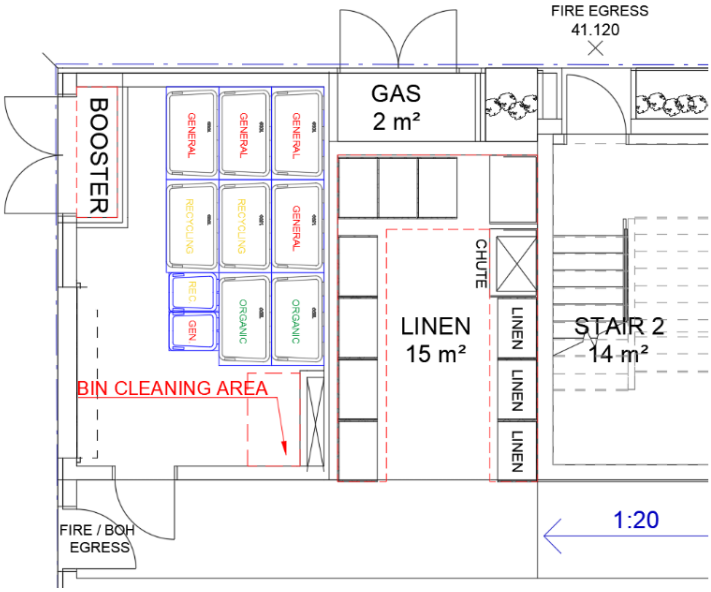



**Figure 5 – Revised waste room configuration and circulation**

It is acknowledged that a dedicated onsite waste collection service is the preferred option, however due to the tight site constraints it is not considered applicable. A planning condition is recommend to be applied to any planning consent to ensure

waste collection and deliveries occur outside of peak hours. On balance the proposed development displays adequate storage and waste collection facilities

It is also highlighted that the applicant actively seeks to continue consultation with Council to ensure appropriate waste collection and deliveries occur within Frome Street without unduly impacting the proposed bikeway and pedestrian amenity.

### 8.8.4 Energy Efficiency

The Council Wide Energy Efficiency policies and objectives seeks developments to achieve and contribute to long-term sustainability of the built and natural environment, and minimise consumption of non-renewable resources.

The applicant engaged Lucid Consulting Australia to prepare an Ecologically Sustainable Design Report, highlighting the initiatives and features which the development will implement to reduce energy use through passive and active design.

The proposed development features high performance glazing and a façade system that is informed by solar load requirements for each orientation. The ESD report highlighted that the western façade fronting Frome Street will be primarily shaded throughout the year by the larger adjacent development. Coupled with the high performance glazing, this will significantly reduce the solar gains and cooling loads in summer and provide for high levels of thermal insulation to reduce heating loads in winter. Insulation within the wall, floor and roof is expected to meet and exceed best practise guidelines. LED lighting fittings is proposed to be used throughout the building, with motion sensors within common areas further limiting energy usage. Low-flow water fittings should ensure water use is approximately 50% of that in a compatible, standard hotel room.

Low volatile organic compound (VOC) paints will be utilised within the development. The potential to install a Solar Photovoltaic (PV) system is being investigated, which will further lower the hotel's energy use and reliance on non-renewable resources.

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

### 8.8.5 Stormwater

The applicant engaged PT design to provide technical advice relating to the current stormwater arrangements and the proposed development.

The subject site is currently impervious, which is covered by building structures and external asphalt car parking space. Stormwater from the building structure discharges via the existing cross-over to the street water table and the surface run-off from the remainder of the site flows across the footpaths to the north and west of the site.

The proposed development will capture the roof stormwater and discharge it directly to council's subsurface infrastructure on Frome Street. The stormwater consultant expressed that the existing Council infrastructure should cater for the 20 year storm event and the proposed stormwater arrangement will greatly reduce the current impact on the street water table.

On balance the proposed stormwater arrangement is considered an improvement and the reduction of stormwater discharge across the footpath and roadways is a positive outcome.

#### 8.8.6 Wind Analysis

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

The applicant engaged Vipac to conduct a Wind Impact Assessment for the proposed development. The consultant noted that the development is particularly exposed to the northerly and westerly winds, which are expected to be within the walking comfort criterion. It was highlighted that the entrances of the proposed development are setback within the façade and incorporate canopies and are expected to be within the recommended standing comfort criterion. The Wind Impact Assessment concluded that the development is expected to have wind conditions in the footpath areas and entries within the recommended walking and standing comfort criterion.

The proposed development therefore should not create any detrimental wind impacts to the pedestrian environment and is considered consistent with the Development Plan provisions.

### 8.9 Signage

The proposal has identified several signage locations on the northern, eastern and southern façade. At ground, signage has been incorporated above the main entrance fronting North Terrace and along the Frome Street facade. A vertical sign on the North Terrace façade extends forward of floor level 2 and 3. Signage has also been proposed on the roof top.

The final design of the signage in terms of colour and font is not detailed, however based on the indicative locations and scale of the signs it is considered appropriate. A planning condition has been proposed to be placed on any planning consent to ensure the final signage strategy and design is appropriately integrated into the overall architectural expression and consistent with PDC 211 Council Wide.

### 8.10 Interface

The proposed development has been orientated to the north, south and west frontages ensuring that appropriate separation and outlook 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 noted that the adjacent student accommodation on the opposite side of Frome Street is located approximately 24m to the west, which should provide adequate separation from the hotel. It is also acknowledged that the immediate locality is contained in the Capital City Zone.

The shadow diagrams provided by the applicant illustrates that the bulk of the shadow produced during the winter solaces between 9am to 12pm will largely fall on Frome Street and the adjacent developments to the west. From 12pm to 3pm the development is overshadowed by the larger developments to the west.

On balance the proposed development is not considered to unreasonably 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 16 storey mixed-use development comprising tourist accommodation, café and associated building work in the Capital City Zone at 274 North Terrace, Adelaide.

The design and appearance of the development is contemporary in nature and reflects an appropriate response to the immediate locality. The proposal at ground appropriately addresses the public realm along North Terrace and Frome Street and should provide genuine activation opportunities. The materials and finishes incorporated into the development at ground should positively contribute to the public realm and are considered robust and fit for purpose.

All hotel suites have access to natural light and ventilation and should provide an acceptable level of occupant amenity. The internal circulation spaces and lift lobbies have access to natural light and provide outlook, which is considered a positive design outcome.

The proposed waste management strategy seeks private contractors to transfer and collect waste on-street, which is not considered ideal. It is acknowledged that the subject site is dimensionally constraint and the applicant has provided conformation that waste collection will occur outside of peak hours to ensure Frome Street and proposed bikeway is not unduly impacted. Council have indicated that a loading zone may be incorporated into the revised Frome Street bikeway, which could help service the development when available.

The proposed development does not include a dedicated pick-up and drop off facility for hotel guests, as such these associated movements will need to occur within the surround streets and available loading zones. The lack of bicycle parking is not considered ideal, however it is acknowledged that there are on-street bicycle parks that could be utilised and is not considered fatal to the application.

When assessed again the relevant Development Plan policies the proposal generally satisfies the policy provisions. The proposal is consistent with the desired character of the Capital City Zone. 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

It is recommended that the State Commission Assessment Panel:

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

2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Development Plan consolidated 25 July 2019.

3) RESOLVE to grant Development Plan Consent to Development Application 020/A039/19 by 274 North Terrace Pty Ltd C/- Masterplan for demolition of existing structures and construction of a 16 storey mixed-use development comprising tourist accommodation, café and associated building work at 274 North Terrace, Adelaide subject to the following conditions of consent.

**PLANNING CONDITIONS**

1. The development 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 stage 3 superstructure construction, the applicant shall submit a final detailed schedule of external materials and finishes in consultation with the Government Architect to the satisfaction of the State Commission Assessment Panel.

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

3. Prior to stage 3 superstructure construction, the applicant shall submit final documentation of the final panel articulation, including façade and ledge detailing, and prototyping of the precast and GRC Panels during the next phase of design development.

   *Reason for condition: to ensure the final design of the pre-cast panels reflects the quality finish as depicted in the proposed drawings.*

4. The hours for waste collection shall occur outside of the peak hours, which are Monday to Friday: 7:00am-10:00am and 3pm-7:00pm

   *Reason for condition: to ensure vehicle traffic on Frome Street is not disrupted during peak hours*

5. 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.*

6. 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.*

7. The development shall 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. Prior to stage 4 architectural fit and external facades, the applicant shall submit, final signage design details including dimensions and specified graphics including colours to the reasonable satisfaction of the State Commission Assessment Panel.

*Reason for condition: to ensure the final signage strategy is appropriately designed and integrated into the overall architectural expression.*

**ADVISORY NOTES**

a. The development has been proposed in the following stages:
   - **Stage 1:** Demolition
   - **Stage 2:** Substructure construction
   - **Stage 3:** Superstructure construction and
   - **Stage 4:** Architectural fit-out and external facades

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

c. 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.

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

e. 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.

f. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the City of Adelaide.

g. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths transverse by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

h. 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.

i. You are advised of the following requirements of the Heritage Places Act 1993.
   - If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
   - Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

   For further information, contact the Department for Environment and Water.

j. You are advised of the following requirements of the Aboriginal Heritage Act 1988.
   - If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

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

# **274** NORTH TERRACE
## MICRO HOTEL

### DRAWING LIST

| SHEET NO. | SHEET NAME. | REVISION. |
|---|---|---|
| 0001 | Cover Page | A |
| 0002 | Area Summary | A |
| 1000 | Locality Plan | A |
| 1001 | Demolition Plan | A |
| 1002 | Site / Roof Plan | A |
| 2200 | Ground Floor Plan | A |
| 2201 | Level 01 Floor Plan | A |
| 2202 | Level 02 Floor Plan | A |
| 2203 | Level 03 - 06 Typical Floor Plan | A |
| 2208 | Level 08 Floor Plan | A |
| 2209 | Level 07 & 09 - 15 Typical Floor Plan | A |
| 2216 | Level 16 Floor Plan | A |
| 3200 | Building Elevations - North / South | A |
| 3201 | Building Elevations - East | A |
| 3202 | Building Elevations - West | A |
| 3203 | Building Sections - North/South | A |
| 3204 | Building Section - East/West | A |
| 8600 | Shadow Diagrams | A |


Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:44:24 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

Scale

Sheet title
Cover Page

Sheet number
**SK 0001**

Revision
A

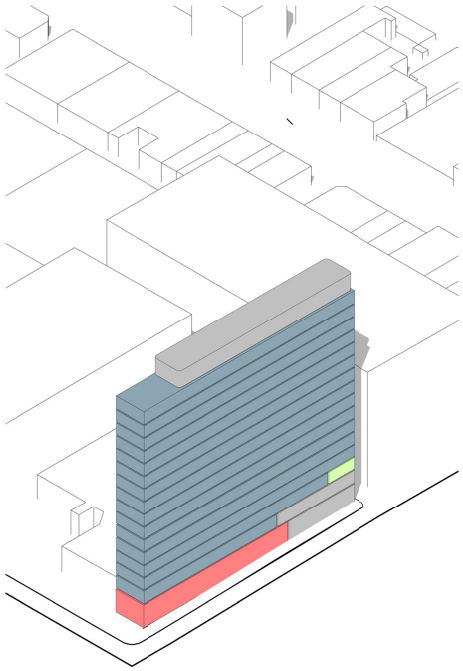
Status
PRELIMINARY

## AREA SUMMARY

| NAME | AREA |
|---|---|
| ACC. WC | 12 m² |
| AMB. WC | 2 m² |
| BOH | 49 m² |
| BOH OFFICE | 28 m² |
| BOOSTER | 2 m² |
| CIRCULATION | 1619 m² |
| COMMS | 14 m² |
| CORE | 265 m² |
| DDA ROOM | 138 m² |
| GAS | 2 m² |
| GYM | 36 m² |
| LDY | 6 m² |
| LINEN | 165 m² |
| LOBBY | 238 m² |
| MSB | 14 m² |
| PANTRY | 10 m² |
| PLANT | 399 m² |
| ROOM | 3773 m² |
| STAFF | 36 m² |
| STAIR 1 | 257 m² |
| STAIR 2 | 251 m² |
| STORE | 13 m² |
| TRANSFORMER | 21 m² |
| WASTE | 22 m² |
| | 7374 m² |

**TOTALS**

**GFA** **7374 m²**
**ROOMS** **253 Beds**
**(29 m² GFA per key)**



## ACCOMMODATION SUMMARY (BY TYPE)

| Comments | Count |
|---|---|
| DDA ROOM | 5 |
| KING ROOM | 180 |
| QUEEN ROOM | 55 |
| QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 9 |
| QUEEN ROOM - VISION IMPAIRED | 4 |

Grand total: 253

## ACCOMMODATION SUMMARY (BY LEVEL)

| Level | Comments | Count |
|---|---|---|
| Level 01 | KING ROOM | 12 |
| Level 01: 12 | | |
| Level 02 | KING ROOM | 12 |
| Level 02: 12 | | |
| Level 03 | DDA ROOM | 1 |
| Level 03 | KING ROOM | 12 |
| Level 03 | QUEEN ROOM | 3 |
| Level 03 | QUEEN ROOM - VISION IMPAIRED | 1 |
| Level 03: 17 | | |
| Level 04 | DDA ROOM | 1 |
| Level 04 | KING ROOM | 12 |
| Level 04 | QUEEN ROOM | 3 |
| Level 04 | QUEEN ROOM - VISION IMPAIRED | 1 |
| Level 04: 17 | | |
| Level 05 | DDA ROOM | 1 |
| Level 05 | KING ROOM | 12 |
| Level 05 | QUEEN ROOM | 3 |
| Level 05 | QUEEN ROOM - VISION IMPAIRED | 1 |
| Level 05: 17 | | |
| Level 06 | DDA ROOM | 1 |
| Level 06 | KING ROOM | 12 |
| Level 06 | QUEEN ROOM | 3 |
| Level 06 | QUEEN ROOM - VISION IMPAIRED | 1 |
| Level 06: 17 | | |
| Level 07 | KING ROOM | 12 |
| Level 07 | QUEEN ROOM | 5 |
| Level 07 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 07: 18 | | |
| Level 08 | DDA ROOM | 1 |
| Level 08 | KING ROOM | 12 |
| Level 08 | QUEEN ROOM | 3 |
| Level 08 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 08: 17 | | |
| Level 09 | KING ROOM | 12 |
| Level 09 | QUEEN ROOM | 5 |
| Level 09 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 09: 18 | | |
| Level 10 | KING ROOM | 12 |
| Level 10 | QUEEN ROOM | 5 |
| Level 10 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 10: 18 | | |
| Level 11 | KING ROOM | 12 |
| Level 11 | QUEEN ROOM | 5 |
| Level 11 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 11: 18 | | |
| Level 12 | KING ROOM | 12 |
| Level 12 | QUEEN ROOM | 5 |
| Level 12 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 12: 18 | | |
| Level 13 | KING ROOM | 12 |
| Level 13 | QUEEN ROOM | 5 |
| Level 13 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 13: 18 | | |
| Level 14 | KING ROOM | 12 |
| Level 14 | QUEEN ROOM | 5 |
| Level 14 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 14: 18 | | |
| Level 15 | KING ROOM | 12 |
| Level 15 | QUEEN ROOM | 5 |
| Level 15 | QUEEN ROOM - SPEECH AND HEARING IMPAIRED | 1 |
| Level 15: 18 | | |

Grand total: 253

## AREA BY LEVEL

| Level | Name | Area |
|---|---|---|
| Ground Floor | ACC. WC | 6 m² |
| Ground Floor | AMB. WC | 2 m² |
| Ground Floor | BOH | 49 m² |
| Ground Floor | BOOSTER | 2 m² |
| Ground Floor | CORE | 18 m² |
| Ground Floor | GAS | 2 m² |
| Ground Floor | LINEN | 15 m² |
| Ground Floor | LOBBY | 238 m² |
| Ground Floor | PANTRY | 10 m² |
| Ground Floor | STAIR 1 | 14 m² |
| Ground Floor | STAIR 2 | 14 m² |
| Ground Floor | TRANSFORMER | 21 m² |
| Ground Floor | WASTE | 22 m² |
| | | 413 m² |
| Level 01 | BOH OFFICE | 28 m² |
| Level 01 | CIRCULATION | 96 m² |
| Level 01 | COMMS | 14 m² |
| Level 01 | CORE | 17 m² |
| Level 01 | LINEN | 10 m² |
| Level 01 | MSB | 14 m² |
| Level 01 | PLANT | 2 m² |
| Level 01 | ROOM | 190 m² |
| Level 01 | STAFF | 36 m² |
| Level 01 | STAIR 1 | 16 m² |
| Level 01 | STAIR 2 | 16 m² |
| | | 439 m² |
| Level 02 | ACC. WC | 7 m² |
| Level 02 | CIRCULATION | 101 m² |
| Level 02 | CORE | 16 m² |
| Level 02 | GYM | 36 m² |
| Level 02 | LDY | 6 m² |
| Level 02 | LINEN | 10 m² |
| Level 02 | PLANT | 30 m² |
| Level 02 | ROOM | 191 m² |
| Level 02 | STAIR 1 | 16 m² |
| Level 02 | STAIR 2 | 16 m² |
| Level 02 | STORE | 13 m² |
| | | 442 m² |
| Level 03 | CIRCULATION | 109 m² |
| Level 03 | CORE | 16 m² |
| Level 03 | DDA ROOM | 28 m² |
| Level 03 | LINEN | 10 m² |
| Level 03 | PLANT | 2 m² |
| Level 03 | ROOM | 244 m² |
| Level 03 | STAIR 1 | 16 m² |
| Level 03 | STAIR 2 | 16 m² |
| | | 441 m² |
| Level 04 | CIRCULATION | 109 m² |
| Level 04 | CORE | 16 m² |
| Level 04 | DDA ROOM | 28 m² |
| Level 04 | LINEN | 10 m² |
| Level 04 | PLANT | 2 m² |
| Level 04 | ROOM | 244 m² |
| Level 04 | STAIR 1 | 16 m² |
| Level 04 | STAIR 2 | 16 m² |
| | | 441 m² |
| Level 05 | CIRCULATION | 109 m² |
| Level 05 | CORE | 16 m² |
| Level 05 | DDA ROOM | 28 m² |
| Level 05 | LINEN | 10 m² |
| Level 05 | PLANT | 2 m² |
| Level 05 | ROOM | 244 m² |
| Level 05 | STAIR 1 | 16 m² |
| Level 05 | STAIR 2 | 16 m² |
| | | 441 m² |
| Level 06 | CIRCULATION | 109 m² |
| Level 06 | CORE | 16 m² |
| Level 06 | DDA ROOM | 28 m² |
| Level 06 | LINEN | 10 m² |
| Level 06 | PLANT | 2 m² |
| Level 06 | ROOM | 244 m² |
| Level 06 | STAIR 1 | 16 m² |
| Level 06 | STAIR 2 | 16 m² |
| | | 441 m² |
| Level 07 | CIRCULATION | 110 m² |
| Level 07 | CORE | 17 m² |
| Level 07 | LINEN | 10 m² |
| Level 07 | PLANT | 2 m² |
| Level 07 | ROOM | 271 m² |
| Level 07 | STAIR 1 | 16 m² |
| Level 07 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 08 | CIRCULATION | 110 m² |
| Level 08 | CORE | 16 m² |
| Level 08 | DDA ROOM | 27 m² |
| Level 08 | LINEN | 10 m² |
| Level 08 | PLANT | 2 m² |
| Level 08 | ROOM | 244 m² |
| Level 08 | STAIR 1 | 16 m² |
| Level 08 | STAIR 2 | 16 m² |
| | | 441 m² |
| Level 09 | CIRCULATION | 110 m² |
| Level 09 | CORE | 17 m² |
| Level 09 | LINEN | 10 m² |
| Level 09 | PLANT | 2 m² |
| Level 09 | ROOM | 271 m² |
| Level 09 | STAIR 1 | 16 m² |
| Level 09 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 10 | CIRCULATION | 110 m² |
| Level 10 | CORE | 17 m² |
| Level 10 | LINEN | 10 m² |
| Level 10 | PLANT | 2 m² |
| Level 10 | ROOM | 271 m² |
| Level 10 | STAIR 1 | 16 m² |
| Level 10 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 11 | CIRCULATION | 110 m² |
| Level 11 | CORE | 17 m² |
| Level 11 | LINEN | 10 m² |
| Level 11 | PLANT | 2 m² |
| Level 11 | ROOM | 271 m² |
| Level 11 | STAIR 1 | 16 m² |
| Level 11 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 12 | CIRCULATION | 110 m² |
| Level 12 | CORE | 17 m² |
| Level 12 | LINEN | 10 m² |
| Level 12 | PLANT | 2 m² |
| Level 12 | ROOM | 271 m² |
| Level 12 | STAIR 1 | 16 m² |
| Level 12 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 13 | CIRCULATION | 110 m² |
| Level 13 | CORE | 17 m² |
| Level 13 | LINEN | 10 m² |
| Level 13 | PLANT | 2 m² |
| Level 13 | ROOM | 271 m² |
| Level 13 | STAIR 1 | 16 m² |
| Level 13 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 14 | CIRCULATION | 110 m² |
| Level 14 | CORE | 17 m² |
| Level 14 | LINEN | 10 m² |
| Level 14 | PLANT | 2 m² |
| Level 14 | ROOM | 271 m² |
| Level 14 | STAIR 1 | 16 m² |
| Level 14 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 15 | CIRCULATION | 110 m² |
| Level 15 | CORE | 17 m² |
| Level 15 | LINEN | 10 m² |
| Level 15 | PLANT | 2 m² |
| Level 15 | ROOM | 271 m² |
| Level 15 | STAIR 1 | 16 m² |
| Level 15 | STAIR 2 | 16 m² |
| | | 442 m² |
| Level 16 | PLANT | 337 m² |
| | | 337 m² |
| | | 7374 m² |

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:44:37 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

**GENERAL NOTES**

1 WHILST WOODS BAGOT HAS USED ALL REASONABLE ENDEAVOURS IN CALCULATING THE AREAS, ALL AREAS AND YIELD FIGURES ARE APPROXIMATE AND SERVE AS A GUIDE ONLY
2 STRUCTURAL DESIGN SUBJECT TO REVIEW BY STRUCTURAL ENGINEER
3 LIFTING STRATEGY BASED UPON PRELIMINARY ADVICE ONLY
4 ALL FIRE AND LIFE SAFETY FEATURES ARE SUBJECT TO REVIEW BY REGISTERED CERTIFIER

Project: 274 North Terrace
Client: Hines Property
Issuer: WOODS BAGOT
Project number: 140429
Size check: 25mm
Checked: Checker
Approved: Approver
Sheet size: A1
Scale:
Sheet title: Area Summary
Sheet number: SK 0002
Revision: A
Status: PRELIMINARY


Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 8:44:48 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

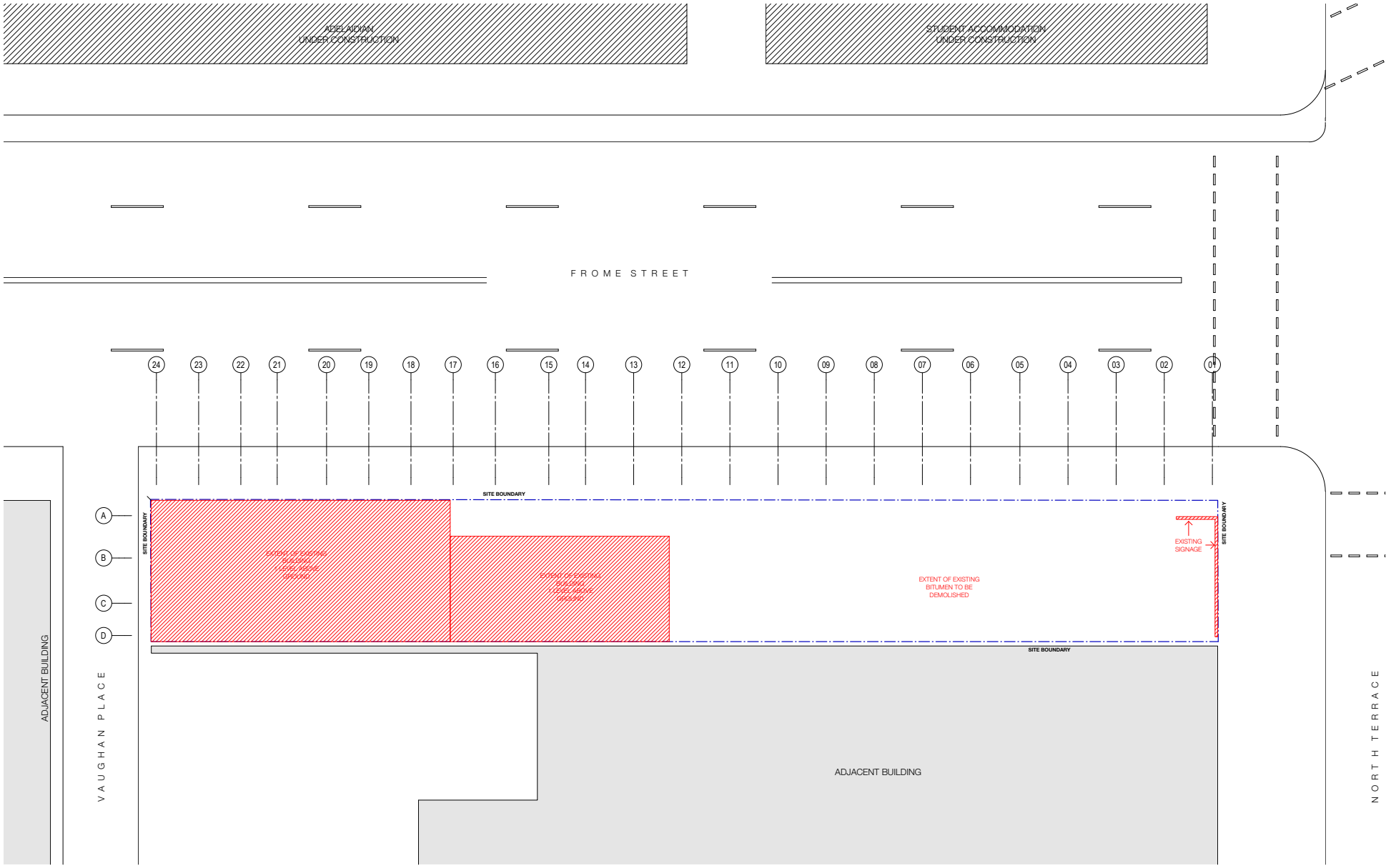
Scale
1 : 500

Sheet title
Locality Plan

Sheet number
SK 1000

Revision
A

Status
PRELIMINARY




Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



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Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

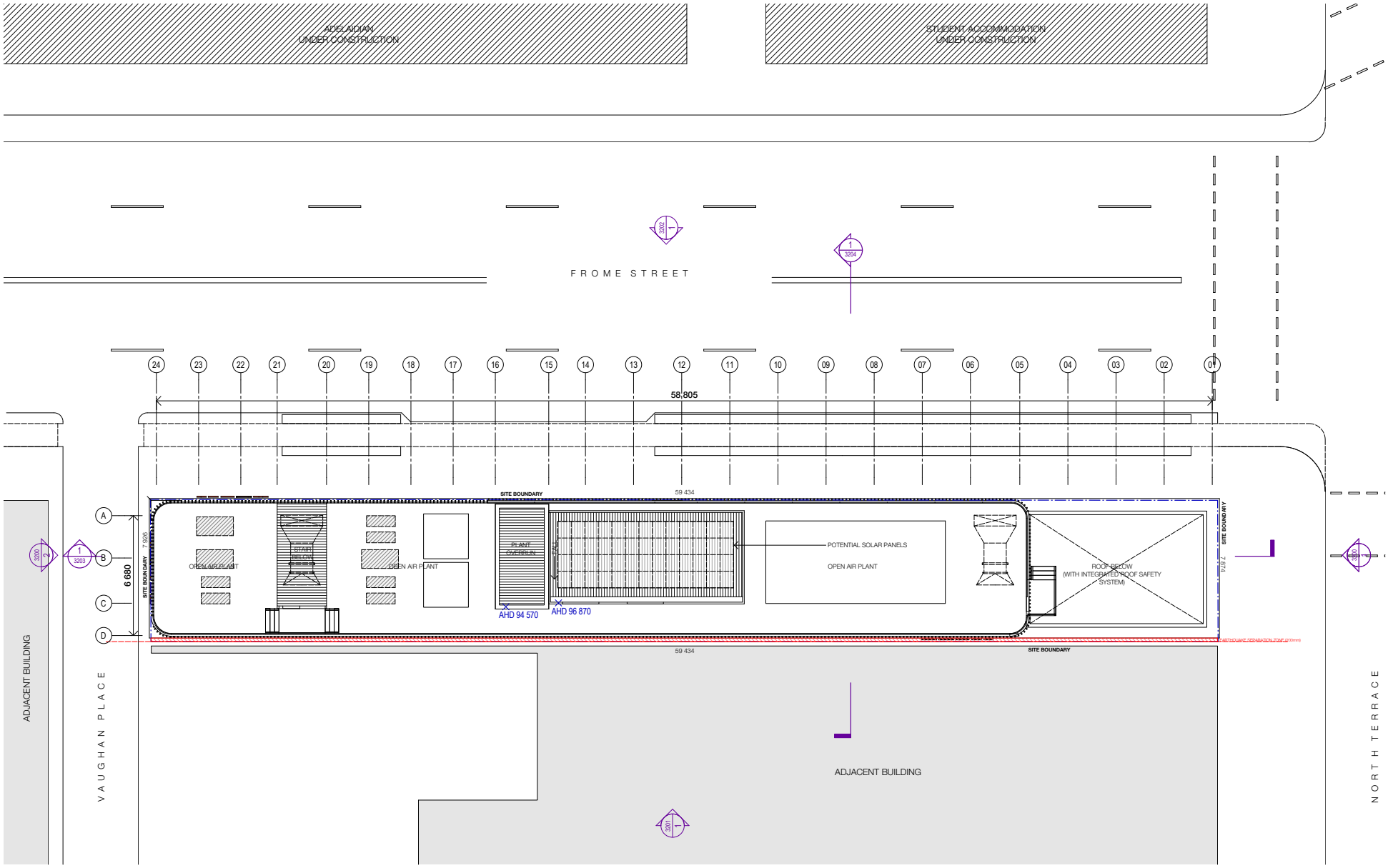
Scale
1 : 100

Sheet title
Demolition Plan

Sheet number
SK001

Revision
A

Status
PRELIMINARY




1 Plant / Roof
SCALE 1 : 100

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 7:32:47 PM C:\Users\adlbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adlbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
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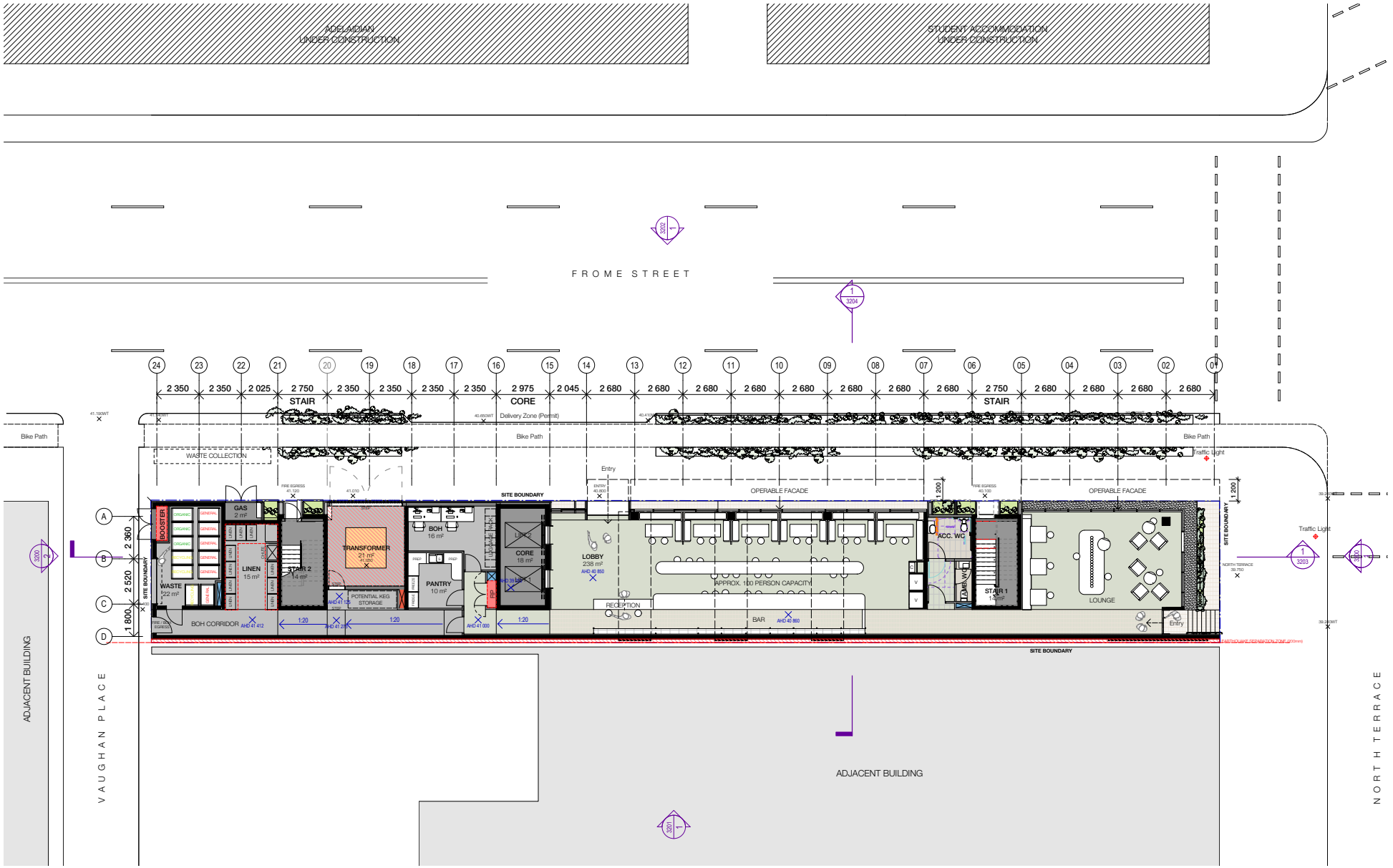
Scale
1 : 100

Sheet title
Site / Roof Plan

Sheet number
SK002

Revision
A

Status
PRELIMINARY




Recent revision history

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| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:45:33 PM C:\Users\adbjtf\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjtf.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

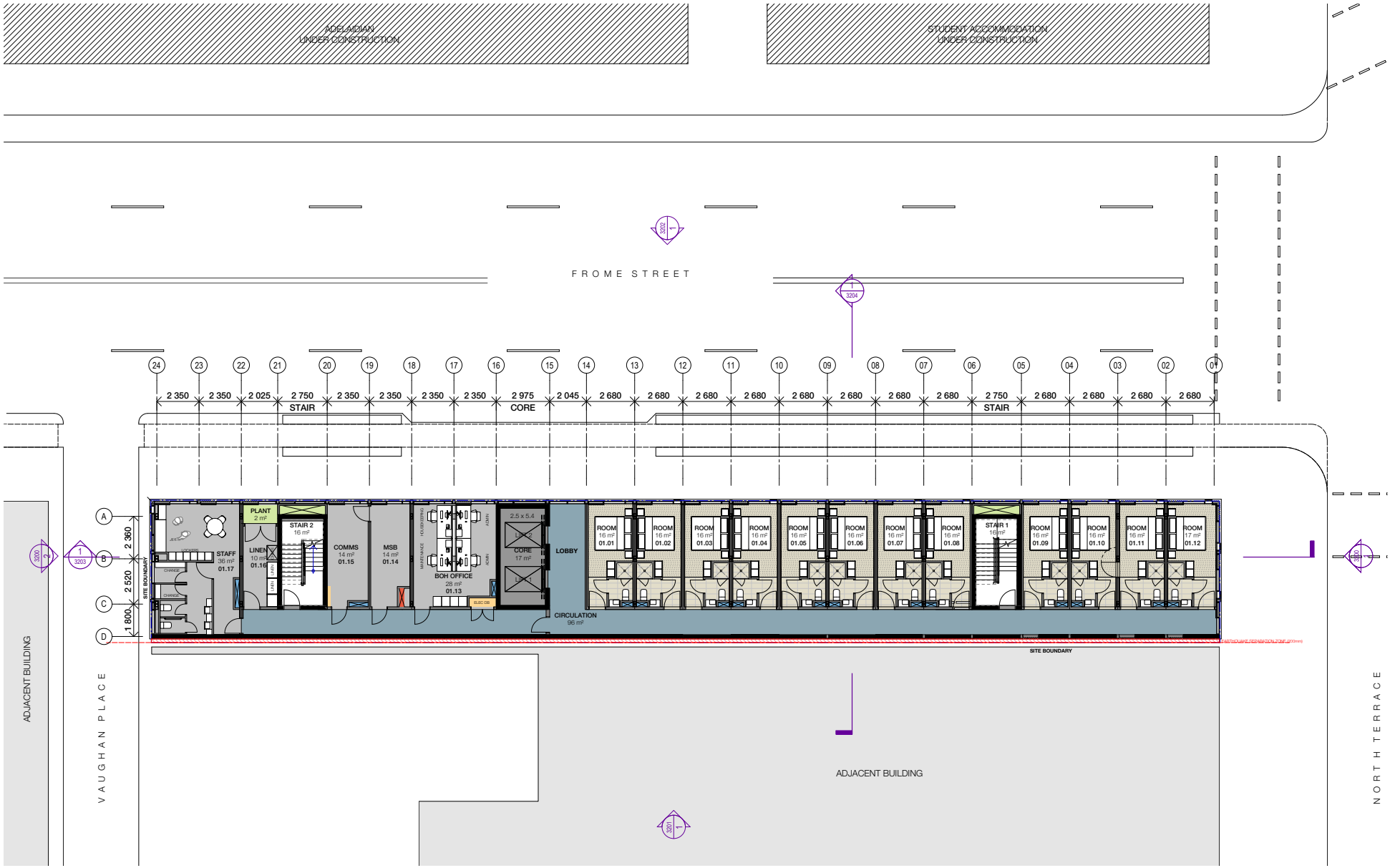
Scale
1 : 100

Sheet title
Ground Floor Plan

Sheet number
SK2200

Revision
A

Status
PRELIMINARY




1 Level 01
SCALE 1 : 100

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:45:44 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
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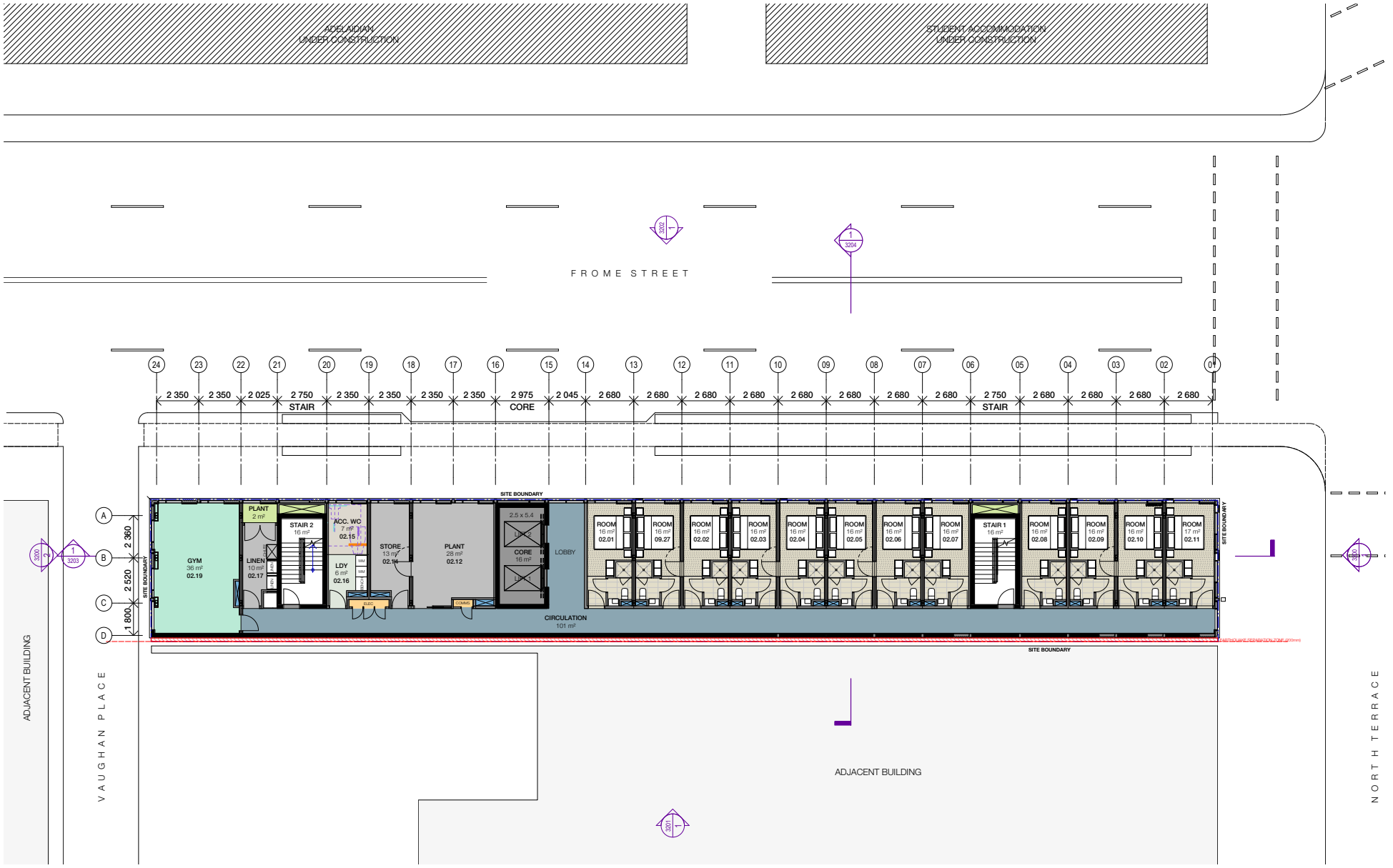
Scale
1 : 100

Sheet title
Level 01 Floor Plan

Sheet number
SK2201

Revision
A

Status
PRELIMINARY




2 Level 02 - Gym & DDA

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:45:56 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

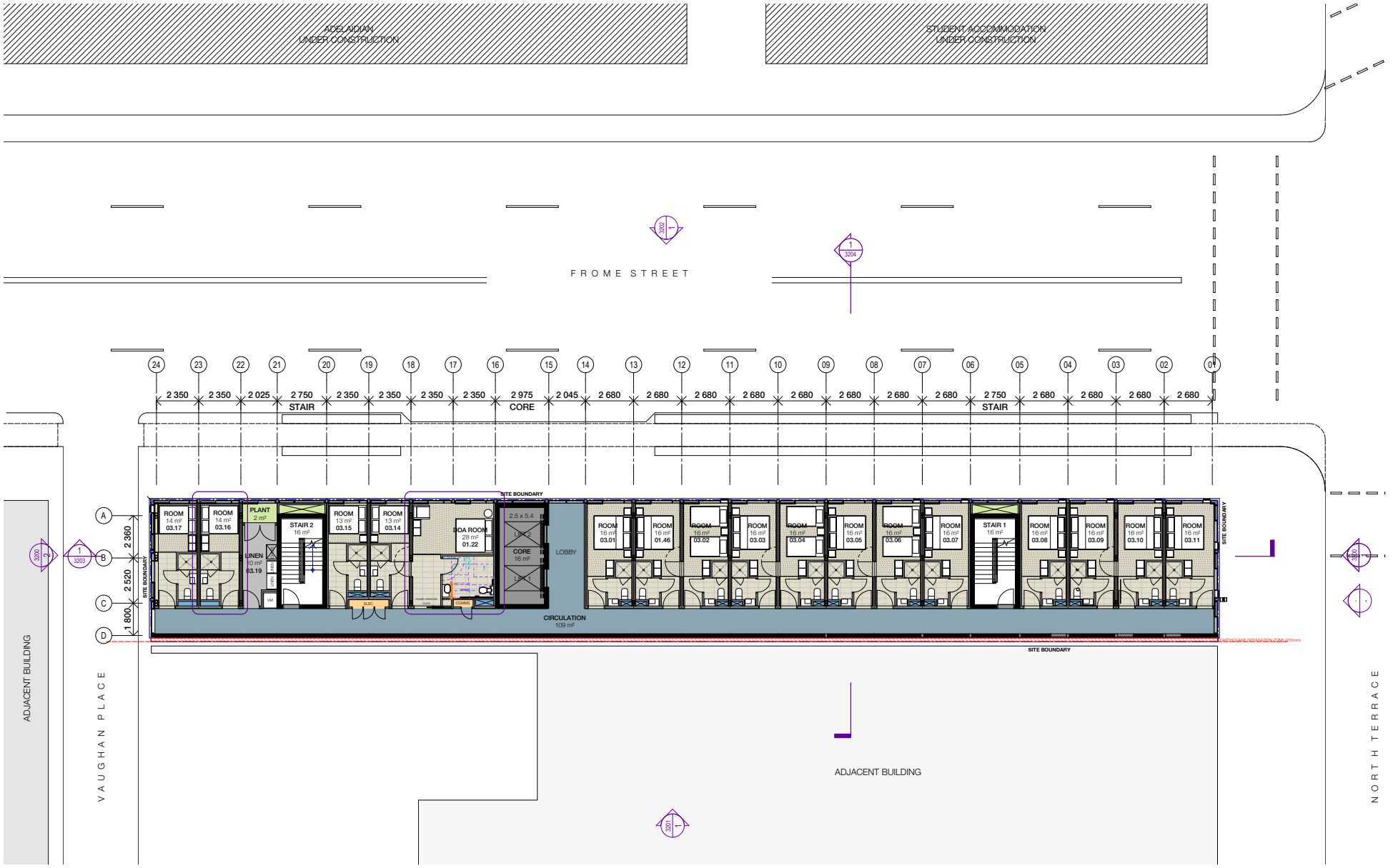
Scale
1 : 100

Sheet title
Level 02 Floor Plan

Sheet number
SK202

Revision
A

Status
PRELIMINARY




1 Level 03 - 05 Typ. DDA
SCALE 1 : 100

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:46:07 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

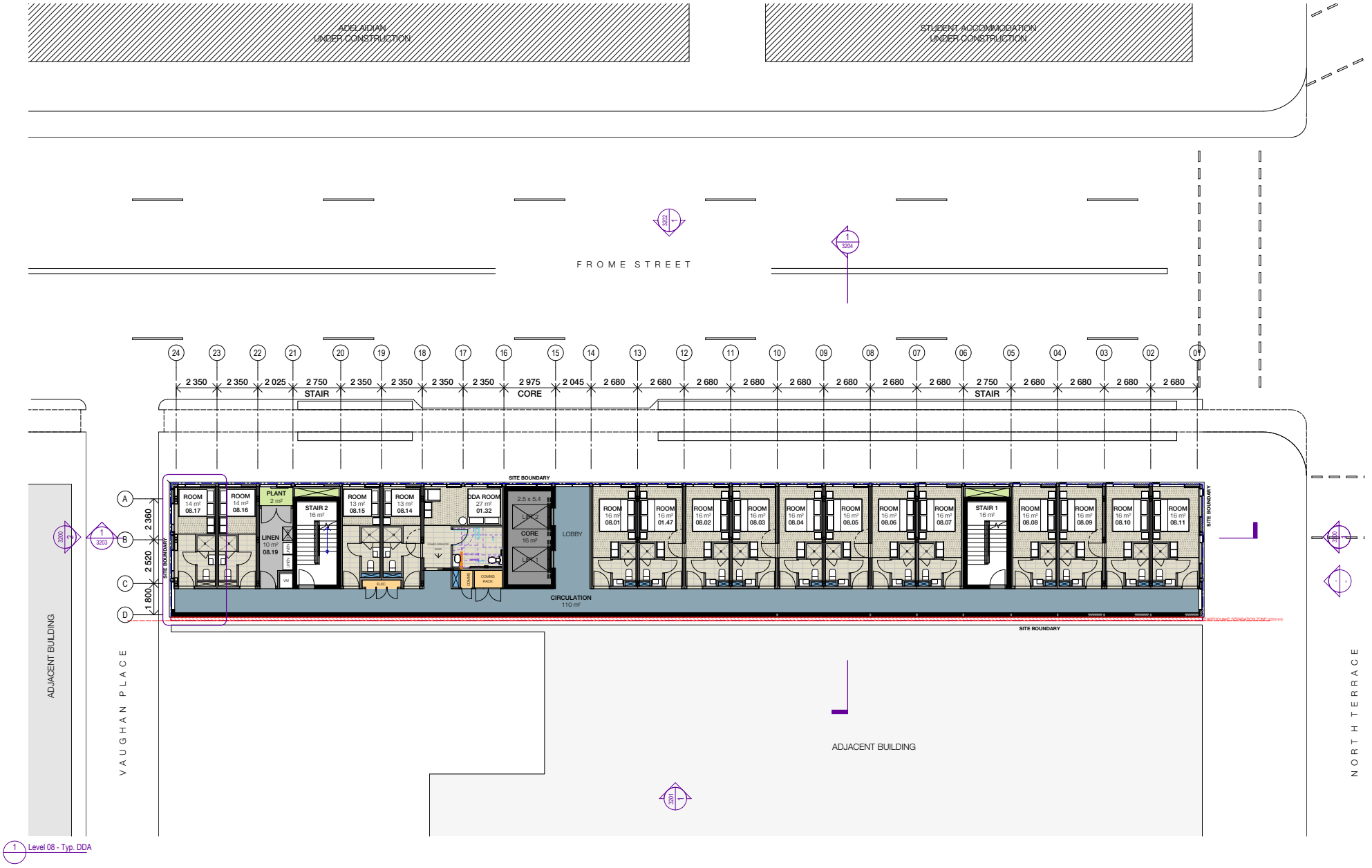
Scale
1 : 100

Sheet title
Level 03 - 06 Typical Floor Plan

Sheet number
SK203

Revision
A

Status
PRELIMINARY




1 Level 08 - Typ. DDA

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 6:46:19 PM C:\Users\adbjt\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjt.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

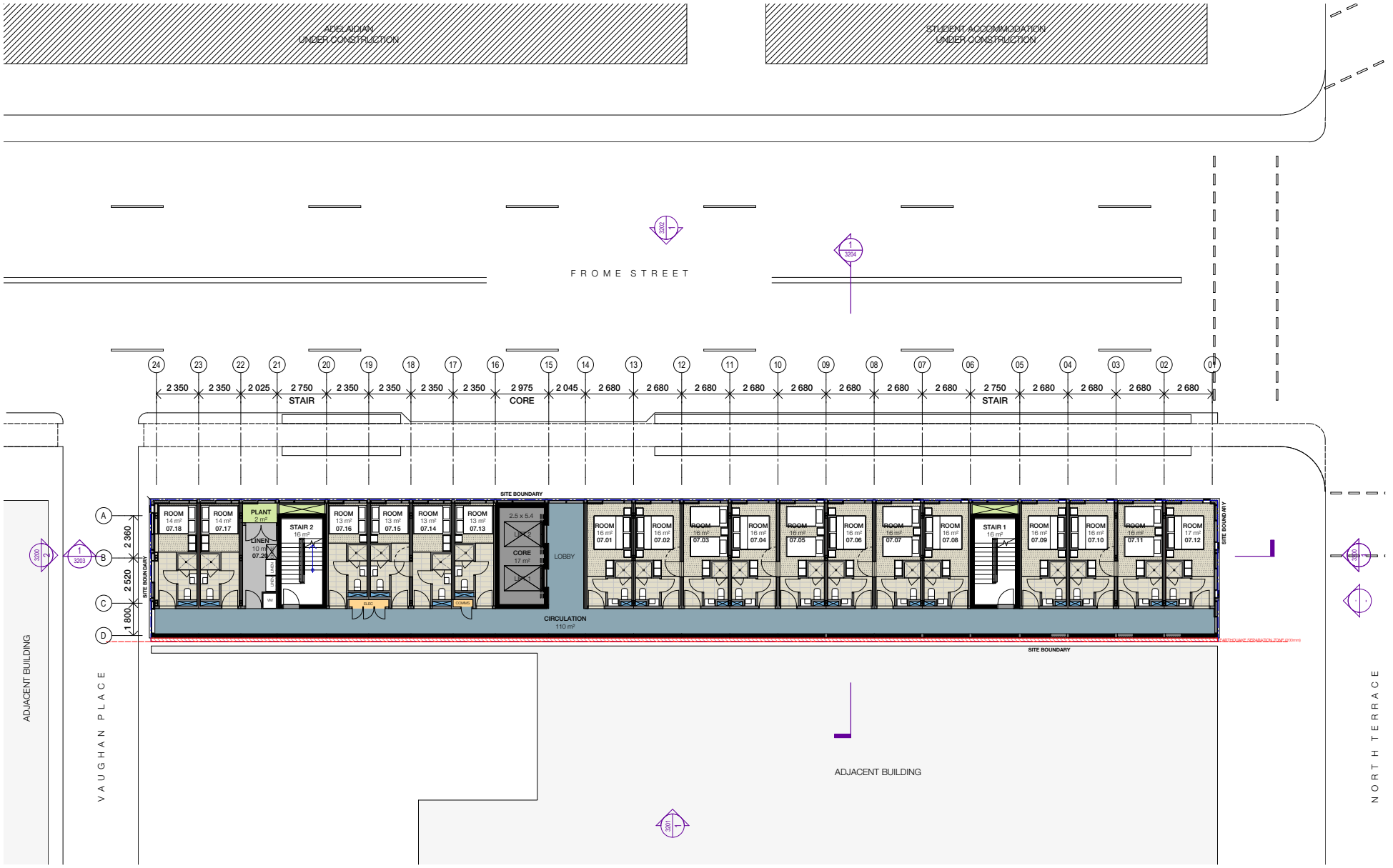
Scale
1 : 100

Sheet title
Level 08 Floor Plan

Sheet number
SK 2208

Revision
A

Status
PRELIMINARY




Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |

1 Level 07



Date generated 12-Jun-19 6:46:30 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

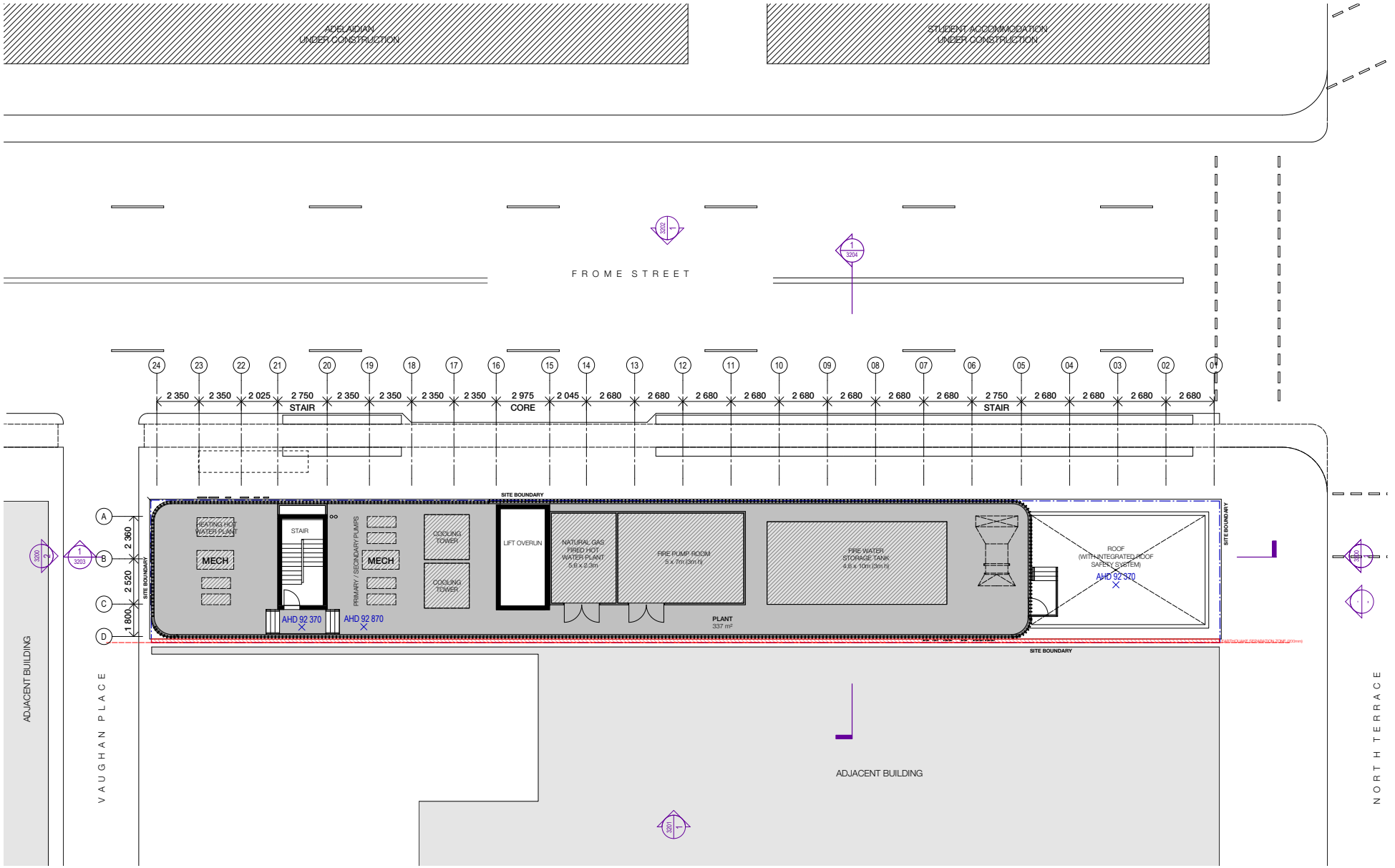
Scale
1 : 100

Sheet title
Level 07 & 09 - 15 Typical Floor Plan

Sheet number
SK209

Revision
A

Status
PRELIMINARY




Recent revision history

| # | Status | Description | Date |
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| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Date generated 12-Jun-19 7:37:57 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

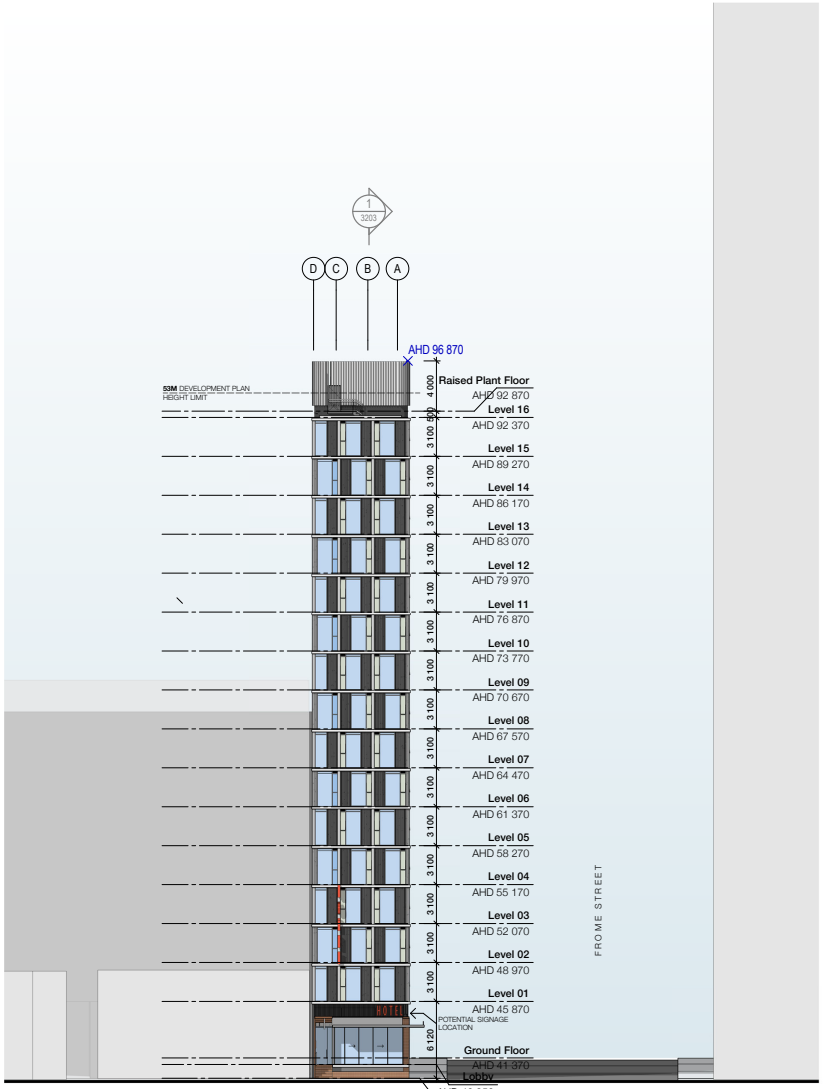
Scale
1 : 100

Sheet title
Level 16 Floor Plan

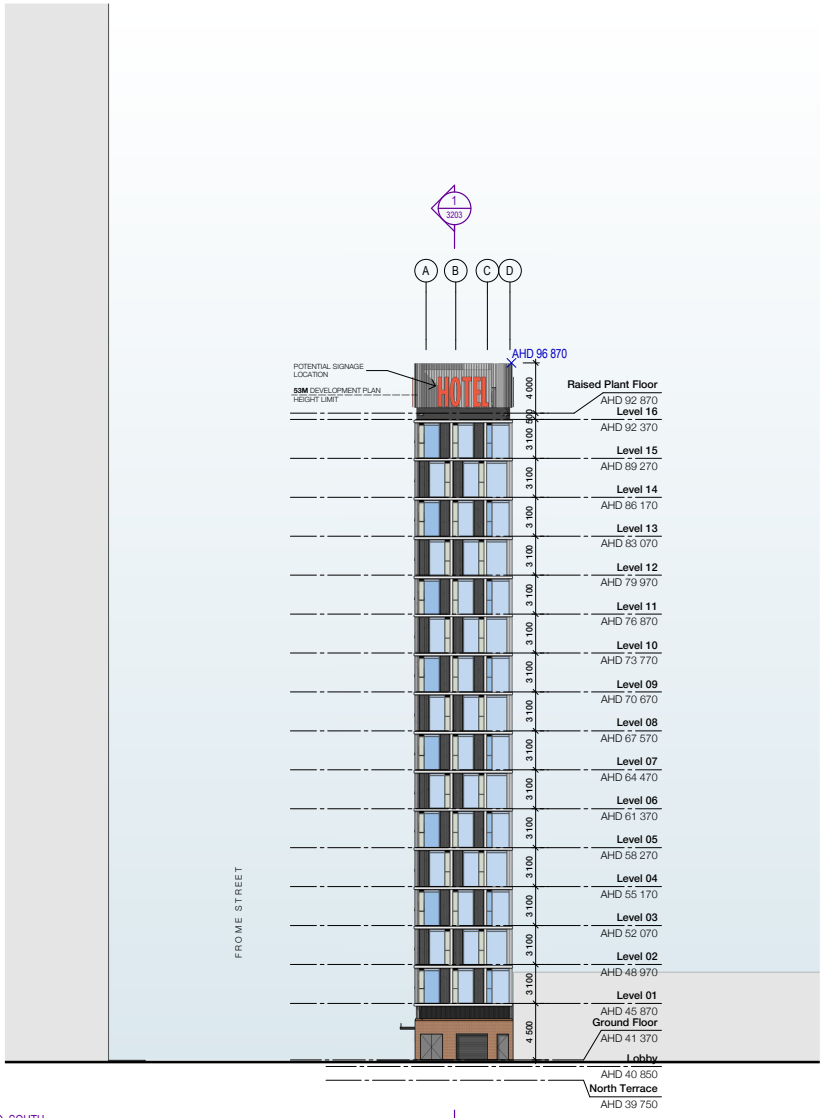
Sheet number
SK2216

Revision
A

Status
PRELIMINARY




1 NORTH
SCALE 1 : 200




2 SOUTH
SCALE 1 : 200

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Legend:

- PANEL TYPE 01: GRC OR PRECAST (TEXTURED)
- PANEL TYPE 02: PRECAST WITH BOTTOM LEDGE (TEXTURED)
- PANEL TYPE 03: FLAT PRECAST WITH BOTTOM LEDGE / RETURN
- PANEL TYPE 04: FLAT PRECAST WITH BOTTOM LEDGE
- FIXED GLAZING: NEUTRAL GREY GLASS
- SPANDREL PANEL: NEUTRAL GREY GLASS (SHADOW BOX)
- WINDOW TYPE 01: AWNING WINDOW
- WINDOW TYPE 02: AWNING WINDOW (GREEN FRIT)
- CLADDING TYPE 01: BRICK FINISH
- CLADDING TYPE 02: CHARCOAL CFC CLADDING
- LOUVRE 01: LIGHT GREY VERTICAL LOUVRE

Date generated 12-Jun-19 7:34:07 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

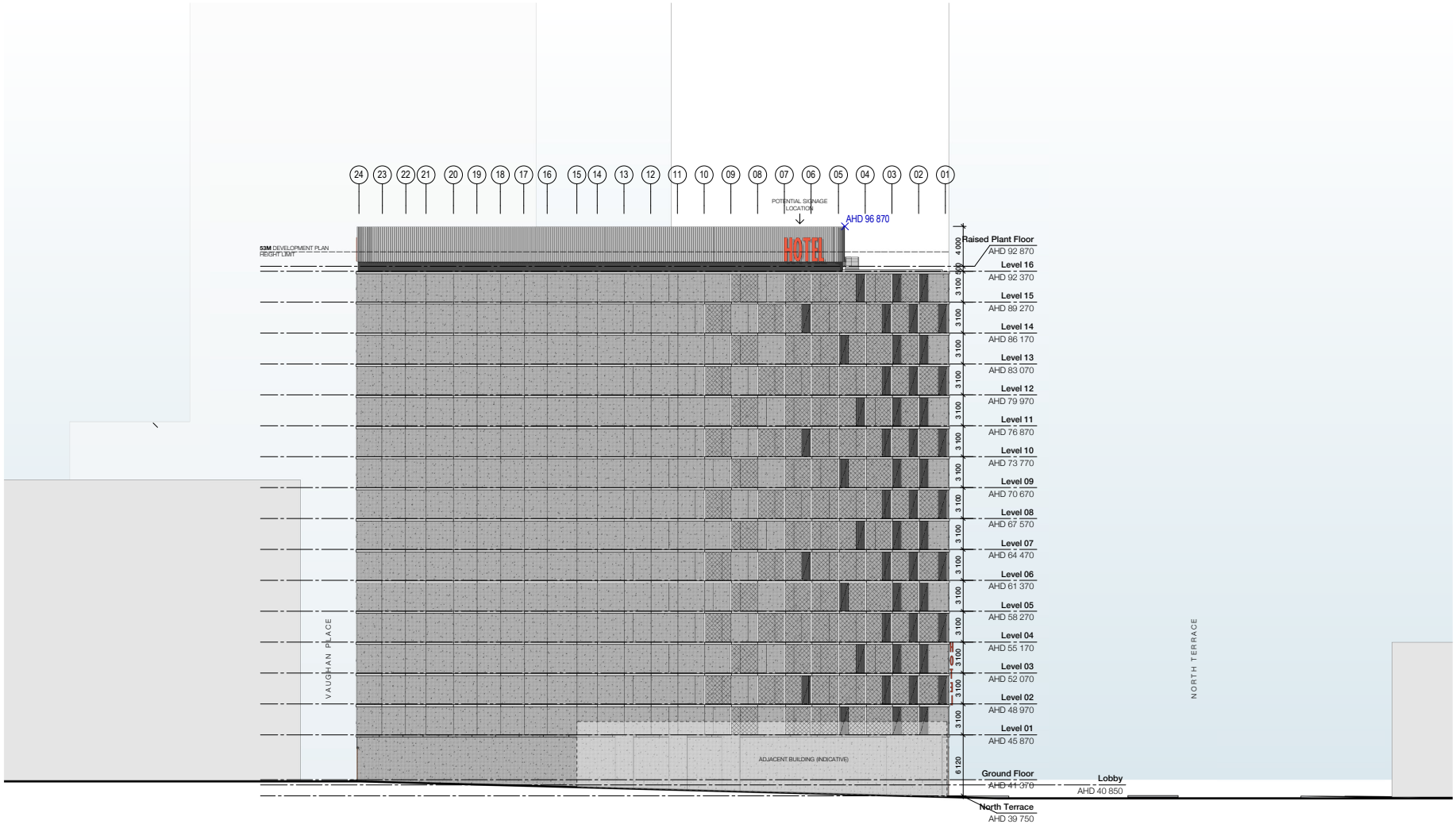
Scale
As indicated

Sheet title
Building Elevations - North / South

Sheet number
SK 3200

Revision
A

Status
PRELIMINARY




1 EAST
SCALE 1 : 200

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |

Notes


Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

Legend:
- PANEL TYPE 01: GRC OR PRECAST (TEXTURED)
- PANEL TYPE 02: PRECAST WITH BOTTOM LEDGE (TEXTURED)
- PANEL TYPE 03: FLAT PRECAST WITH BOTTOM LEDGE / RETURN
- PANEL TYPE 04: FLAT PRECAST WITH BOTTOM LEDGE
- FIXED GLAZING: NEUTRAL GREY GLASS
- SPANDREL PANEL: NEUTRAL GREY GLASS (SHADOW BOX)
- WINDOW TYPE 01: AWNING WINDOW
- WINDOW TYPE 02: AWNING WINDOW (GREEN FRIT)
- CLADDING TYPE 01: BRICK FINISH
- CLADDING TYPE 02: CHARCOAL CFC CLADDING
- LOUVRE 01: LIGHT GREY VERTICAL LOUVRE

Date generated 12-Jun-19 7:34:57 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

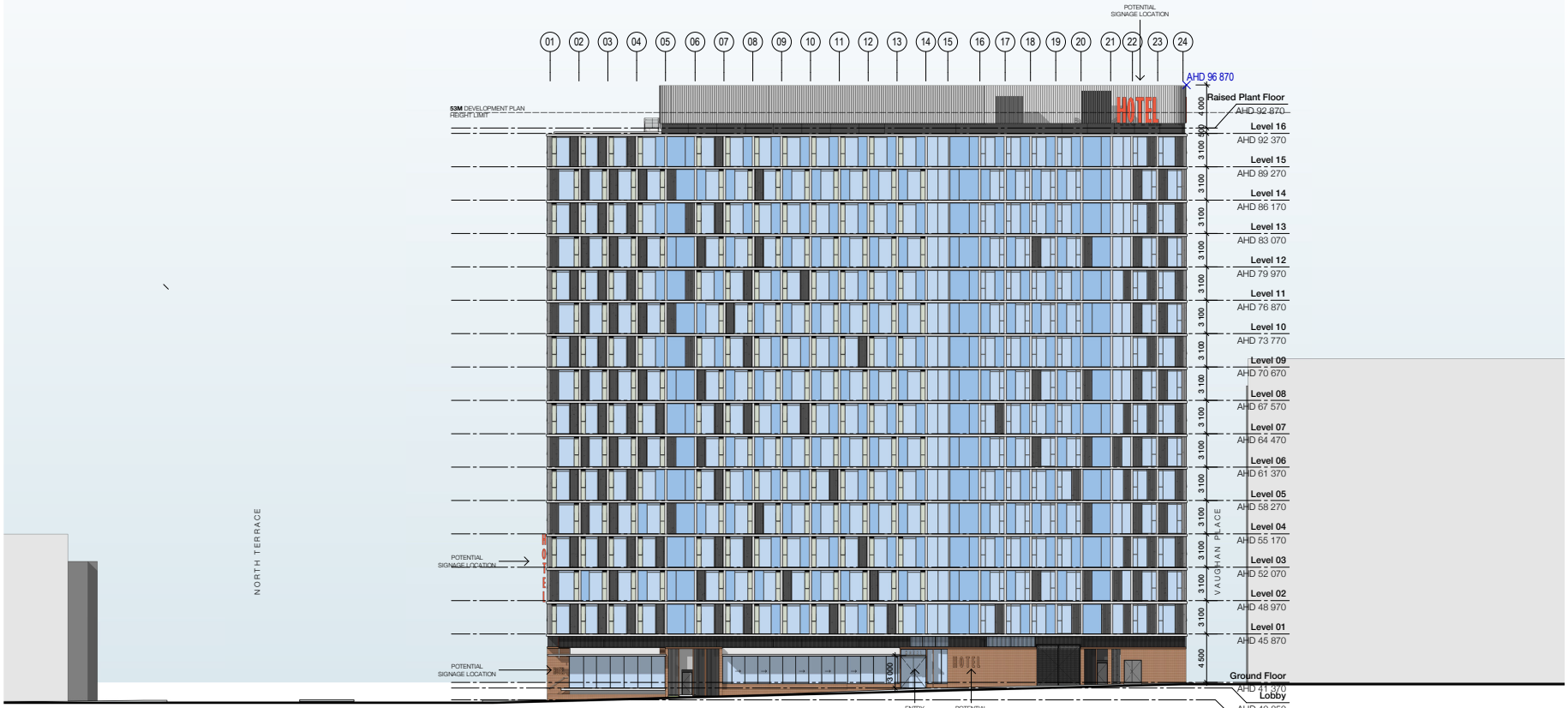
Scale
As indicated

Sheet title
Building Elevations - East

Sheet number
SK 3201

Revision
A

Status
PRELIMINARY




1 WEST
SCALE 1 : 200

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |



Legend

- PANEL TYPE 01: GRC OR PRECAST (TEXTURED)
- PANEL TYPE 02: PRECAST WITH BOTTOM LEDGE (TEXTURED)
- PANEL TYPE 03: FLAT PRECAST WITH BOTTOM LEDGE / RETURN
- PANEL TYPE 04: FLAT PRECAST WITH BOTTOM LEDGE
- FIXED GLAZING: NEUTRAL GREY GLASS
- SPANDREL PANEL: NEUTRAL GREY GLASS (SHADOW BOX)
- WINDOW TYPE 01: AWNING WINDOW
- WINDOW TYPE 02: AWNING WINDOW (GREEN FRIT)
- CLADDING TYPE 01: BRICK FINISH
- CLADDING TYPE 02: CHARCOAL CFC CLADDING
- LOUVRE 01: LIGHT GREY VERTICAL LOUVRE

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Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

Scale
As indicated

Sheet title
Building Elevations - West

Sheet number
SK 3202

Revision
A

Status
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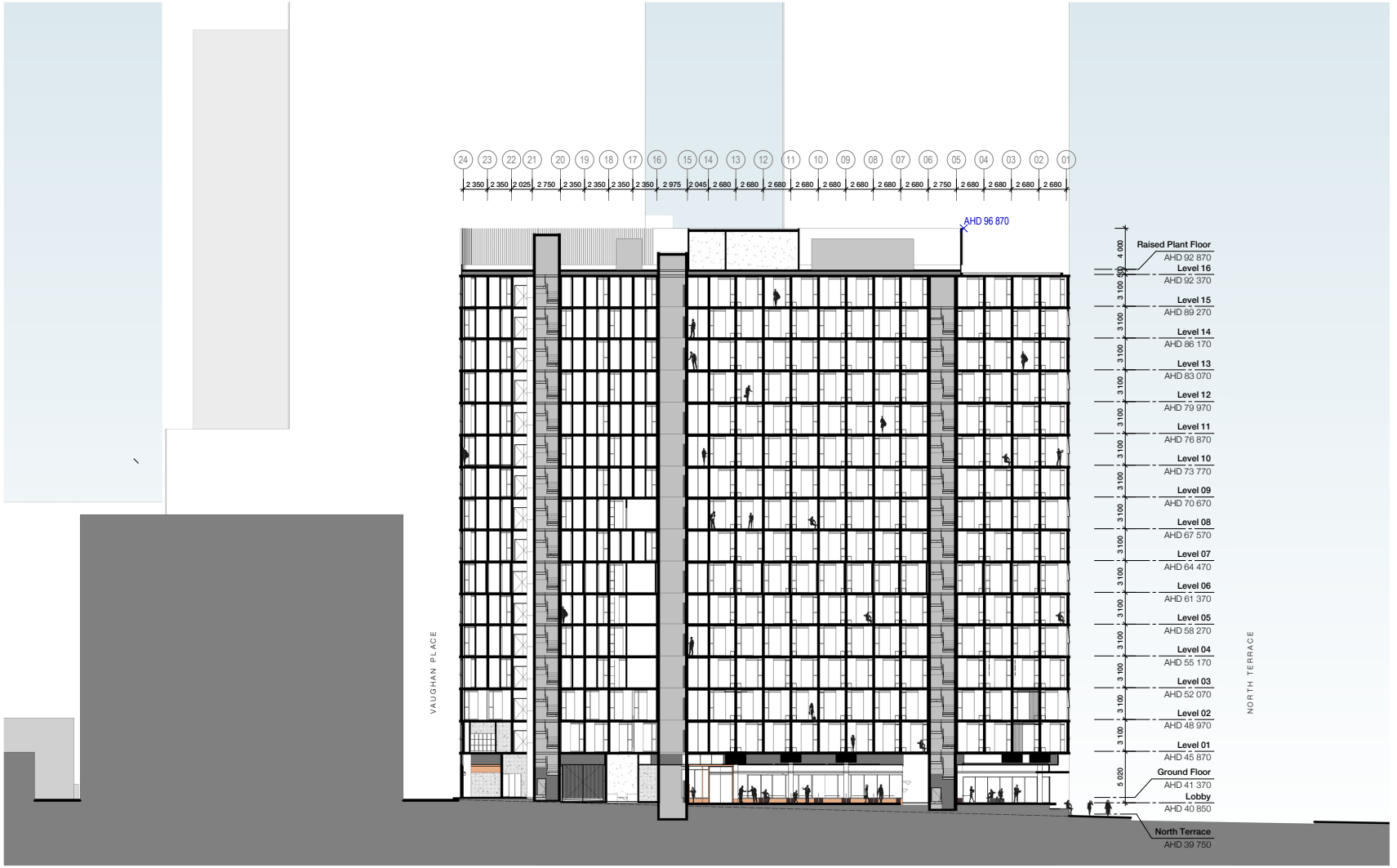


Recent revision history

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Date generated 12-Jun-19 7:36:06 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

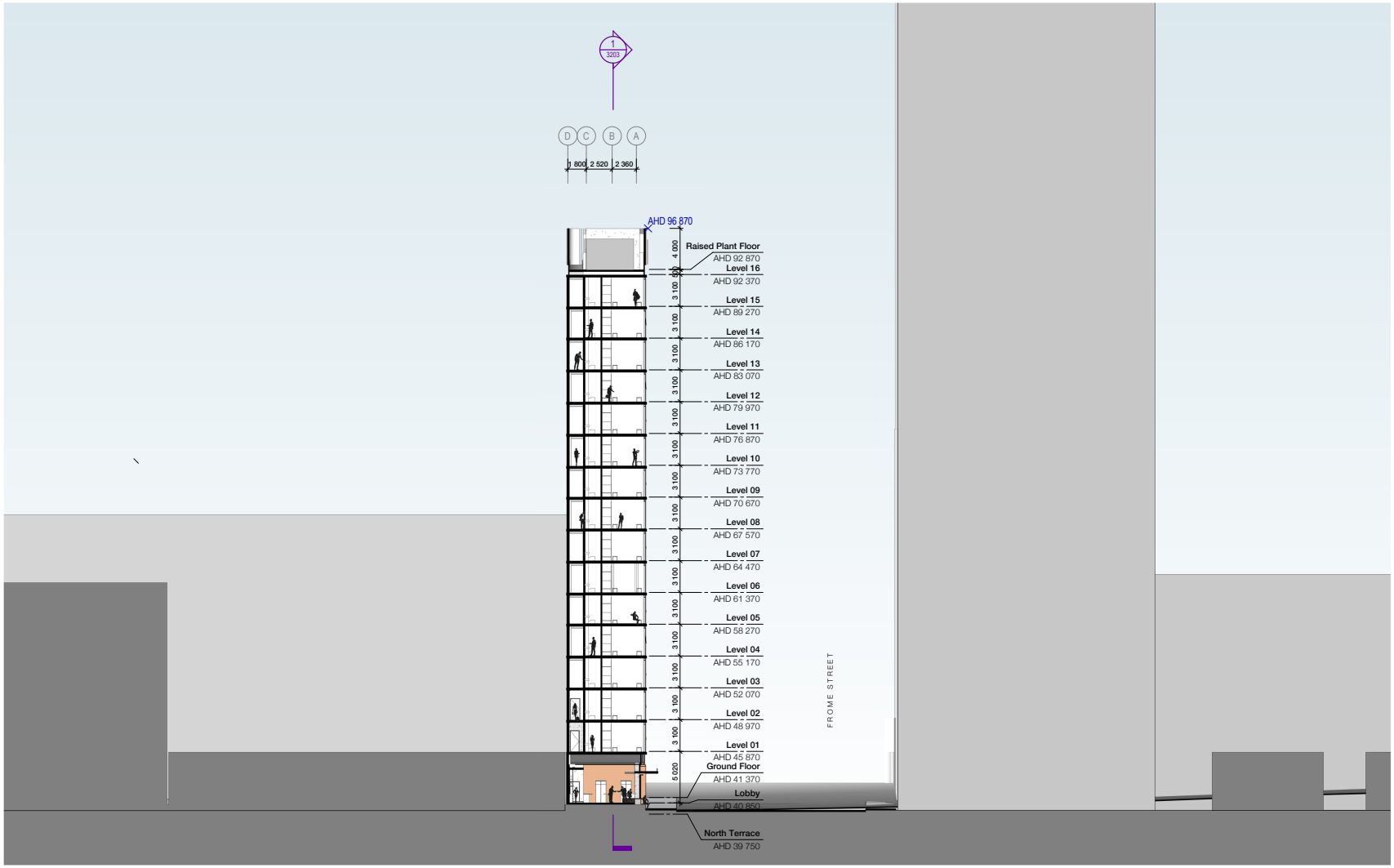
Scale
1 : 200

Sheet title
Building Sections - North/South

Sheet number
SK 3203

Revision
A

Status
PRELIMINARY




Recent revision history

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Date generated 12-Jun-19 7:36:26 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

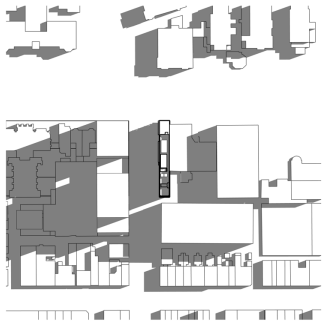
Scale
1 : 200

Sheet title
Building Section - East/West

Sheet number
**SK 3204**

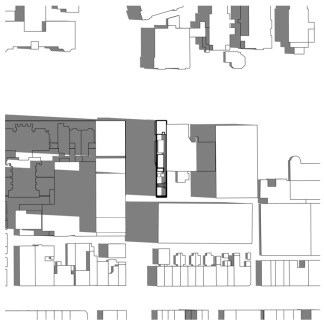
Revision
A

Status
PRELIMINARY

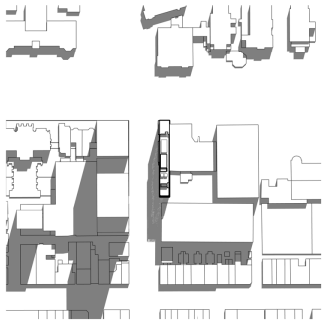


1 Shadow Diagram - March Equinox 9AM

4 Shadow Diagram - June Solstice 9AM

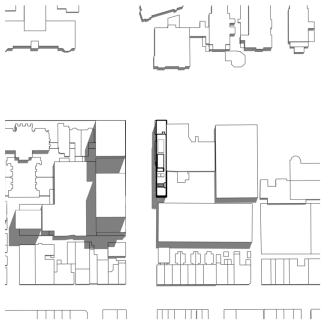


7 Shadow Diagram - December Solstice 9AM

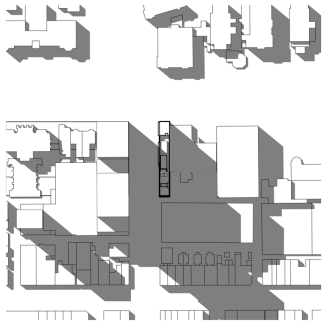


2 Shadow Diagram - March Equinox 12PM

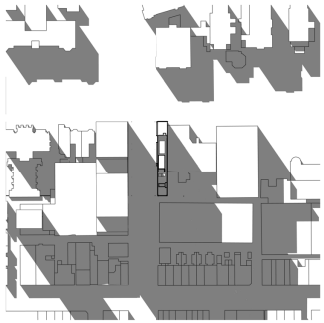
5 Shadow Diagram - June Solstice 12PM



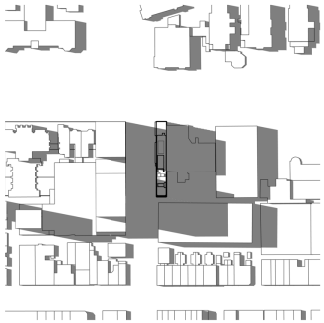
8 Shadow Diagram - December Solstice 12PM



3 Shadow Diagram - March Equinox 3PM



6 Shadow Diagram - June Solstice 3PM



9 Shadow Diagram - December Solstice 3PM

Recent revision history

| # | Status | Description | Date |
|---|---|---|---|
| A | Preliminary | Issue For Planning Consent | 12/06/19 |

Notes



Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

Date generated 12-Jun-19 6:52:06 PM C:\Users\adbjd\Documents\Autodesk\Revit\RAC2019\140429_Frome Street Hotel_A19_Central_adbjd.rvt

Project
274 North Terrace

Client
Hines Property

Issuer
WOODS BAGOT

Project number
140429

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

Scale

Sheet title
Shadow Diagrams

Sheet number
SK6600

Revision
A

Status
PRELIMINARY


**NOTE : For Policy Areas See MAP Adel/50**

| | |
|---|---|
| **CC** | Capital City Zone |
| **I2** | Institutional (Government House) Zone |
| **I3** | Institutional (University/Hospital) Zone |
| **PL** | Park Lands Zone |

Scale 1:4150

0metres 100 200 300

Zone Boundary

Development Plan Boundary

# ADELAIDE (CITY)
# ZONES
# MAP Adel/19


| | |
|---|---|
| 13 | Central Business Policy Area |
| 14 | Main Street Policy Area |
| 19 | Botanic Park Policy Area |
| 25 | Adelaide Oval Policy Area |
| o | State Heritage Place |
| • | Local Heritage Place |
| ▲ | Significant Tree |

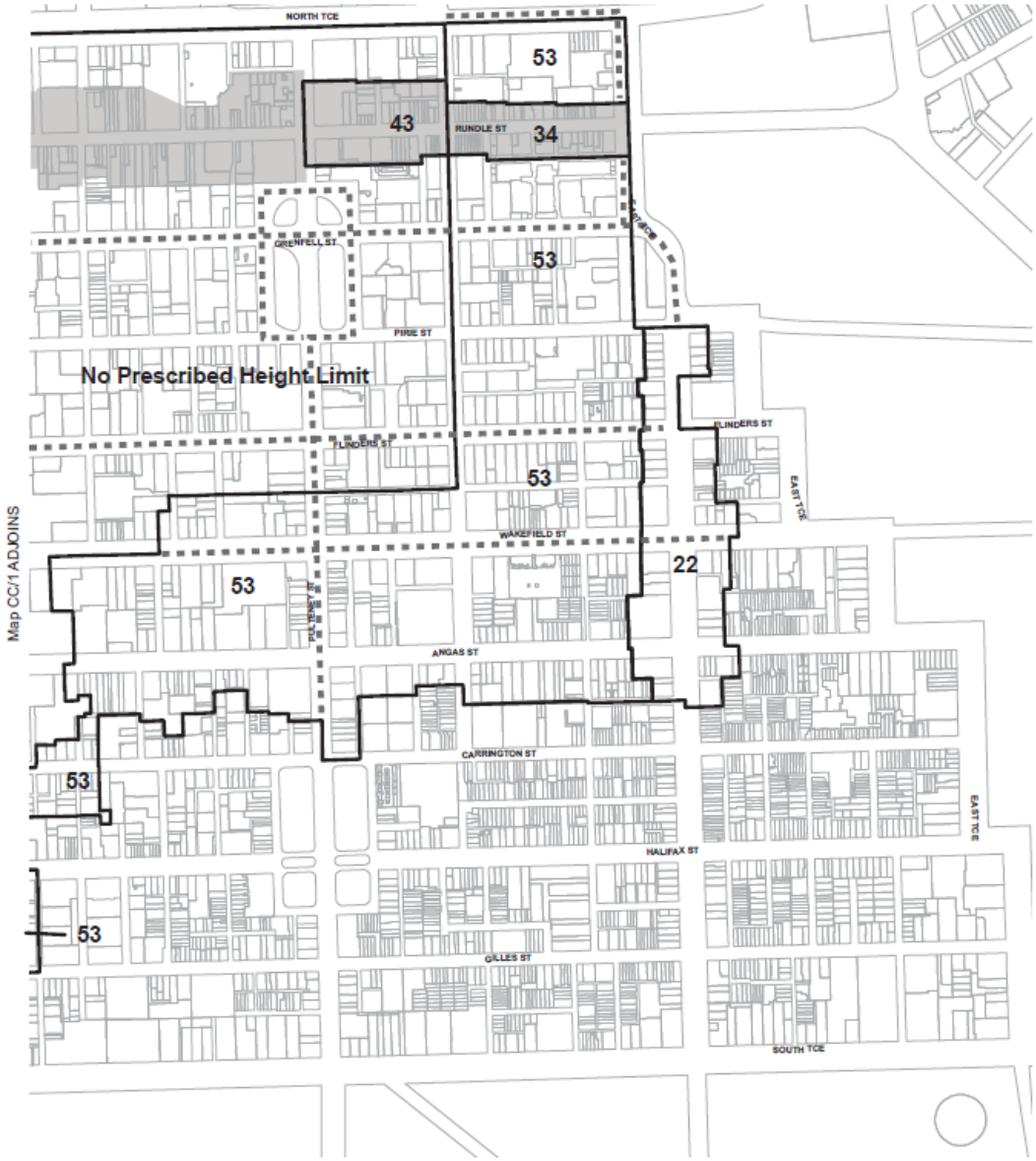
| | |
|---|---|
| ••••••• | Existing Pedestrian Link |
| ▮▮▮▮▮▮▮▮▮▮ | Proposed Pedestrian Link |
| ▬▬▬ | Policy Area Boundary |

Scale 1:4150

0metres 100 200 300

# ADELAIDE (CITY) POLICY AREAS MAP Adel/50

Consolidated - 25 July 2019




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

Consolidated - 7 June 2018


- Primary Bicycle Network
- Important Secondary Road
- Important Secondary Route
- Recreational Route
- Primary Pedestrian Area [See Map Adel /1 (Overlay 2A) for detail]
- Core Pedestrian Area (non-ancillary car park non-complying)
- Development Plan Boundary

Scale 1:26,000
0metres 500 1000

# ADELAIDE (CITY) BICYCLE NETWORK MAP Adel/1 (Overlay 3)

Consolidated - 25 July 2019


Scale 1:26,000

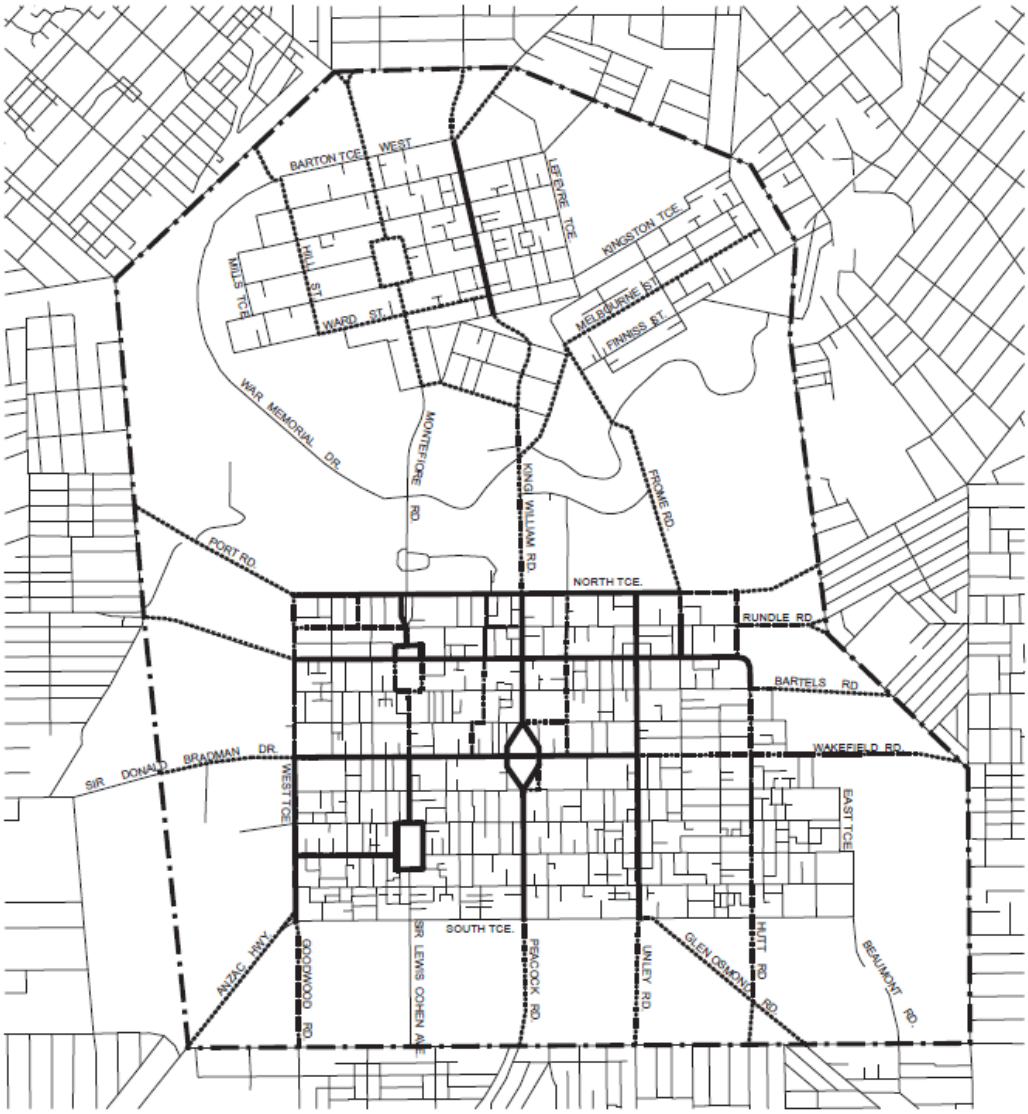
0metres 500 1000

Primary City Access
Secondary City Access
Local Connector

Development Plan Boundary

# ADELAIDE (CITY)
# CITY ROAD NETWORK
# MAP Adel/1 (Overlay 1)

Consolidated - 25 July 2019




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

## Site Photographs


North Terrace – looking north


North Terrace – looking east


North Terrace (Subject site)– looking south


North Terrace - looking west


North Terrace (subject site) – looking south east


Frome Street – looking east


Vaughan Place – looking south

Frome Street – looking north east

| | |
|---|---|
| **Product** | Register Search (CT 5927/885) |
| **Date/Time** | 20/02/2019 09:21AM |
| **Customer Reference** | 51182 |
| **Order ID** | 20190220001254 |

REAL PROPERTY ACT, 1886
South Australia

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

# Certificate of Title - Volume 5927 Folio 885

**Parent Title(s)** CT 5885/793

**Creating Dealing(s)** RT 10064298

**Title Issued** 21/10/2004 **Edition** 4 **Edition Issued** 27/07/2009

## Estate Type

FEE SIMPLE

## Registered Proprietor

DPAL PTY. LTD. (ACN: 136 551 847)
OF C/- 116 GREENHILL ROAD UNLEY SA 5061

## Description of Land

ALLOTMENT 237 FILED PLAN 181889
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

## Easements

NIL

## Schedule of Dealings

NIL

## Notations

**Dealings Affecting Title** NIL

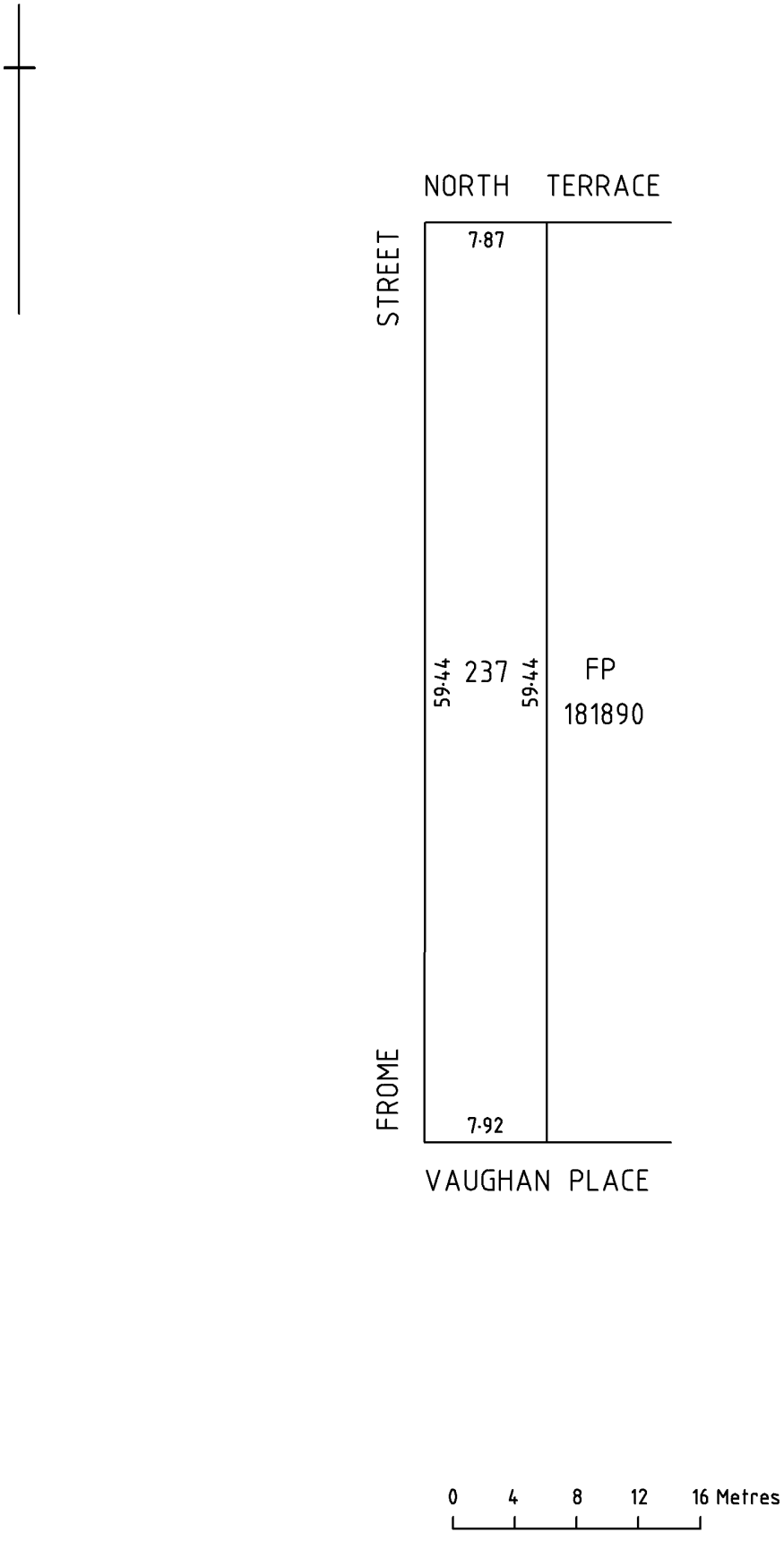
**Priority Notices** NIL

**Notations on Plan** NIL

**Registrar-General's Notes**

PLAN FOR LEASE PURPOSES VIDE G246/2003

**Administrative Interests** NIL



# DEVELOPMENT APPLICATION FORM

**COUNCIL:** ADELAIDE (CITY)

**APPLICANT:** 274 NORTH TERRACE PTY LIMITED

Postal Address: C/ - MASTERPLAN, 33 CARRINGTON STREET

ADELAIDE SA 5000

**OWNER:** DPAL PTY LTD

Postal Address: C/ - 116 GREENHILL ROAD

UNLEY SA 5061

**BUILDER:** TBA

Postal Address:

Licence No:

**CONTACT PERSON FOR FURTHER INFORMATION:**

Name: GREG VINCENT - MASTERPLAN SA PTY LTD

Telephone: 8193 5600

Email: GREGV@MASTERPLAN.COM.AU

Mobile: 0413 832 603

**EXISTING USE:**

VEHICLE HIRE

**FOR OFFICE USE**

**Development No:**

**Previous Development No:**

**Assessment No:**

| | |
|---|---|
| ☐ Complying | Application forwarded to DA |
| ☐ Non-complying | Commission/Council on: |
| ☐ Notification Cat 2 | / / |
| ☐ Notification Cat 3 | Decision: |
| ☐ Referrals/Concurrence | Type: |
| ☐ DA Commission | Date: / / |

| | Decision | Fees | Receipt No | Date |
|---|---|---|---|---|
| **Planning:** | | | | |
| **Building:** | | | | |
| **Land Division:** | | | | |
| **Additional:** | | | | |
| **Dev Approval:** | | | | |

**DESCRIPTION OF PROPOSED DEVELOPMENT:** PROPOSED 16 STOREY HOTEL (TOURSIT ACCOMMODATION)

**LOCATION OF PROPOSED DEVELOPMENT:**

House No: 274 Lot No: 237 Street: NORTH TERRACE Town/Suburb: ADELAIDE

Section No (full/part): Hundred: Volume: 5927 Folio: 885

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:**

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Female: Male:

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

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 1993 LEVY BEEN PAID?** YES: ☐ NO: ☐

**DEVELOPMENT COST** (Do not include any fit-out costs): $17.5 Million

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

**SIGNATURE:** **Dated:** 14/06/19

James D Hines

DIRECTOR
274 NORTH TERRACE PTY LTD

**DEVELOPMENT REGULATIONS 2008**

**Form of Declaration**

**(Schedule 5, Clause 2A)**

| | |
|---|---|
| To: | Adelaide City Council |
| From: | 274 North Terrace PTY Limited |
| Date of Application: | 14 June 2019 |

**Location of Proposed Development:**

| | | | |
|---|---|---|---|
| House Number: | 274 | Lot Number: | 237 |
| Street: | North Terrace | Town/Suburb: | Adelaide |
| Section No (full/part): | | Hundred: | |
| Volume: | 5927 | Folio: | 885 |

**Nature of Proposed Development:**

Proposed 16 Storey Hotel (Tourist Accommodation)

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

14/06/19

Date

Signed

Note 1

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

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

Note 2

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

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

Note 3

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

Note 4

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

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

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

Note 5

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

Note 6

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


# 274 NORTH TERRACE

# PLANNING REPORT

PROPOSED **HOTEL**

*JUNE 2019*

MASTERPLAN
TOWN + COUNTRY PLANNERS

# PLANNING REPORT

## Proposed 16 Storey Hotel (Tourist Accommodation)

**274 North Terrace, ADELAIDE SA 5000**

Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, ADELAIDE SA 5000
Telephone: 8193 5600, masterplan.com.au

**June 2019**

## CONTENTS

## 1.0 INTRODUCTION

MasterPlan SA Pty Ltd has been engaged by 274 North Terrace Pty Limited to assist with the preparation of a development application for the construction of a 16 storey hotel at 274 North Terrace, Adelaide.

274 North Terrace Pty Limited (the Applicant) is a subsidiary of Hines Property. Hines Property is an integrated property development and property investment group with experience across high rise residential developments, commercial/retail developments, and various hotel developments. One of the most active developers in South Australia, and recipient of multiple state and national industry awards, Hines Property has completed major developments totalling nearly 800 hotel rooms across various projects and more than 200 residential apartments.

Previous Hines Property Developments include the Conservatory on Hindmarsh Square, a Mixed Use Residential and Office Tower, the Ibis Adelaide Hotel on Grenfell Street, the Pullman Adelaide Hotel and the Hindmarsh Square Apartments.

The strength of a Hines Property development is underpinned by premier site and location selection, careful emphasis on design and amenity, and a strong track record of development delivery.

This report has been prepared in collaboration with Woods Bagot Architects and contains a description of the subject land, the locality and the proposed development, as well as our assessment of the proposed development against the relevant provisions of the Adelaide (City) Development Plan.

The Planning Report is supported by:

- a completed Development Application Form;
- a completed Office of Technical Regulator Power Line Clearance Declaration;
- the Certificate of Title;
- the compendium of Architectural Drawings and Design Statement undertaken by Woods Bagot;
- a sustainability report undertaken by Lucid Consulting;
- a services report undertaken by Lucid Consulting;
- a traffic design and waste management report undertaken by infraPlan;
- a stormwater assessment undertaken by PT Design; and
- a wind impact assessment undertaken by VIPAC

We have concluded from our detailed and balanced assessment of the proposed development that it sufficiently accords with the relevant provisions of the Adelaide City Development Plan for the reasons set out herein.

## 2.0 BACKGROUND AND PRE-LODGEMENT DISCUSSIONS

### 2.1 Pre-lodgement

The Applicant, voluntarily participated in the State Planning Commission's (the Commission's) Pre-Lodgement Panel (PLP) Process, including the Design Review Panel (DRP) Process and Desktop Design Review with the Office for Design and Architecture South Australia (ODASA).

The Applicant, through their project team, sought and obtained feedback from the key stakeholders which was then incorporated into the proposed development at the following Pre-Lodgement and ODASA Design Review meetings:

- Pre-Lodgement Panel Meeting #1, 18 March 2019;
- Design Review #1, 14 May 2019; and
- Design Review #2 (Desktop), 5 June 2019.

Through the pre-lodgement process general stakeholder support of the following elements in the design were noted:

- the proposed hotel land use and the aspiration to deliver a high quality outcome for the unique site;
- the vision to set a benchmark for the emerging precinct;
- the buildings height and massing, with the scale well considered in response to the site and location;
- the ground floor northern setback distance of two metres in providing a generous gesture to improve pedestrian amenity, providing a contribution to the public realm;
- the ground floor configuration and front of house spaces as an extension of the public realm;
- the materiality of the single storey podium element as a combination of face brick and glazing that provides a fine grain detail at street level;
- the design intent for the refined and delicate expression in creating a building in the round;
- openable windows and access to quality natural light and ventilation. This also extends to the provision of natural light and outlook to corridors and lift lobbies; and
- the design concept to develop the façade system informed by solar load requirements for each orientation.

The critical elements identified by DPTI staff and ODASA through the PLP and DRP process, in addition to the requests for further clarification include:

- It was recommended to increase the height of the ground floor to improve the built form relationship with the scale of the historic fabric and to emphasise the generosity offered by the front of house spaces on the ground floor. An opportunity was also identified to express the one metre deep transfer beam as part of the podium element to enhance the visual composition.
- The exploration of further site servicing options is encouraged specifically relating to waste collection occurring on Frome Street.;
- Review of the North Terrace entry arrangement to provide a clear sense of address. Intuitive wayfinding options that maximise the engagement with the public realm were encouraged;
- Consultation with the City of Adelaide is encouraged to work towards street tree planting options to replace the three street trees to be removed;
- Review of the Frome Street service enclosure treatments was recommended to deliver a consistent podium expression and optimise presentation at street level;
- Review of the distribution of the textured concrete panels on the eastern elevation to deliver a well-articulated coherent expression;
- Review of the materiality and expression of the rooftop plant enclosure; and
- Explore the opportunity to increase room widths was encouraged to improve internal amenity and functionality.

In the development of the final plans the above matters have been considered and where relevant amendments to the design have responded to the comments expressed.

In particular, the design team has considered the preliminary comments and a summary of the response is detailed below:

**The height of the podium. It is recommended to increase the height of the ground floor to improve the built form relationship with the scale of the historic fabric and to emphasise the generosity offered by the front of house spaces on the ground floor. There is an opportunity here to express the one metre deep transfer beam as part of the podium element to enhance the visual composition.**

This advice has been well received by the design team who have recessed the transfer beam 600mm within the façade and provided a charcoal cladding strip around the northern and eastern elevations of the ground floor level. This amendment has also incorporated a increase in the height of the canopy and glazing treatments to enhance the podiums connection with the public realm. We agree that this represents a superior visual composition for the podium and is successful in achieving a greater emphasis on the generosity of space at the ground floor level. The amendment also provides the opportunity for the height of the first floor level to be consistent with the remaining tower levels above.


**Before ODASA review**


**After ODASA review**

**Waste collection occurring on Frome Street. The exploration of further site servicing options is encouraged.**

The current waste management solution of incorporating a delivery permit zone within the Frome Street reserve is considered to represent the most functional and practical solution for the site given its dimensions and the inability for trucks to manoeuvre within Vaughan Close due to the thin width of the road reserve. As such, discussions are ongoing with the City of Adelaide to provide an effective on street pick up option outside peak hours to ensure minimal traffic disruption as part of the Frome Street bike-way design.

**The North Terrace entry arrangement does not provide a clear sense of address. Intuitive wayfinding options that maximise the engagement with the public realm are encouraged.**

The functional design intention is for hotel patrons to generally enter from Frome Street, representing the primary pedestrian entrance to the building. Given the anticipated pedestrian traffic from Frome Street, the buildings internal configuration and the central location of the lobby have been orientated to accommodate that movement. The northern access is considered to represent a secondary pedestrian entrance given the patrons walk past the northern lounge area to access the lobby.

With this consideration, we understand the importance of the northern entrance retaining a functional role in receiving pedestrians, particularly from the adjacent tram stop, while also providing an intuitive and identifiable North Terrace address.

As such, the design team has amended the northern entrance with the intended balance of providing an identifiable presentation while retaining Frome Street as the primary entrance point. The northern entrance canopy has been raised and the façade presentation has benefited from the podium height increase adding to the vertical scale of the canopy. The entrance statement has been enhanced by the design change, with the addition of a canopy sign, feature pendant light and signage on the northern wall adjacent to the northern entrance providing further wayfinding clarity. We see the intended design balance of providing an intuitive northern entrance statement that is retained as secondary to the Frome Street entrance point as being successful.

**Before ODASA review**


**After ODASA review**

**Consultation with the City of Adelaide is encouraged to work towards street tree planting options to replace the three street trees to be removed.**

Our client is committed to being an engaged stakeholder with the City of Adelaide in their design and implementation of the public realm adjacent to their site as part of the final civil works in the completion of the Frome Street Bikeway and are open to landscaping that includes street tree planting options for Frome Street. We encourage this element to be considered in any referral comments received from Council.

**A review of the Frome Street service enclosure treatments is recommended to deliver a consistent podium expression and optimise presentation at street level.**

Revised engineering advice has resulted in the switch room and associated doors no longer being required at ground level on the western façade. As a result, there has been an opportunity to incorporate a greater extent of brickwork and pedestrian scale design features. The western façade now incorporates improved continuity across the entire elevation with the reduction of enclosure treatments. Further design enhancements have also been provided to the podium that add to this expression such as raised canopies, entrance way heights and glazing treatments, as discussed further in the body of this report.

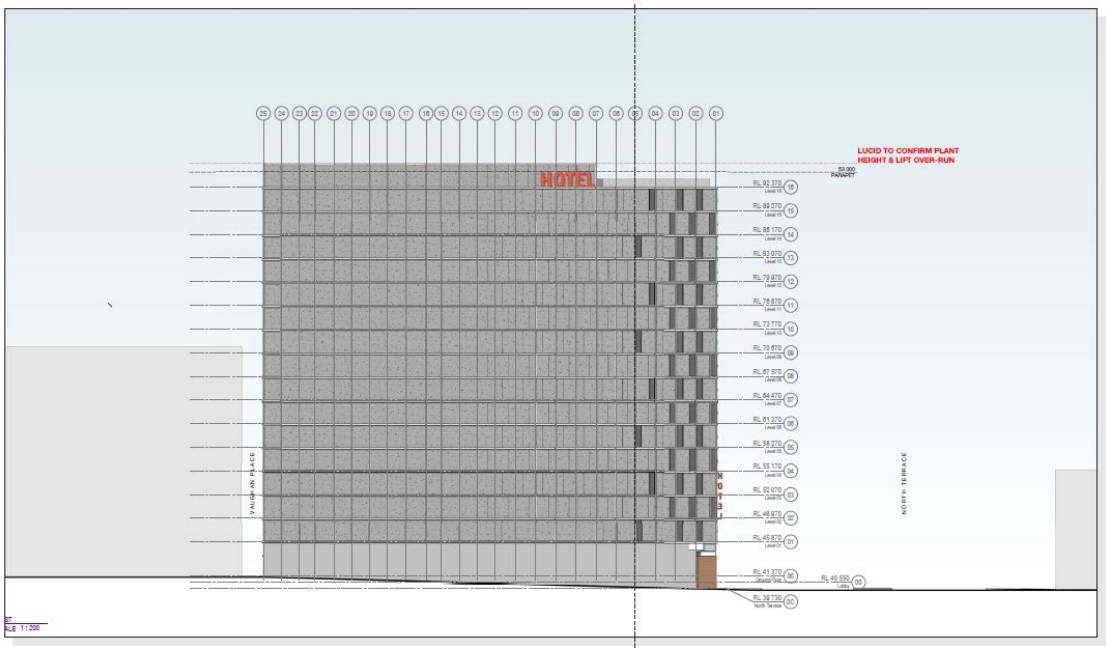
**Before ODASA review**


**After ODASA review**

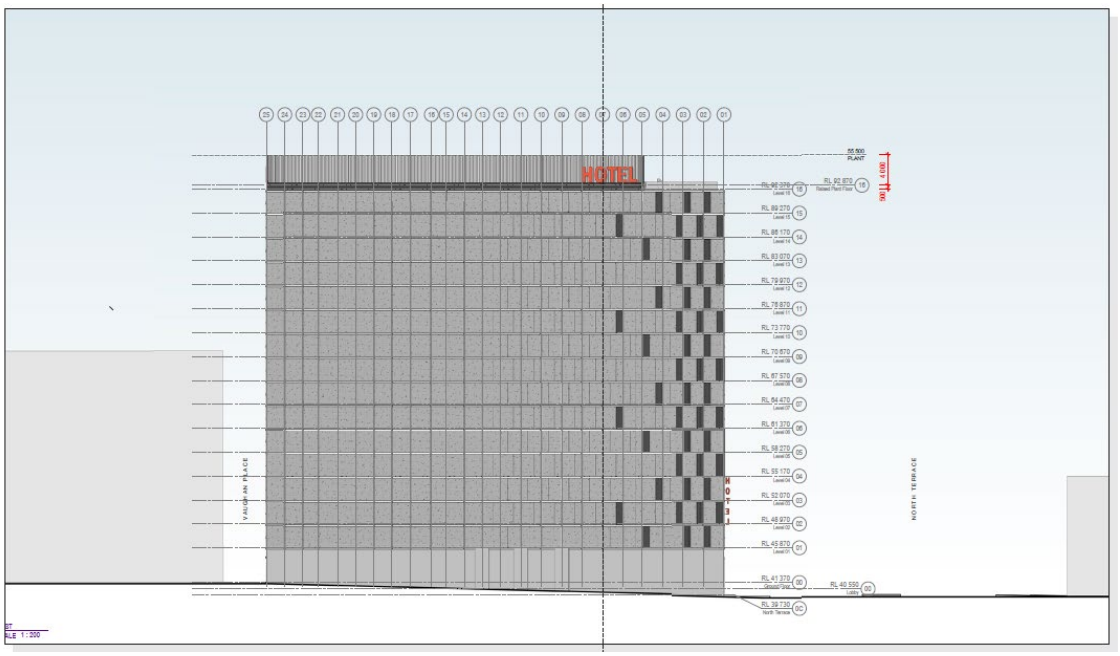
**A review of the distribution of the textured concrete panels on the eastern elevation to deliver a well-articulated coherent expression.**

The design teams focus on the eastern elevation has been directed at providing a 'building in the round' with articulated panel's fading from north to south across this elevation. This design strategy has been deliberate in its application to focus on the northern extremity of this elevation given its greater visual prominence when viewed from the east. The opportunity to view the southern extremity is generally screened by existing adjacent buildings.

To further accommodate this design intent, the application of articulated vertical concrete panels has extended to the south from grid 5 to grid 7, increasing the gradual fading effect from the northern façade. The resulting outcome is a greater cohesion between the elevations and an extension of the 'building in the round' design intent.




**Before ODASA review**




**After ODASA review**


Before ODASA review


After ODASA review

**A review of the materiality and expression of the rooftop plant enclosure.**

This review has resulted in the design team rounding the louvered façade corners of the rooftop plant to provide a more considered massing. They have also incorporated a negative detail between the tower and plant to echo the base articulation. The opportunity of integrating strip lighting within the negative detail is also available to provide an additional design feature that separates the two components. The amendments to the materiality of the rooftop plant are considered to improve its expression and provide a consistency with the design intent of a building in the round.

**Before ODASA review**


**After ODASA review**

**The opportunity to increase room widths is encouraged to improve internal amenity and functionality.**

A reduction from 19 rooms to 18 rooms per typical floor level has enabled an increase in the number of larger 'king' rooms. This has resulted in the provision of 12 king and 6 queen rooms per level from the original 10 King and 9 queen rooms. The size differential between the king and queen rooms is between 2 and 3 square metres.

Further amendments also include the provision of 5 DDA Type A compliant rooms, 4 DDA Type C rooms designed to accommodate the visually impaired, 8 DDA Type B rooms to accommodate the speech and hearing impaired and the provision of twin rooms with a lockable connecting door.

**Before ODASA review**

**After ODASA review**

## 3.0 SUBJECT LAND AND LOCALITY

### 3.1 Subject Land

The subject land is a thin rectangular allotment that extends in a north/south orientation and incorporates three street frontages. The land has a northern frontage width of 7.87 metres to North Terrace, a western frontage width of 59.44 metres to Frome Street and southern frontage width of 7.92 metres to Vaughan Place. The total area of the land is approximately 469.28 square metres.

The site, for the purpose of the proposed development is currently contained within a single land parcel:

| CT VOLUME/FOLIO | PARCEL | PLAN |
|---|---|---|
| **Volume 5927, Folio 885** | Lot 237 | Filed Plan 181889 |

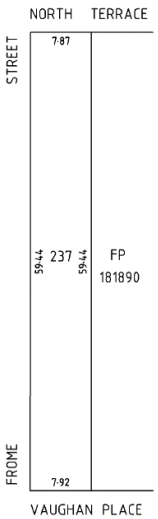



**Figure 1: Lot 237, Volume 5927, Folio 885**

The subject land is currently supporting a car hire business that incorporates an administration building to the south, centrally located covered car cleaning and refuelling bays and car parking to the north. A two-storey brick and concrete wall is located on the majority of the sites eastern boundary. The wall is screened by a billboard set within the site that extends for its entire length.

The site is unfenced with the exception of the northern frontage. Vehicle access is currently obtained from two Frome Street double width crossovers located to the sites north and south. Three mature trees and two street lights are interspersed on the Council verge between the crossovers.


**Photo 1: Subject Site**

### 3.2 Nature of the Locality

The locality incorporates two distinct characteristics that are generally defined to the north and south of North Terrace.

To the north of North Terrace the locality has an institutional character with the University of South Australia and Adelaide University campuses providing a dominate feature in addition to the old Royal Adelaide Hospital, colloquially known as Lot 14. This section of the locality also provides a strong pedestrian environment through the Frome Road boulevard and pedestrian connectivity within the institutional sites.

The North Terrace streetscape presents as a wide boulevard with a wide footpath to its north and generous setbacks to the Institutional buildings. North Terrace is well landscaped with mature plantings providing a high pedestrian amenity value.

The northern section of Frome Road also provides a strong character influence given its angled north-eastern orientation providing a direct visual connection to the subject site. The sites western and northern frontages provide a dominant feature when viewed from this vantage point. Frome Road also provides a direct pedestrian link to the Torrens River linear park and surrounds.

To the south of North Terrace the locality incorporates varying forms of commercial, hotel, retail, restaurant, community and institutional land uses in addition to a strong pedestrian environment represented through the North Terrace and Rundle Street boulevards.

The southern side of North Terrace provides a contrast to this streetscape. While it also incorporates a wide footpath, development represents a mixture of building forms and genres including traditional institutional buildings, car parks, commercial, residential and student accommodation. Buildings are generally built to the front boundary.

Given the corner location of the subject site, it provides a 'book end' to the East End precinct, which represents a strong character influence as bound by Frome Street, Rundle Street, East Terrace and North Terrace. Hotels, restaurants, cafes, outdoor dining and small retail generally represented by apparel stores are dominant features at street level. Buildings with a street frontage are generally two and three stories high. Some residential elements are also present in the form of multistorey apartments setback from street level and the State Heritage Listed 'Botanic Chambers' row dwellings fronting North Terrace.

Notably, the streetscape character of the Frome Street and North Terrace corner is currently transforming through the construction of a 34-floor student accommodation building and 36-floor mixed-use apartment and hotel building on the western side of Frome Street.

There are no Heritage listed buildings or Significant Trees directly adjacent to the subject site, however the following Heritage listed places are located within the broader locality of the site:

- 301-307 North Terrace, ADELAIDE, Dwelling ('Botanic Chambers');
- 298 North Terrace, ADELAIDE, Ayers House and former Coach House/Stables and Wall;
- 287-300 North Terrace, ADELAIDE, Ayers House, Significant Tree *Jacaranda mimosifolia*, 8m from right hand boundary, 35cm from kerb;
- 263-264 North Terrace, ADELAIDE, Office (former Dwelling);
- 261 North Terrace, ADELAIDE, Two Storey Dwelling (An elaborately detailed classical villa);
- 254 North Terrace, ADELAIDE, Grand Lodge of Freemasons Adelaide Masonic Centre;
- North Terrace, ADELAIDE, Brookman Building, University of South Australia (former School of Mines and Industries, the SA Institute of Technology);
- North Terrace, ADELAIDE, Royal Adelaide Hospital (South-West Precinct), (including Sheridan Building (former Kiosk), Bice Building, Women's Health Centre (former Outpatients' Department), Allied Health Services Building (former Admissions and Casualty Department), McEwin Building, Former Margaret Graham Nurses' Home (State Heritage Place No 13093), remnant iron-railing fence to North Terrace, and brick boundary wall to Frome Road); and
- Corner North Terrace and Frome Road, ADELAIDE, Nursing School, Royal Adelaide Hospital.

The subject site is also in close proximity to the following:

- Rundle Street is located within 80 metres to the south of the subject site, representing a convivial pedestrian boulevard incorporating a strong retail and outdoor dining focus;
- The Botanic Gardens and East Park lands are located within 270 metres to the east and the Torrens River linear park is located within 580 metres to the north-west, providing highly landscaped areas of public open space; and
- The ongoing development of Lot 14, located less than 60 metres to the north-east provides a progressive mixed use hub with the intended occupation of start-up and tertiary business operations with the likely need for temporary professionals to be accommodated in close proximity.

The area is well serviced by public transport with regular bus services accommodated on both North Terrace and Frome Street. Notably, the Botanic Gardens tram stop is located within 100 metres of the site on North Terrace.

## 4.0 PROPOSED DEVELOPMENT

The Applicant seeks Development Plan Consent from the State Commission Assessment Panel to construct a 16 storey hotel (tourist accommodation) which contains:

- a hotel lobby, lounge, bar, buffet breakfast area, plant infrastructure and back of house including waste storage at ground level;
- back of house including staff amenities, office and 12 hotel rooms on level 1;
- gym and 12 hotel rooms on level 2;
- 17 hotel rooms (including 1 DDA compliant room per floor) on levels 3 to 6 and 8;
- 18 hotel rooms on levels 7 and 9 to 15;
- plant on level 16; and
- a total of 253 rooms of which 180 are king, 5 DDA Type A, 69 queen of which 8 are DDA Type B to accommodate the speech and hearing impaired and 4 are DDA Type C to accommodate the visually impaired.

The proposed development is represented across the **attached** compendium of architectural drawings.

The proposed development is described in detail below in the following sections and more fully illustrated in the compendium of plans accompany the application prepared by Woods Bagot, identified in Table 1 – Drawing Schedule.

**Table 1: Architectural Drawing Schedule**

| SHEET NUMBER | SHEET NAME | REVISION |
|---|---|---|
| **0001** | Cover Page | A |
| **0002** | Area Summary | A |
| **1000** | Locality Plan | A |
| **1001** | Demolition Plan | A |
| **1002** | Site / Roof Plan | A |
| **2200** | Ground Floor Plan | A |
| **2201** | Level 01 Floor Plan | A |
| **2202** | Level 02 Floor Plan | A |
| **2203** | Level 03-06 Typical Floor Plan | A |
| **2208** | Level 08 Floor Plan | A |
| **2209** | Level 07 & 09 – 15 Typical Floor Plan | A |
| **2216** | Level 16 Floor Plan | A |
| **3200** | Building Elevations – North / South | A |
| **3201** | Building Elevations – East | A |
| **3202** | Building Elevations – West | A |
| **3203** | Building Sections – North / South | A |
| **3204** | Building Sections – East / West | A |
| **8600** | Shadow Diagrams | A |

## 4.1 Land Use

The proposed development is best described as a 16-storey hotel (Tourist Accommodation) building.

## 4.2 Built Form

### 4.2.1 Building Height

The Adelaide (City) Development Plan provides a definition of building level within Schedule 1 of the Development Plan, which is identified as:

> ***building level:*** *that portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above, that portion between the top of the floor and the ceiling above it. It does not include a floor located more than 1.5 metres below the median natural or finished ground level or the roof top location of plant and mechanical equipment.*

The roof top location of plant and mechanical equipment is excluded from the building level definition, as referenced within the Adelaide (City) Development Plan. The raised plant floor is proposed to be AHD 92 870, 51.5 metres above the Frome Street ground level of AHD 41 370. Accordingly, while the proposed built form comprises the construction of a 16-storey building, the building height relevant to the 'building level' is calculated at 51.5 metres.

### 4.2.2 Setbacks

The building is proposed to be constructed to each boundary with the exception of a 400mm ground level setback on the western elevation adjacent to the lobby and 2 metre setback on the northern elevation to provide landscaping, steps and bench seating.

Two ground level canopies extend 1.2 metres over the Frome Street verges, at a height varying between 3 and 4.2 metres, dictated by the grade of the verge.

### 4.2.3 Architectural Design Statement

The architectural report prepared by Woods Bagot accompanying the lodgement documents provides:

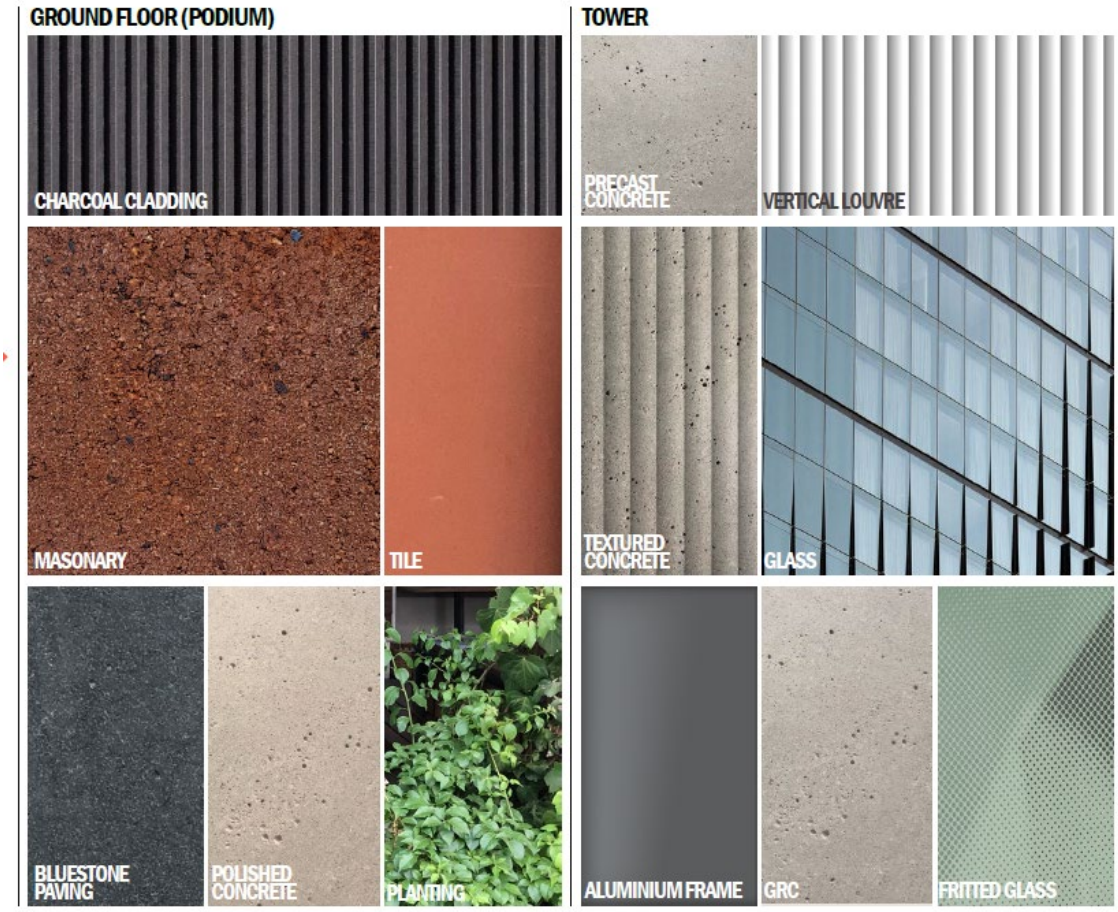
- Design Statement and Development Summary;
- Site Context;
- Design Response; and
- Architectural Drawings.

The design statement depicts the contextual setting of the subject site with reference to the streetscape and broader Adelaide CBD setting. Given the unique site dimensions there is a focus on the buildings vertical amenity, podium's connection with the public realm and the design principles that optimise the sites development opportunities. The design response presents as an integrated expression provided through 3D imaging of internal and external components, material description, elevation perspective and floor plans.

### 4.2.4 Materials and Finishes

The palette of external materials and finishes is detailed within the Design Architectural Report comprising:

- A tower façade incorporating the use of precast and textured concrete, aluminium framing, vertical louvre, GRC and varied glazing treatments; and
- A podium incorporating the use of masonry, bluestone paving, charcoal cladding, polished concrete and landscaping.




**General Materials**

### 4.2.5 Signage

Two signs have been integrated within the design of the roof top level on the North Terrace and Frome Street facades. Additional signage at street level includes a vertical sign on the North Terrace façade extending forward of floor levels 2 and 3, in addition to two signs integrated within the podium.

### 4.3 Traffic and Parking

No onsite parking is proposed in association with the hotel, nor is vehicle access attainable to the site.

Discussions have progressed with Adelaide City Council representatives to facilitate waste collection and deliveries within the Frome Street road reserve. A waste collection area and delivery permit zone are proposed to be integrated within the City of Adelaide road reserve upgrade plans currently in development for Frome Street.

While recognised as not being located on the subject site, the delivery permit zone is indicatively located adjacent to the lobby entrance, towards the southern portion of the western elevation. It is intended that the road reserve and future bike path will be indented in this location to enable deliveries and waste collection.

It is proposed that the road indentation will incorporate parking restrictions to ensure it remains clear during peak weekday traffic periods retaining two clear lanes on Frome Street. Discussions with Adelaide City Council are ongoing.

### 4.4 Waste Management

The details of the waste management strategy are outlined in the report prepared by infraPlan.

Waste is to be manually handled utilising 240 and 660 litre bins within a ground level storage room adjacent to the southern 'rear' elevation. The bins are to be manoeuvred to a nominated Council verge waste collection area and picked up outside peak periods to minimise traffic disruption.

### 4.5 Services

Lucid Consulting Australia has provided a services report outlining the special allocations provided to accommodate the following services with the design drawings:

- sustainability;
- mechanical services;
- electrical services;
- hydraulic services;
- fire protection services; and
- vertical transportation services.

The subject site is provided with sufficient access to public infrastructure services to accommodate the anticipated demand. Further, the design drawings appropriately accommodate the special requirements for the building's infrastructure.

### 4.6 Stormwater

PT Design has provided an assessment of the stormwater implications for the proposal, which is considered to be sufficiently captured and discharged from the site.

### 4.7 Staging

The construction of the building is to occur in four consecutive stages for the purposes of issuing staged Building Rules Consents. The staging of the proposed development is as follows:

- Stage 1: Demolition;
- Stage 2: Substructure construction;
- Stage 3: Superstructure construction; and
- Stage 4: Architectural fit-out and external façades.

## 5.0 DEVELOPMENT PLAN ASSESSMENT

The relevant version of the Adelaide (City) Development Plan for procedural and assessment purposes was consolidated on 7 June 2018.

The subject land, under this version of the Adelaide (City) Development Plan, is situated entirely within the Capital City Zone as shown on Adel/19 and is not located within a Policy Area.


**Figure 1: Zone Map Adel/19 Extract**

## 5.1 Procedural Matters

### 5.1.1 Relevant Authority

The Relevant Authority for the purpose of the assessment of the application is the State Commission Assessment Panel in accordance with Schedule 10 Part B which in accordance with Section 34 (1)(b) of the *Development Act, 1993* the Development Assessment Commission is constituted by the regulations as the relevant authority.

> *4B—City of Adelaide—developments over $10m*
>
> *(1) Development in the area of The Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds $10 000 000.*
>
> *(2) Subject to subclause (3), development— (a) under an application to vary a development authorisation given by the Development Assessment Commission under this clause; or (b) which, in the opinion of the Development Assessment Commission, is ancillary to or in association with a development the subject of an authorisation given by the Development Assessment Commission under this clause.*
>
> *(3) Subclause (2) does not apply to development involving a building in relation to which a certificate of occupancy has been issued.*

The proposed development comprises the construction of a building with a Development Cost that exceeds $10 million in the City of Adelaide.

### 5.1.2 Nature of Development

The proposed development of a multistorey hotel building is neither listed as Complying Development nor Non-complying Development under Capital City Zone Principles 38 and 39 respectively and accordingly the application is required to be assessed on its merits.

### 5.1.3 Category of Development

Capital City Zone Principle of Development Control 40 identifies those developments that are listed as Category 1 or Category 2 for the purpose of public notification in addition to those expressed in Schedule 9 of the *Development Regulations 2008*.

All forms of development are listed as Category 1, except that classified as non-complying or Category 2.

The proposed development is not listed as non-complying or Category 2 and accordingly is Category 1 for the purpose of Public Notification.

5.1.4 Statutory Referrals

The following agencies have been identified as requiring referrals under Section 37 of the *Development Act, 1993*:

- Government Architect or Associate Government Architect (ODASA):

  *24—Certain development in City of Adelaide*

  *Development in the area of the Corporation of the City of Adelaide for which the Development Assessment Commission is the relevant authority under Schedule 10 clause 4B (excluding variations of applications—see clause 1(5a) of this Schedule).*

- State Heritage Department

  5—State heritage places

  *(1) Other than development to be undertaken in accordance with a Heritage Agreement under the heritage Places Act 1993 or in a River Murray Protection Area under the River Murray Act 2003, development with directly affects a State heritage place, or development which in the opinion of the relevant authority materially affects the context within which the State heritage place is situated.*

## 5.2 Land Use

We are of the opinion that the hotel proposal is appropriate on the basis that:

- Tourist accommodation is listed as an envisaged land use under PDC 1 of the Capital City Zone; and
- the Desired Character Statement for Capital City Zone advises, in part, that it '*is the economic and cultural focus of the State and includes a range of employment, community, education, tourism and entertainment facilities'*.

## 5.3 Character, Setbacks and Podium

The Desired Character Statement for the Capital City Zone expresses the built form and character desired to be achieved and makes specific reference to the intended outcome for development fronting North Terrace.

The following extracts from the Capital City Zone Desired Character Statement in addition to PDC 11 are relevant to the assessment of the application:

> *"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.*

*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.*

*Exemplary and outstanding building design is desired in recognition of the location as South Australia's capital. Contemporary juxtapositions will provide new settings for heritage places.*

*Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development.*

*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.*

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

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

*"Development in minor streets and laneways with a high value character will respond to important character elements and provide a comfortable pedestrian environment…"*

**PDC 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.**

**PDC 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.**

The importance of the streetscape presentation and pedestrian focus of North Terrace for the city is apparent with its direct reference within the Desired Character of the Capital City Zone. The proposal honours this intent with the provision of floor to ceiling glazing at ground level and an active ground level street frontage. The North Terrace floor level is raised and provided with bench seating forward of the glazing which is protected from the weather by a canopy overhead. This design outcome also facilitates a landscaping opportunity in the form of a green roof over the canopy and within the North Terrace frontage.

The open and transparent focus of the ground level streetscape presentation reinforces the interesting pedestrian environment and human scale envisaged for North Terrace. The glazing also returns around the corner to the Frome Street frontage, extending 8.8 metres along the western elevation. The glazing to both elevations provides a high degree of pedestrian permeability within the corner of the building. There is an opportunity for pedestrians to look through the lounge windows and view the alternate street verge. This element is further enhanced by the height of the canopy that wraps around the corner at up to 4 metres above ground level.

The Frome Street frontage is also provided with a second section of floor to ceiling glazing located adjacent to the reception and lobby. This provides an open and permeable streetscape presentation and includes a pronounced glazed entrance statement. The windows are recessed 400mm from the boundary to accommodates an informal bench seat with canopy protection for Frome Street pedestrians. The design outcome is effective in providing ground level activation that also extends the width and function of the public realm.

In its entirety, the ground level floor provides a podium presentation of generous height that is clearly delineated in its architectural expression from the 'tower' above. The use of visually recessive colours and materials reinforces the podium's human scale.

The two-tier façade feature resulting from the expressed tower above the podium reinforces the envisaged "high scale" development, with the podium built to the street alignment that maintains high street walls. The design contrast of the red brick and glazing of the podium and the tower development above provides well defined and continuity of frontage while retaining an open and permeable streetscape. The proposed development delivers on the desired character for the Capital City Zone and specifically responds to the attainment of the character envisaged for the Central Business District.

## 5.4 Built Form

### 5.4.1 Design and Appearance

The following Built Form and Townscape Council Wide Objectives and PDCs outline the intent to be attained by development within the City of Adelaide, and directly reflect the importance of the built form and architectural expression contemplated within the CBD.

**Capital City Zone**

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

**Materials, Colours and Finishes**

| | |
|---|---|
| **Objective 187** | **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.** |
| **Objective 188** | **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** |
| **Objective 189** | **Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.** |
| **Objective 190** | **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).** |

The importance of the proposed built form quality in the Capital City Zone is recognised in the relevant Zone and Council Wide Principles of Development Control that variously seek:

*"high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State"*

*"Development which incorporates a high level of design excellence"*

The proposed development was the subject of the "Design Review Process" with the Office of Design and Architecture South Australia where the quality of the design was critiqued, reviewed and developed recognising the dimensional constraints of the site, its context and the prominence of its corner location.

The design responds to the contextual setting with the use of high-quality materials and finishes on both the tower and podium. The design intent of the vertical alignment of the tower façade creates a simple and singular expression providing a slender presentation over a distinct podium.

The podium is well defined with the use of a charcoal cladding strip providing a recessed element that extends across the façade representing a consistent design link for the podium. The use of glass and face bricks below the cladding results in a pedestrian scale presentation that utilises robust construction materials. The podium is considered to be of a high level of design and finish that provides an open, transparent and human scale streetscape presentation.


**Figure 2**


**Figure 3**

The Schematic Design Architectural Report prepare by Woods Bagot accompanying the lodgement documents provides a detailed description of the Design Philosophy and the Contextual reference for the design.

### 5.4.2 Building Height

PDC 22 of the Capital City Zone and Council Wide PDC 172 provide guidance with respect to the height of buildings. Together, they recommend that:

**PDC 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.**

**PDC 172 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.**

The proposed building will be 16 storeys and according to the 'building level' definition contained within Schedule 1 of the Adelaide (City) Development Plan, incorporates a maximum height of 51.5 metres above the Frome Street ground level.

Figure CC/1 of the Adelaide City Development Plan indicates a maximum building height of 53 metres in this location, as depicted on the following image:

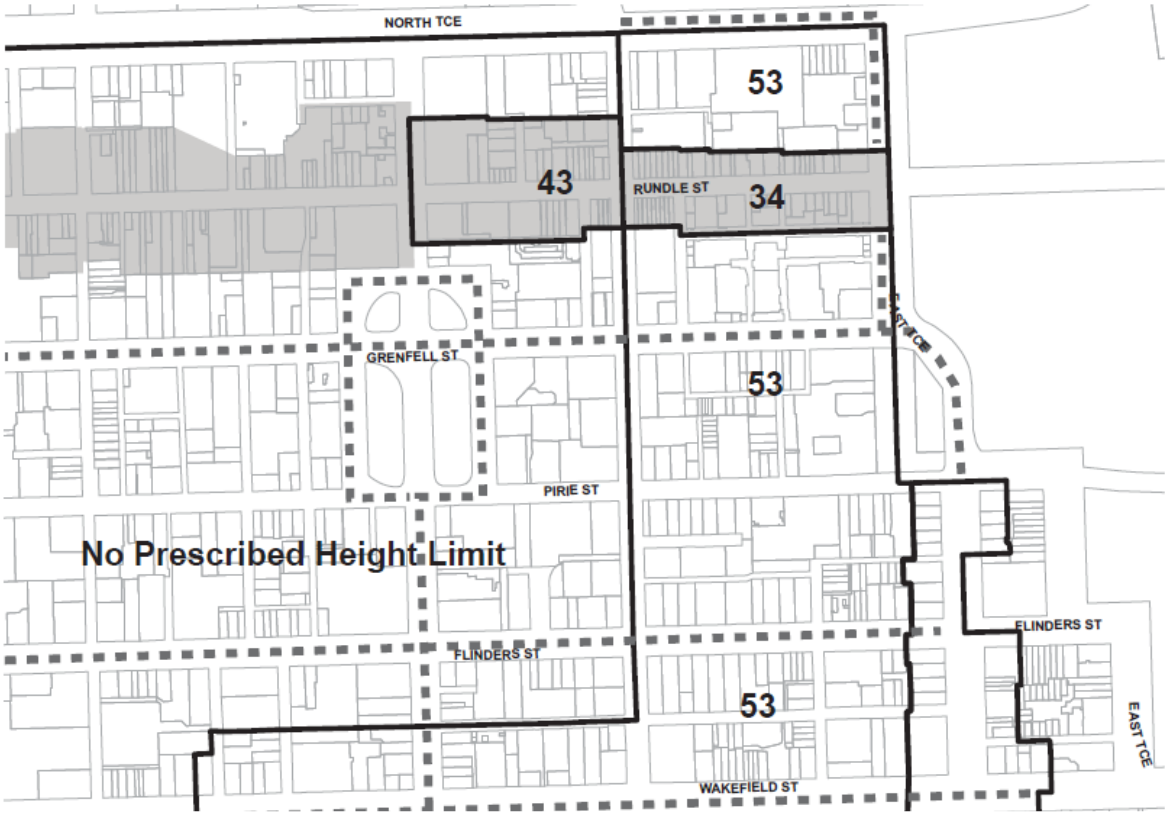



**Figure 4 Extract from Concept Plan Figure CC/2**

The proposal site comfortably within the maximum height limit of 53 metres.

Further, construction has commenced on two multi-level buildings located directly to the west of the subject site incorporating a 118-metre-high student accommodation building and 136-metre-high mixed-use apartment and hotel building. The proposal provides a natural transition from the scale of these adjacent buildings to that of the lower scale to the east as evident in the following perspective:

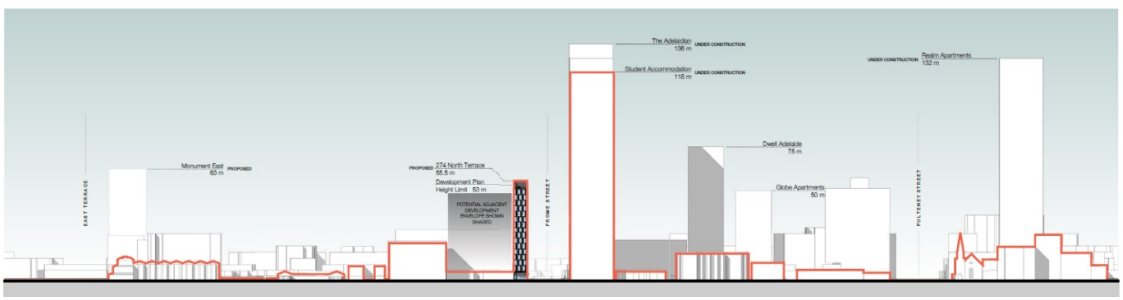


**Figure 5 North Terrace Streetscape Elevation**

The intent of development within the Capital City Zone is to 'optimise' floor space yields through the provision of tall buildings to ensure an appropriate density is achieved. The proposal is considered to support the intent of providing effective density within this strategically important CBD location with the provision of an appropriate development height.

Notably, ODASA has considered the height of the building in the context of its surrounds and have provided their endorsement of the height in the context of the locality.

5.4.3 Building Composition

The following Capital City Zone Principles provide guidance with respect to the composition of building:

**PDC 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.**

**PDC 7** **Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.**

**PDC 8** **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.**

**PDC 9** **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.**

**PDC 10** **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.**

The architectural form of the proposed development has been designed to prevent the massing of blank façades and provide an identifiable ground and upper level to the building. The ground level active frontage to North Terrace and Frome Street establishes an open and permeable base, while the tower levels above present a clearly defined section of the building.

The composition and nature of the land use activities at ground level together with the upper levels of the building combine with the architecture to respond to, and enhance the desired character of the locality, with a clear pedestrian focus.

5.4.4 Building Canopy

The provision of canopies within the Capital City Zone and in the Primary Pedestrian Area is desirable where it provides all weather protection to pedestrians and is compatible in style and character with the associated building. The subject site is located within the Primary Pedestrian Area, as identified on Map Adel/1.

**Capital City Zone**

**Desired Character Statement**

**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.**

**Council-wide**

**PDC 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.**

Two canopies are proposed to be located on the Frome Street frontage, with each example protecting floor to ceiling glazing and providing shelter for informal bench seating. The concrete canopies are slim lined, representing a recessive visual element and are capable of supporting 'green roof' landscaping above.

The canopies retain a minimum height of 3.2 metres relevant to the floor level of the building. As such, the canopy height varies with the natural grade of the verge, ranging from 3.2 metres towards the south and 4 metres towards the north. Each canopy extends 1.2 metres into the Council verge. We note that the canopies are consistent with the quantifiable encroachment guidelines outlined in the City of Adelaide Encroachment Policy (recently amended), as indicated in the following figure:

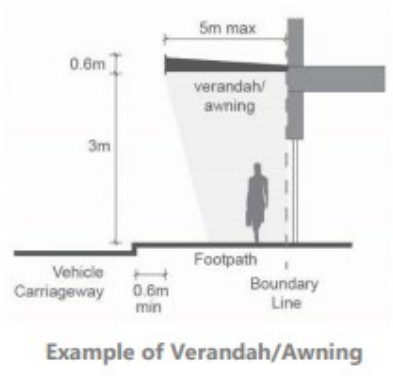



**Figure 6: Adelaide Operating Guidelines Verandah/Awning Encroachment**

We also note that the canopies are consistent with the Development Plan guidelines as outlined in Council Wide PDC 222:

> **Council-wide**
>
> **PDC 222 Cornices, sunscreens and hoods should:**
>
> **(a) have a minimum height of 3 metres above the level of the footway or 5 metres above a carriageway;**
> **(b) have a maximum projection of 1.2 metres over a public space which exceeds 10 metres in width and a maximum of 600 millimetres over a public space which is 10 metres or less in width; and**
> **(c) be constructed to prevent water dripping or running into a public place.**

The canopies are well located to provide weather protection being adjacent to the lounge and front of house opening windows and publicly accessible bench seating within the development. The canopies are consistent with the design intent of protecting pedestrians from rain, wind and sun while also providing a subtle and effective articulated element to the podium façade.

## 5.5 Signage

Capital City Zone Principles of Development Control 33, 34 and 35 provide guidance on appropriate signage displays, as follows:

> **PDC 33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.**
>
> **PDC 35 There should be an overall consistency achieved by advertisements along individual street frontages.**

Two sign zones have been integrated within the design of the roof top level on the North Terrace and Frome Street facades. Additional signage at street level includes a vertical sign on the North Terrace façade extending forward of floor levels 2 and 3, in addition to two signs integrated within the podium.

The signage provides building identification typical of a building of this nature. Each sign will be consistent and simple in design and style. The signs are considered to be of appropriate size, scale and number for a building of this size, providing effective proportions and a simple presentation.

## 5.6 Access, Parking and Traffic

### 5.6.1 Pedestrian Access

Capital City Zone Principle of Development Control 28 together with Council-Wide PDC 239 provide guidance with respect to pedestrian access and movements. They recommend that:

> **PDC 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).**

**PDC 239 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.**

Map-Adel/1 (Overlay 4) nominates North Terrace as a High Concentration Public Transport Route and Frome Street as a Public Transport Pedestrian Route. In this context, locating a hotel on this corner site will provide uplift through density in the utilisation of these key pedestrian and public transport thoroughfares. The development will provide activity and a convivial relationship with the public realm through additional population and the transparent and open podium design. These elements are further enhanced by the inclusion of generous canopies over the road reserve verge and the bench seating integrated within the façade.

Notably, the proposal will result in the removal of two double width driveway crossovers from the Frome Street frontage, providing a significant enhancement to pedestrian amenity. Notably, this pedestrian thoroughfare is further enhanced given the absence of waste and delivery trucks requiring access the site. To this end, the provision of a time limited Frome Street loading zone is considered to represent the most appropriate functional outcome with the intention of providing a pedestrian focused verge.

The proposal will greatly enhance the pedestrian focus of Frome Street in particular through the human scale design. The additional population on the site will also ensure there is greater demand for the pedestrian environment and public transport, improving the economies of scale for this infrastructure, providing a city-wide benefit.

### 5.6.2 Vehicular Access

Council Wide Objective 70 and Council-wide PDCs 240 and 241 provide guidance with respect to access, as well as the loading and unloading of goods. Together, they recommend that:

**Objective 70: Adequate off-street facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles.**

**PDC 240 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.**

**PDC 241 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.**

No vehicle access is proposed in association with the development. The proposal will result in the removal of two existing 6-metre-wide Frome Street driveway crossovers. The removal of these access points eliminates an existing vehicle/pedestrian conflict risk and provides greater pedestrian amenity to the busy Frome Street footpath.

It is intended that deliveries and waste pickup will be managed within the Frome Street road reserve. Discussions to this effect are ongoing with the City of Adelaide, with on street parking controls suggested to include 'No Parking' or 'Loading Zone', with No Stopping during peak weekday periods to retain 2 clear lanes of traffic. The provision of a functional on street parking arrangement is achievable and will benefit the area in reducing the potential for pedestrian and vehicle conflict within the Frome Street footpath.

Waste management and the receipt of deliveries is proposed to be managed in the same manner, with a time limited on street Delivery Permit Zone. The provision of waste collection and deliveries from the Frome Street road reserve is considered to represent the best urban design outcome for the site with the intention of enhancing pedestrian amenity.

### 5.6.3 Car Parking

PDC 26 of the Capital City Zone provides guidance with respect to the provision of on-site car parking. It recommends that:

> **PDC 26 Car parking should be provided in accordance with Table Adel/7.**

According to Table Adel/7 of the Adelaide (City) Development Plan, there is no minimum statutory car parking requirement for hotel in the Capital City Zone. Given the excellent pedestrian access to the CBD pedestrian network and public transport options for this strategically important site, no on-site ca parking has been provided.

### 5.6.4 Bicycle Parking and Facilities

Council wide Principles of Development Control 234, 235 and 236 are most relevant for the assessment of on-site bicycle parking

> **PDC 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.**
>
> **PDC 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.**

Table Adel/6 of the Adelaide City Council Development Plan identifies bicycle parking rates of:

| USER | BICYCLE PARKING RATE | NUMBER OF BICYCLE PARKS REQUIRED |
|---|---|---|
| **Employee** | 1 per 20 employees | 1 |
| **Guests** | 2 for the first 40 rooms, plus 1 for every additional 40 rooms | 8 |

No formal bike parking spaces are proposed in association with the hotel. Given the unique accommodation option proposed, the additional transport options now available and the sites central location, it is anticipated that there will be little bike parking demand from patrons or staff.

An assessment of the relevant bike parking rate referencing Table Adel/6 has been undertaken by infraPlan, and is detailed within the **attached** report, which outlines the reasoning for not providing bicycle parking as:

- the 2-star nature of the hotel operation results in a minimally staffed operation on a highly constrained site;
- hotel guests are unlikely to own a bicycle but will be in close vicinity of the BikeSA Free Bike Hire scheme commonly used by tourists at the UniSA East Campus on North Terrace (less than 100m from the site);
- being in a CBD environment, guests have:
- excellent access to public transport such as trams and buses; and
- walking access to many attractions and services.
- there is an increase of public mobility device sharing facilities that are likely to be used by guests such as scooters and bicycles that the City of Adelaide currently participates in; and
- there is an adjacent off-street public car park that provides free bicycle parking.

Given the reasons listed above, minimal demand for on-site bicycle parking is envisaged for this unique hotel product. As such, the provision of bicycle parking is not considered to be relevant or fundamental in this instance.

### 5.7 Council Verge

Our client is committed to continue being an engaged stakeholder in consulting with the City of Adelaide in their design and implementation of the public realm adjacent their site as part of the Frome Street Bikeway civil works. Our client is open to the opportunity for tree planting options within the verge in leu of the removal of the existing Council verge trees, to be undertaken is association with the bikeway upgrade and the opportunity for an indented loading bay. We encourage this element to be considered in the referral comments received from Council.

## 5.8 Services

Council Wide Objective 41 and Council Wide PDCs 132, 133 and 135 provide guidance with respect to the provision of services. Together, they recommend that:

> **Objective 41: Provision of services and infrastructure that are appropriate for the intended development and the desired character of the Zone or Policy Area.**
>
> **PDC 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.**
>
> **PDC 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.**
>
> **PDC 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.**

The Infrastructure Report accompanying the application documentation lists all of the mechanical, electrical, vertical transportation, hydraulic and fire protection services that will be provided as part of the proposed development and it is particularly relevant for the Commission to note that:

- the building will have adequate access to the existing electricity, water, sewerage, gas and communications infrastructure along Frome Street; and
- the waste, transformer, plant and gas on the ground floor level of the building will not be visible from the public realm.

## 5.9 Environmental Considerations

### 5.9.1 Heritage and Conservation

The site of the proposed development is not located directly adjacent to a Heritage Place, however is recognised that there are numerous examples within the locality, particularly fronting North Terrace.

> **Objective 43: Development that retains the heritage value and setting of a heritage place and its built form contribution to the locality.**

The locality is of a progressive character with numerous recently constructed high rise building being in close proximity to the subject site. In particular, a student accommodation and a mixed-use apartment and hotel building are currently under construction directly to the west.

With the absence of a Heritage place being located directly adjacent to the subject site, the qualities of the building's design are more appropriately considered within the general context of the CBD locality. To that end, the proposal sits comfortably within the development rhythm of the streetscape and is not considered to impact on the context and setting of the surrounding heritage items.

5.9.2 Crime Prevention Through Urban Design

Inherent in design is the need to ensure that development provides for a safe secure and crime resistant environment as envisaged in the relevant Council-wide CPTED objectives and principles.

**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.**

**PDC 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.**

The internal and external design of the proposed development considers the fundamental principles of CPTED and therefore satisfies the afore-quoted Development Plan provisions through the following design and operation techniques:

- the ground floor frontage to both North Terrace and Frome Street incorporates extensive glazing to enable passive surveillance of the street;
- the ground floor glazing adjacent to the North Terrace/Frome Street corner provides line of sight through the building, enhancing the visual permeability of the intersection; and
- the hotel reception desk is centrally located with clear lines of sight to Frome Street, North Terrace, the lift core, stair well entrance and back of house.

Further to the above design outcome is the fundamental passive benefit derived from the accommodation of up to 253 patrons, their comings and goings and use of the surrounding street network.

### 5.9.3 Waste Management

Council Wide PDCs 101 and 103 provide guidance with respect to the management of waste. Together, they recommend that:

> **PDC 101 A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.**
>
> **PDC 103 Development greater than 2000 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.**

Full details of the waste management solutions to be implemented throughout the proposed development are contained within the **attached** infraPlan Waste Management Report.

Given the unique accommodation model of limiting food offerings to a continental-style buffet breakfast option with no on site kitchen, room service, dining area or mini-bars, the waste generation will not be that of a typical hotel. As such, in summary, the waste associated with the proposed development is to be managed as follows:

- Waste is primarily to be manually handled;
- Bins within the common areas will be collected by staff members;
- Individual hotel room bins will be collected and sorted by the cleaner into general waste, organic and recyclables;
- The three waste streams will be stored in 240 and 660 litre bins at ground level; and
- The waste bins will be manoeuvred to the kerb to facilitate pick up outside of peak traffic times by a private contractor. Weather the bins a manoeuvred prior to pick up or by the truck driver remains a discussion point with the City of Adelaide.

### 5.9.4 Stormwater Management

Council Wide PDCs 128, 129, 130 and 131 provide guidance with respect to the management of stormwater. Together, they recommend that:

> **PDC 128 Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.**

**PDC 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.**

**PDC 130 Development should not cause deleterious effect on the quality or hydrology of groundwater.**

**PDC 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.**

Given the modest size of the allotment, stormwater received from the proposed development:

- will not increase the amount of runoff generated by the development which it is set to replace;
- the existing stormwater infrastructure surrounding the subject land is unlikely to experience increased post-development flows;
- on-site detention to reduce peak flows before entering the existing stormwater infrastructure surrounding the subject land is not required; and
- it will not be necessary to treat any of the runoff generated by the proposed development.

With this in mind, the proposed development is considered to satisfy Council Wide PDCs 128, 129, 130 and 131.

5.9.5 Wind Effects

Council Wide PDCs 119 and 125 seek to minimise the micro-climatic impact of buildings on their immediate surrounds. Together, they recommend that:

**PDC 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.**

**PDC 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.**

Whilst the full effects of the proposed building on wind flows in this locality are outlined in detail in the Qualitative Wind Assessment report, it is important for the Commission to note that:

- given the height of the building, there will be some effect on the local wind environment;
- the impacts on pedestrian comfort and safety are not expected to be significant; and
- the wind conditions around the development are expected to be classified as acceptable for pedestrians standing or waking and pass the distress/safety criterion.

With these findings, the proposed development is considered to satisfy Council Wide PDC's 119 and 125.

## 5.10 Building Services

The proposed development has been informed by detailed services engineering advice regarding the positioning and spatial arrangements for building services.

**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.**

**PDC 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.**

**PDC 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.**

The services infrastructure is located away from the primary street frontage and designed as an integral part of the building. Plant and Equipment is located to the rear of the site at ground level. The design and location of the buildings infrastructure is considered to be an effective design outcome separating it from public view while being functionally practical, consistent with the intent of Council Wide Objective 40, 41 and PDC 132 and 133.

## 5.11 Environmentally Sustainable Design

Council Wide Objective 30 and Council Wide PDC 108 combine to call for environmentally sustainable development. Together, they recommend that:

**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.**

**PDC 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.**

Lucid Consulting Australia have been engaged to provide a sustainability report outlining the ESD strategies incorporated within the building design, which summarises the sustainability initiatives as incorporating:

- high performance building envelope: wall, floor and roof insulation R-values to meet/exceed best practice guidelines;
- high performance glazing with solar control to mitigate solar heat gains in summer;
- use of architectural facade feature elements to shade glazing;
- energy efficient massing with minimal exposed ceilings and floors (Levels 1 to Level 16/Roof have the same boundaries);
- LED lighting throughout;
- motion sensors for efficient lighting control within common areas;
- water efficient fittings;
- low volatile organic compound (VOC) paints;
- provided amenities to provide high quality of living environment (gym and yoga studios);
- feasibility of Solar Photovoltaic (PV) system to be investigated; and
- high efficiency mechanical systems.

Accordingly, the Council-wide Objectives and Principles of Development Control listed above relating to infrastructure are considered to be satisfied.

## 6.0 CONCLUSION

We conclude that the proposed development of an integrated 16 storey hotel complies with the relevant Capital City Zone and Council-wide provisions of the Adelaide (City) Council Development Plan.

In particular, the proposed development:

- establishes a land use that is expressly envisaged within the Zone and Central Business Policy Area;
- establishes a building that exhibits design excellence and will make a positive contribution to the pedestrian focus of North Terrace and Frome Street, and the skyline of the broader CBD;

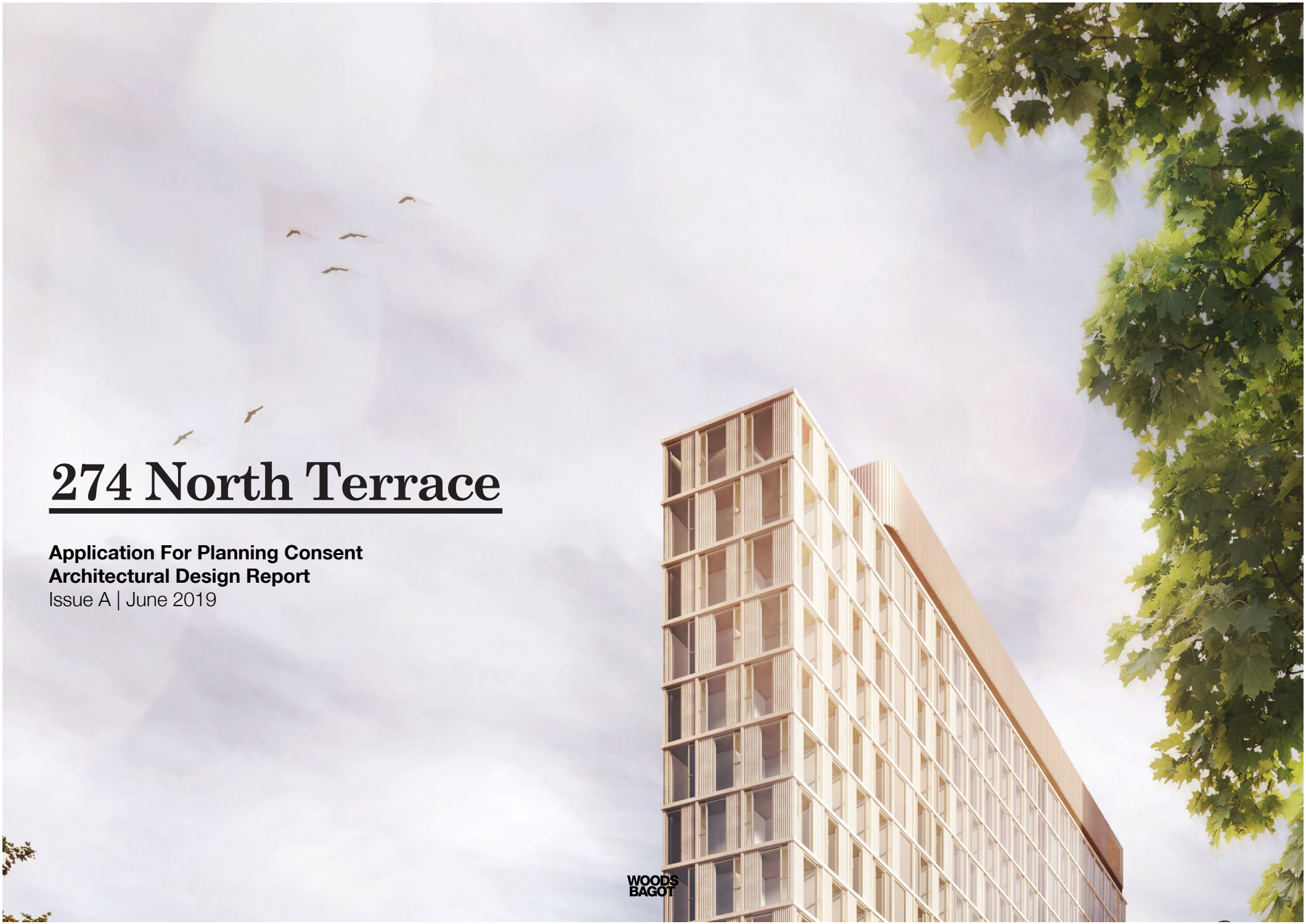
- reinforces and enhances the active street frontages of North Terrace and Frome Street, facilitating a permeable pedestrian environment
- is ideally located to take advantage of the public and private transport opportunities and has excellent pedestrian access to the East End, Rundle Mall, the Torrens precinct, park lands and Lot 14; and
- provides for the necessary services and operation functions without detriment to the locality.

Accordingly, the proposal meets the land use, design and functional expectations of the Development Plan.

We conclude that the proposed development is not seriously at variance with the provisions of the Development Plan, and we therefore invite the State Commission Assessment Panel to accept that the proposal meets the provisions of the Development Plan in a manner sufficient to enable the application to be approved.

**Stewart Hocking** MPIA
B/A in Planning

14 June 2019



# 274 North Terrace

**Application For Planning Consent**
**Architectural Design Report**
Issue A | June 2019

WOODS BAGOT

# Contents

# Development Summary.

# 01 Summary
## Design Statement

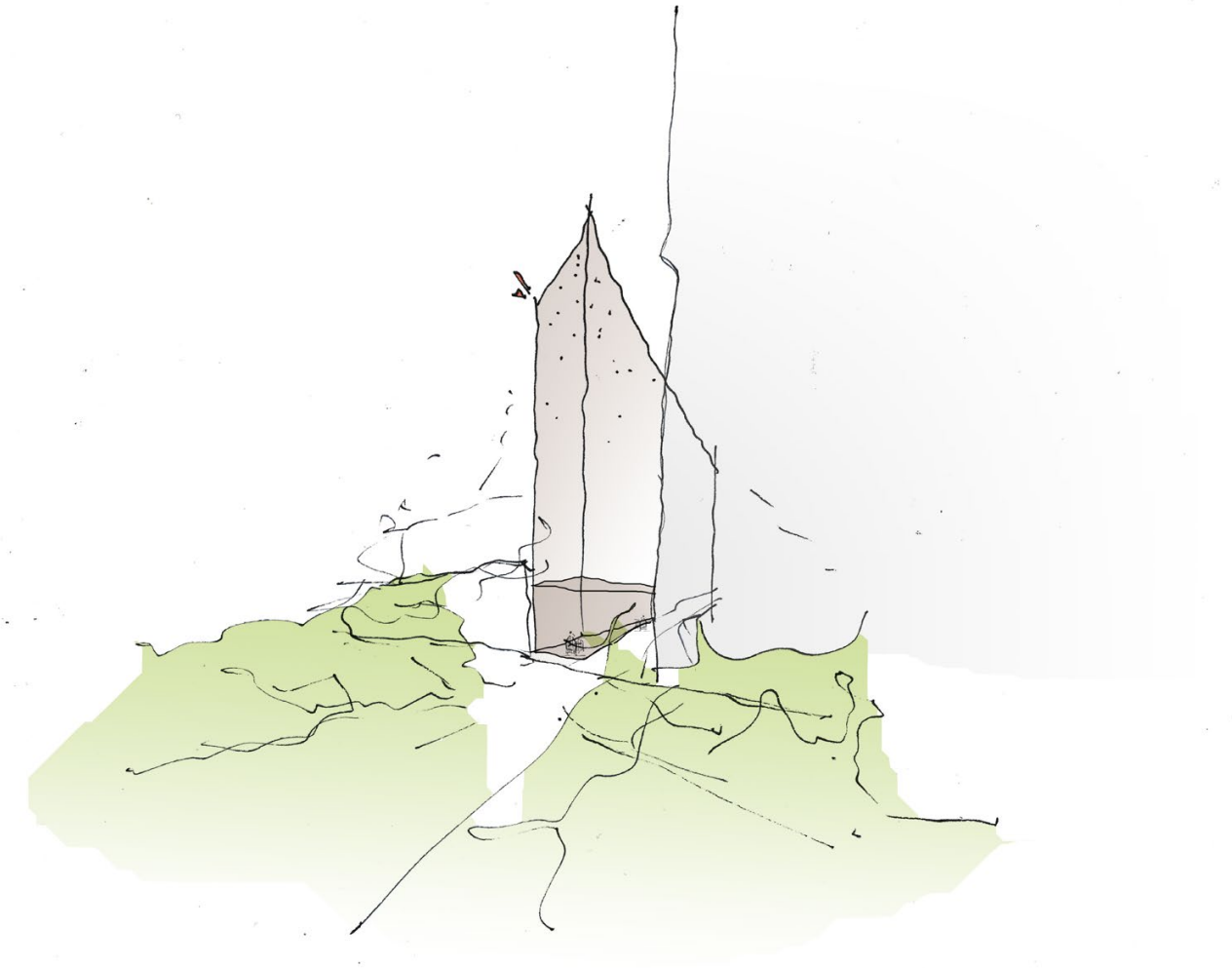
**DEVELOPMENT PROPOSAL**

# Design Statement

Inherent in its corner location, this site operates as an urban gateway and has been designed to provide a ‘Front Room’ to the East End. Highly considered in its relationship to the street, the design has been tailored to reinforce the north-south axis of Frome road through formulation of an activated ground plane, conceived as an occupiable threshold built of the precinct’s past and present character.

In response to a growing ‘Micro Hotel’ trend, the accommodation type has been geared towards the younger tourist demographic and will provide a tailored accommodation experience ideally located adjacent the East End food and beverage precinct, Educational precinct and Lot 14 Creation and Innovation Neighbourhood.

Born of the site’s unique proportions, a rational and modular design approach has informed the design of the hotel’s planning and façade expression.



# 01 Summary
## Development Summary

**DEVELOPMENT PROPOSAL**

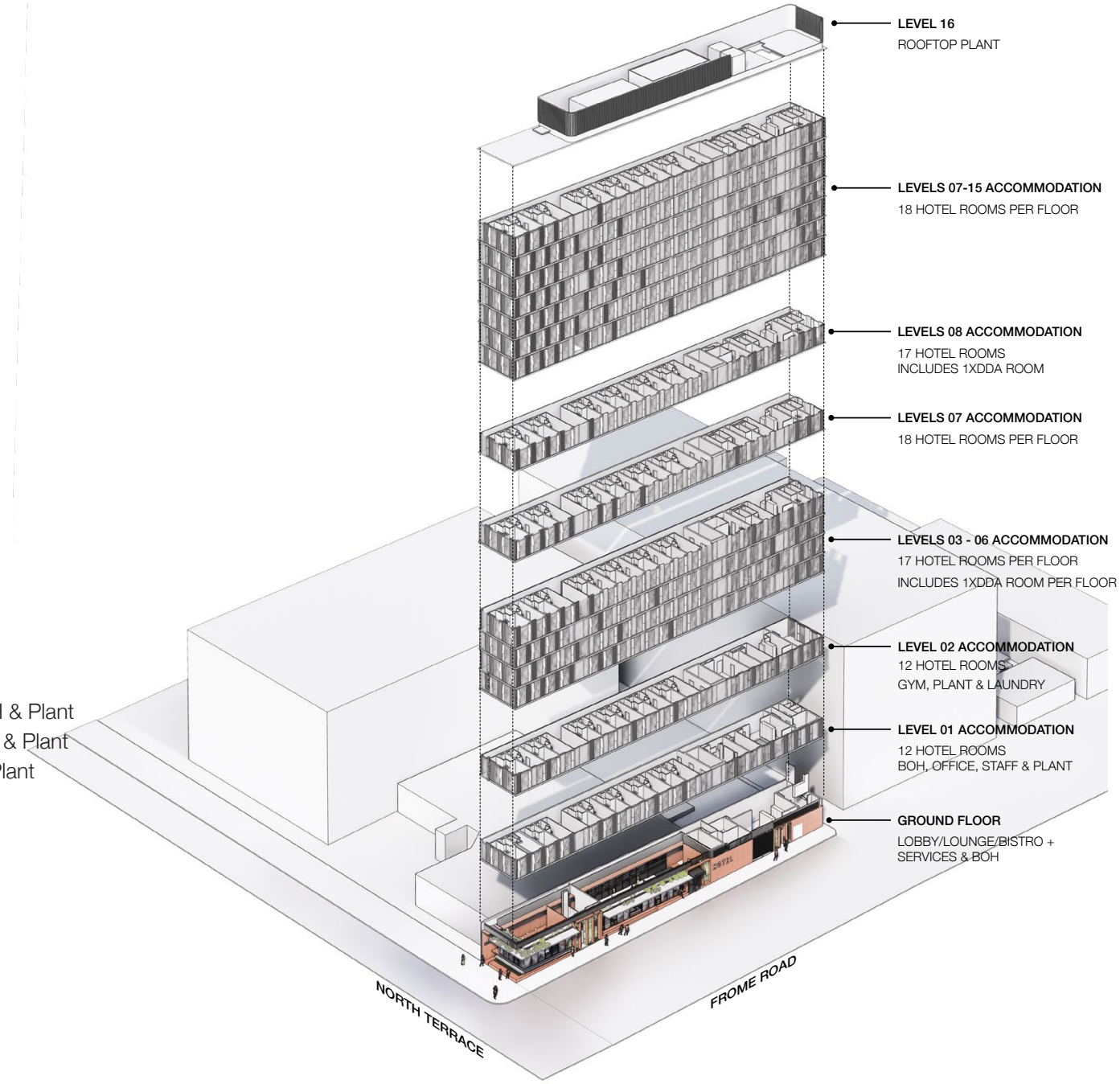
# Development Summary

### Location
274 North Terrace, Adelaide SA

### Building Type
17 Level Micro Hotel

### Building Composition
- **Ground Level** Lobby, Lounge, Bistro/Bar, BOH & Plant
- **Level 01** Accommodation + BOH, Office, Staff & Plant
- **Level 02** Accommodation + Gym, Laundry & Plant
- **Level 03-15** Accommodation
- **Level 16** Roof Level Plant

### Yield
253 Hotel Rooms
Approx. GBA 7375m$^2$



# Site Context.

# 02 Site Context
## Urban Context


Our site is located on the corner of North Terrace and Frome Road, well positioned in close proximity to both the Educational, Retail and Dining precincts, neighbouring the Lot 14 Neighbourhood and park-lands.

As such, the proposal for a Hotel offering and activated ground floor will be well supported by adjacent land uses.

# 02 Site Context
## Urban Context

CONTEXT

# Value Proposition.

Following the relocation of the Royal Adelaide Hospital, Adelaide's East End precinct has entered into an exciting period of renewal.

Defining and integral gateway along Frome Road, our site will form a key part in the renewal of the broader precinct.

Addressing its central location, our proposal will respond to the surrounding land uses and built fabric to provide an accommodation offering well suited to the precinct user group consisting of a high 'student' population, 'young professional' of the Lot 14 Precinct as-well as the 'East-End tourist' market.

HERITAGE


CREATION + INNOVATION NEIGHBOURHOOD


STUDENT POPULATION


BOTANIC GARDENS / PARKLANDS

EAST END

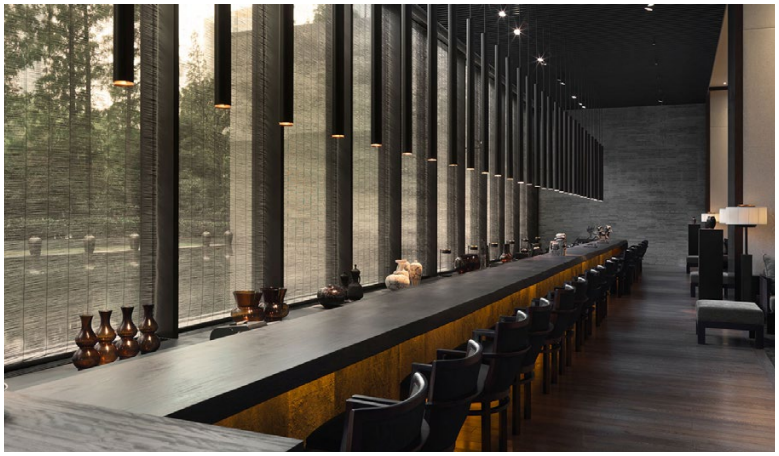
FESTIVAL CULTURE

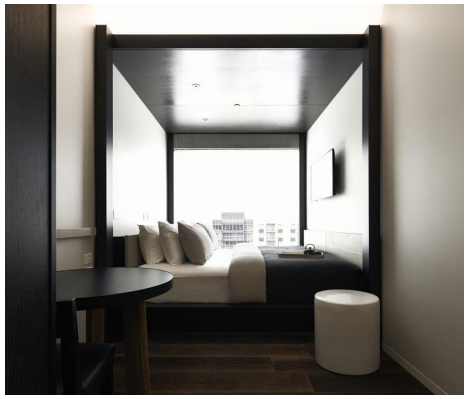
# 02 Site Context
## Urban Context

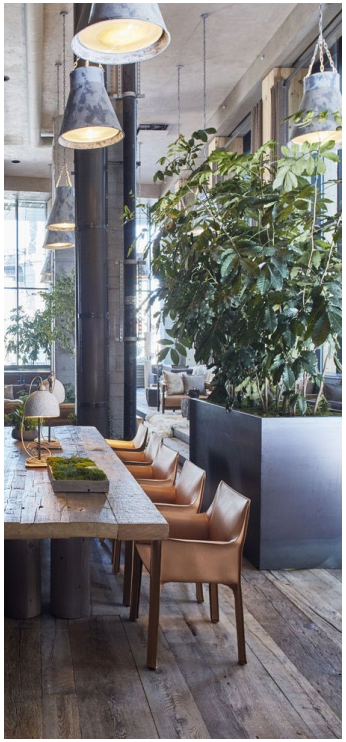
CONTEXT

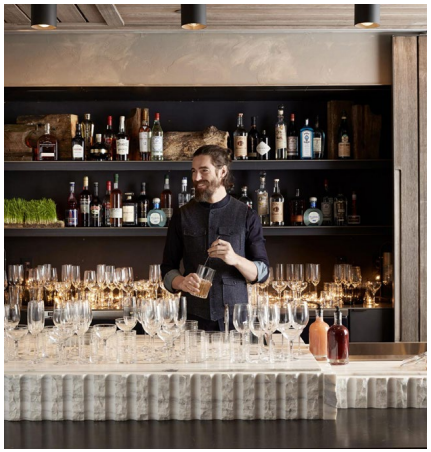
# Value Proposition.

In response to a international ‘Micro Hotel’ trend, the accommodation type has been geared towards the younger tourist demographic and will provide a tailored accommodation experience ideally located adjacent the East End food and beverage precinct, Educational precinct and Lot 14 Creation and Innovation Neighbourhood.







# 02 Site Context
## Existing Conditions

CONTEXT

# Existing Conditions.

Occupying a key corner site, our proposal will respond to the character and built form of both Frome Road and North Terrace through its scale, materiality and rational expression.

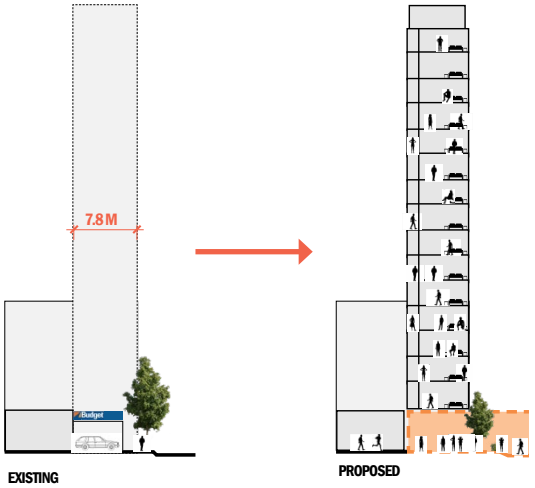
Local Heritage State Heritage

# 02 Site Context
## Existing Conditions

CONTEXT

# Latent Potential.

Unique in its proportions, our site has remained underutilised as a rental vehicle carpark and office. Our proposal has been intelligently designed to work with the unique site constraints to develop an architectural response that capitalises on the site's attributes and provides a city offering worthy of its location.





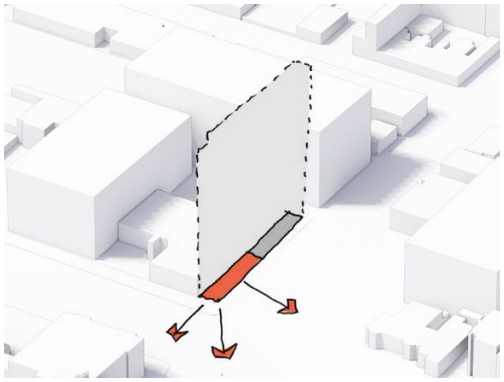

# Design Response.

# 03 Design Response
## Design Principles

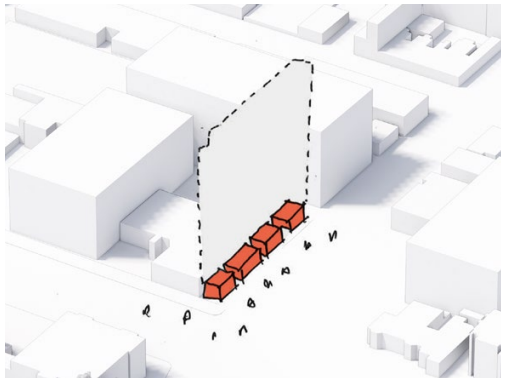
DESIGN NARRATIVE

# Illustrated Design Principles.

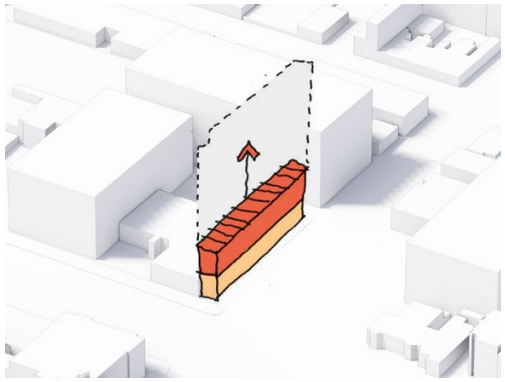
01. CORNER ACTIVATION



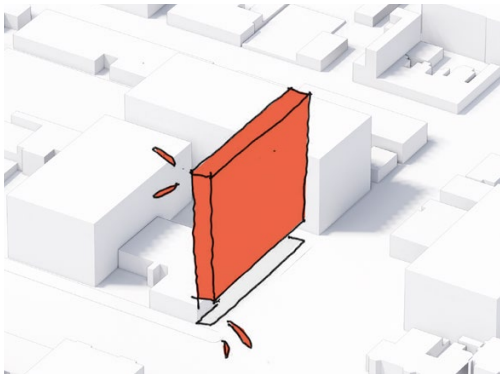
02. FINE GRAIN



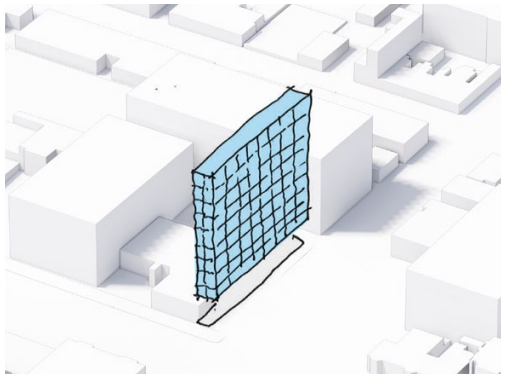
03. MODULAR APPROACH



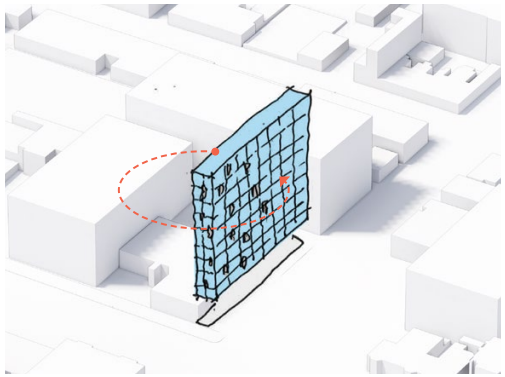
04. GATEWAY



05. HONEST EXPRESSION



06. BUILDING IN THE ROUND



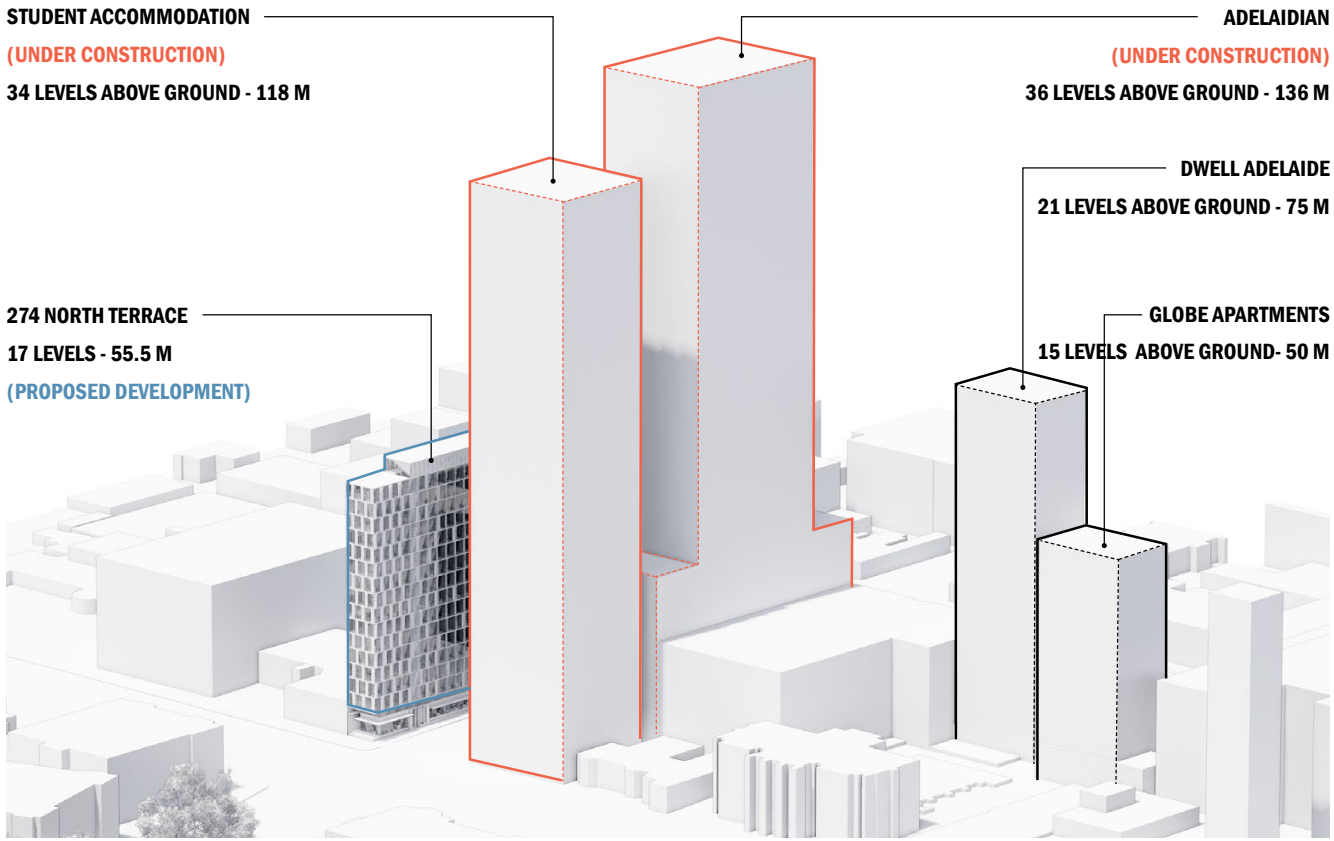
# 03 Design Response
## Massing

SITE MASSING

# Inherent Scale.

Given the site constraints, our development massing has been developed through a vertical extrusion of the unique site footprint.

Adjacent the two approved developments under construction across the road from our site, our building will read as a slender form with a vertical expression that works to define the Frome Road gateway into Adelaide's CBD.



# 03 Design Response
## Massing

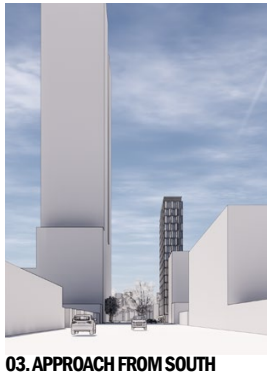
SITE MASSING

# Scale & Proportion.

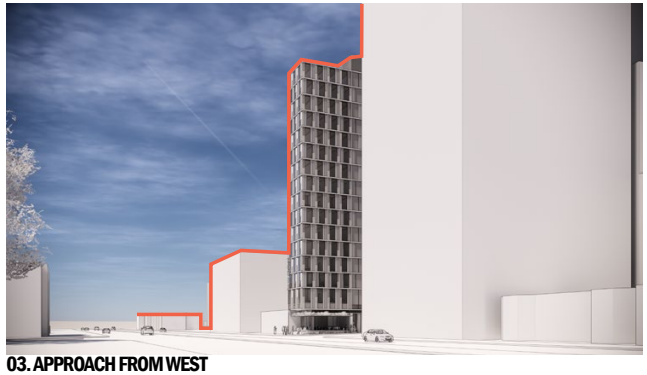
The main building mass to North Terrace adheres to the development plan height limit, providing the North Terrace street-scape with a gradual transition from the low rise character east of our site to the high rise towers directly west.

01. APPROACH FROM NORTH

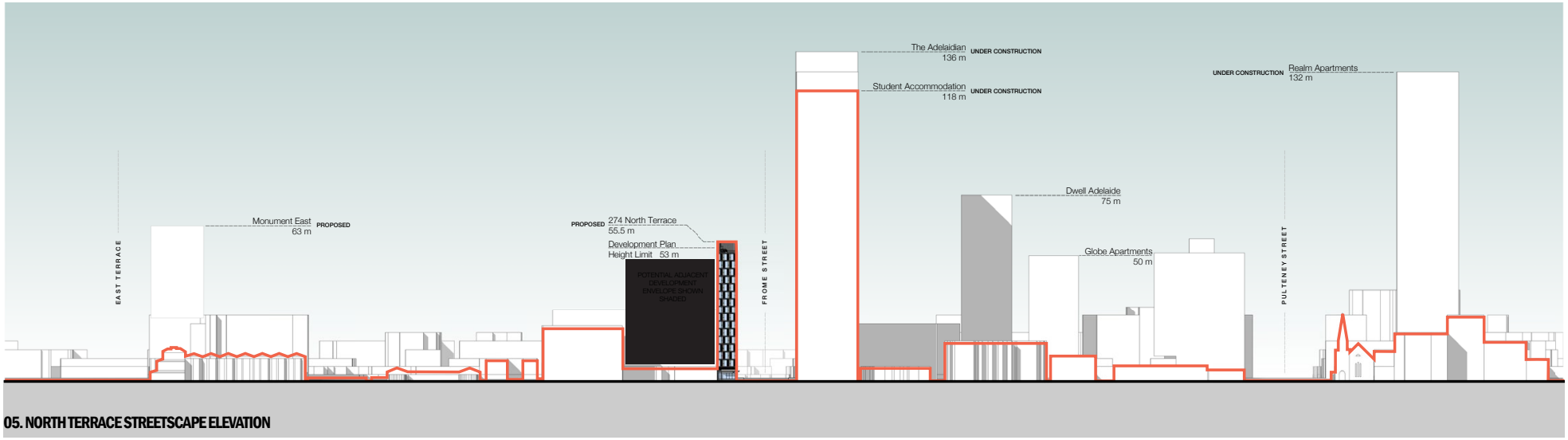
02. APPROACH FROM EAST



03. APPROACH FROM SOUTH



03. APPROACH FROM WEST




05. NORTH TERRACE STREETSCAPE ELEVATION

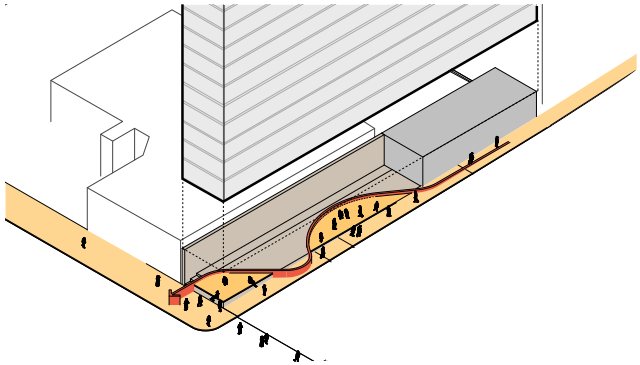
# 03 Design Response
## Design Narrative

DESIGN RESPONSE

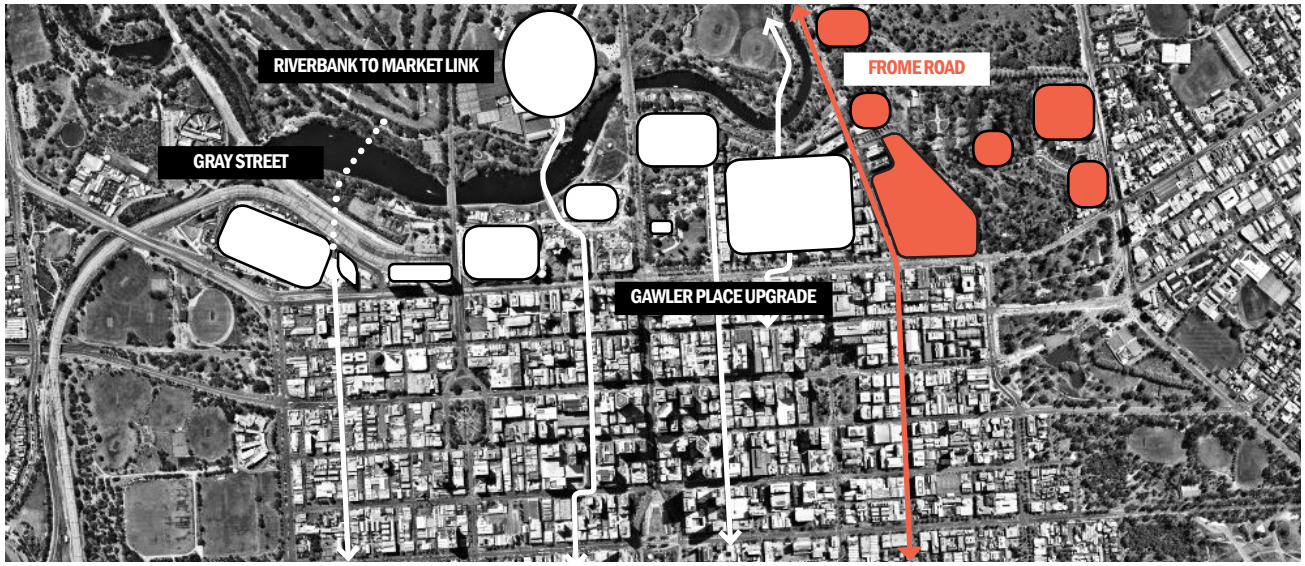
# North-South Shift.

The Adelaide city has long been defined by it's established East-West links. In recent years however, there has been a shift towards reinforcing and developing key North-South pedestrian links such as the Riverbank to Market link, Gawler Place upgrade and the Frome Road Bike-way. Inherent of it's corner location, our proposal will form a key gateway along Frome Road.

Highly considered in its relationship to the street, the design has been tailored to reinforce this North-South movement through formulation of an activated ground plane, conceived as an occupiable threshold built of the precinct's past and present character.



**REINFORCED NORTH-SOUTH CONNECTIONS**




**EAST END INGREDIENTS**

# 03 Design Response
## Design Narrative

GROUND PLANE

# The Porch.

Detailed analysis of the surrounding built form and character has informed our architectural design response. Towards the north, the ground floor has been articulated to reference the ‘Porch’ typology of the adjacent buildings such as Ayers House.

The hotel lounge occupies the corner frontage and sits slightly elevated above the street level, offering planting and integrated sheltered seating to the periphery; referencing the public nature of the precinct’s corner buildings.

PRECINCT INSPIRATION

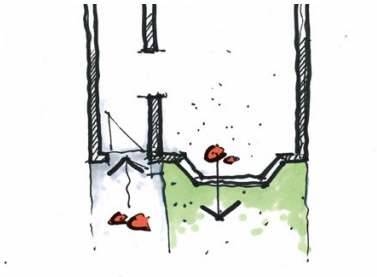
PROPOSED ARTICULATION

# 03 Design Response
## Design Narrative

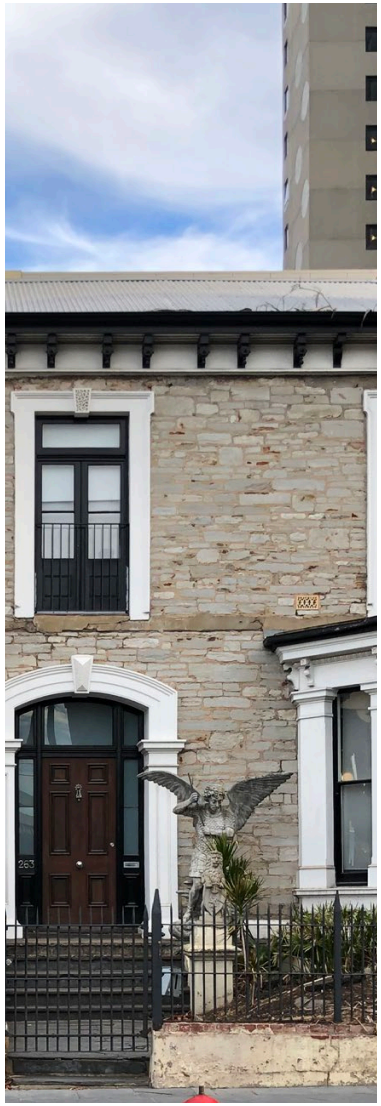
GROUND PLANE

# Entry & Sitting Room.

Referencing the adjacent town-house typologies in both composition and materiality, the architectural planning of the ground floor presents a side entry and hotel lounge to the North Terrace frontage; much like the defined entry and sitting room arrangement of a traditional town-house.



PRECINCT INSPIRATION



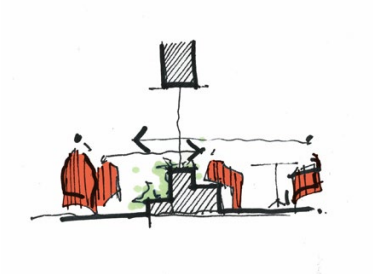
PROPOSED ARTICULATION

# 03 Design Response
## Design Narrative

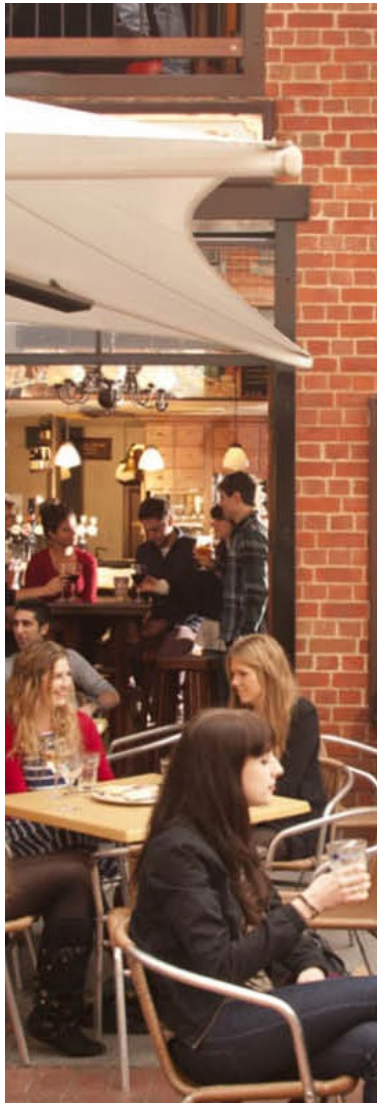
GROUND PLANE

# Street Dining.

Forming an extension to the East End Dining Precinct, our Frome Road frontage creates an articulated and activated edge. The brick plinth acts as a continuous element which creates a liminal edge between public and private whilst referencing the materiality of the surrounding buildings.



PRECINCT INSPIRATION



PROPOSED ARTICULATION

# 03 Design Response
## Design Narrative

GROUND PLANE

# Streetscape.

In it’s entirety, the ground floor planning and facade articulation creates a holistic yet varied streetscape to both Frome Road and North Terrace.

The treatments combine to form a response that speaks to the podium/tower typology envisaged for the area whilst creating a clear dialogue with the East End context.

# 03 Design Response
## Ground Plane

PUBLIC REALM

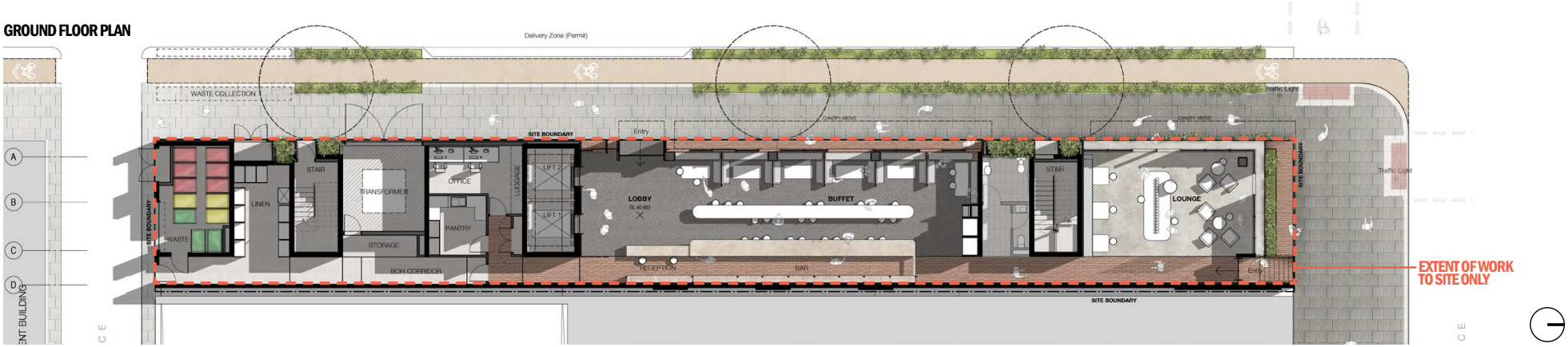
# Ground Plane.

Continuity in materials will create a ground floor space Lobby and Bistro that is both inside and outside - forming an extension to the public realm.

Entries are located to both Frome Road (Primary) and North Terrace (Secondary). Back-Of-House and servicing has been located to the south, away from North Terrace.

LOBBY + BISTRO

GROUND FLOOR PLAN



# 03 Design Response
## Ground Plane

PUBLIC REALM

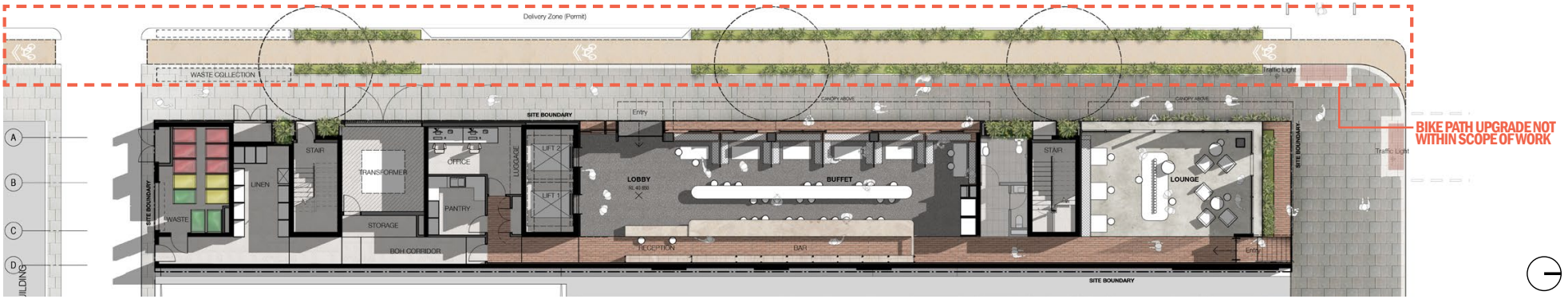
# Bike-way.

The proposed bike-way is planned to extend past our Frome Road frontage. Having liaised with Adelaide City Council, our building has been designed to respond to the proposed Adelaide Council works.


EXISTING

PROPOSED TREATEMENT (BY ADELAIDE CITY COUNCIL)

GROUND FLOOR PLAN



# 03 Design Response
## Materiality

MATERIALITY

# Palette.

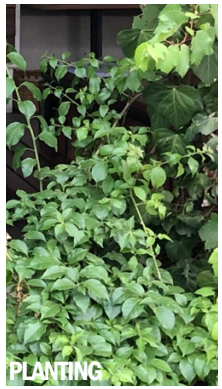
A rich and textured palette drawn from the surrounding context...

### PRECINCT INSPIRATION


### GROUND FLOOR (PODIUM)

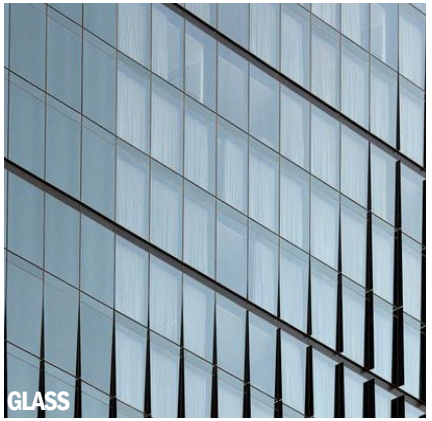




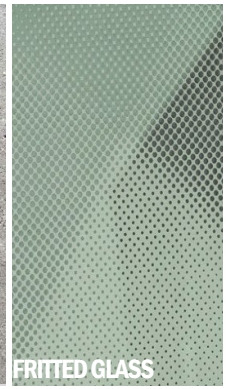




### TOWER





MATERIALITY

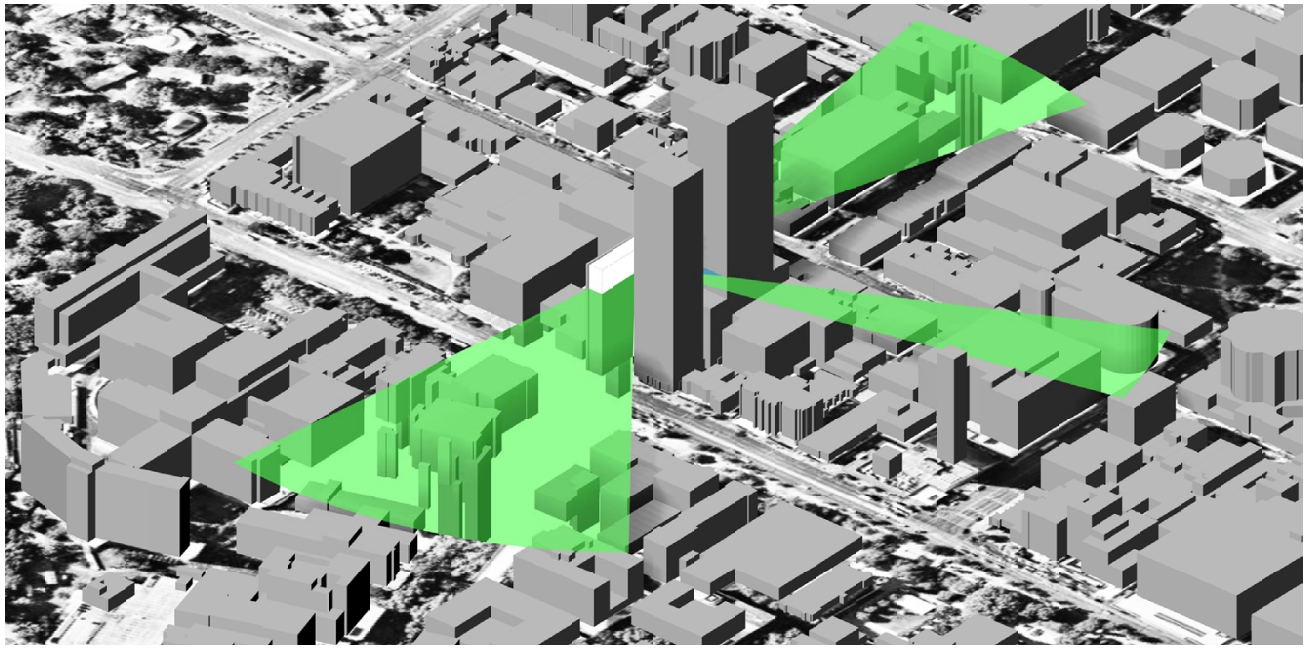
# Architectural Language.

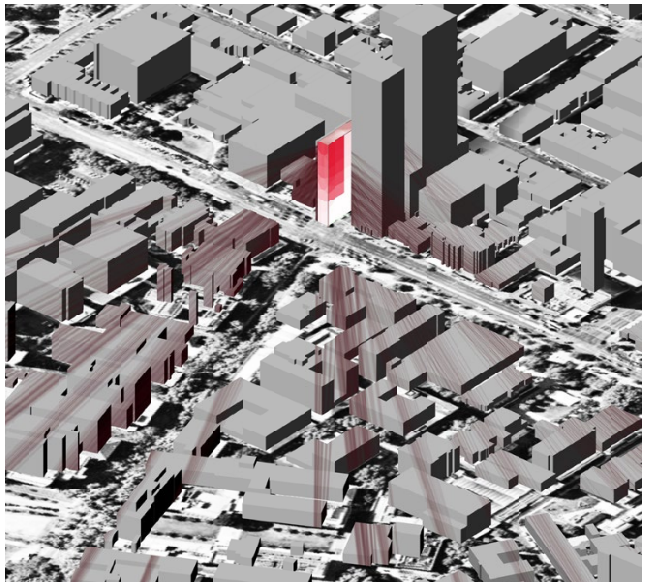
274 NORTH TERRACE

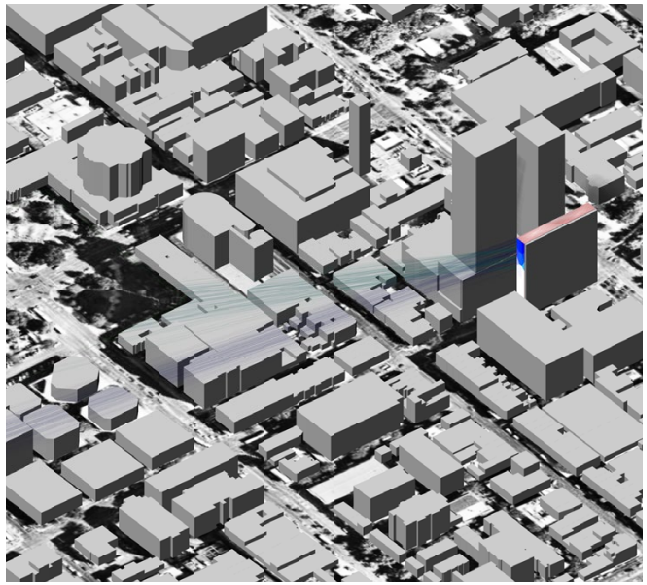
# View Analysis.

At an elevated level, view analysis has been undertaken to confirm access to long range views towards the north and south ends of the building.

This has informed the arrangement of hotel rooms and established the desire to provide windows to the lobby and corridors on all accommodation floors.







274 NORTH TERRACE

# Modular Approach.

On the accommodation floors, the site proportions dictate a single loaded floor plan arrangement, with circulation along the east and rooms orientated to Frome Road.

Architecturally, the floor plan has been developed through a modular approach, setting forth a rational approach to hotel rooms types, structure and facade design.

# 03 Design Response
## Architectural Planning

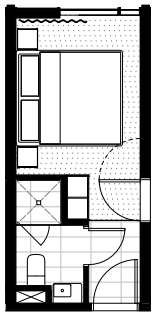
274 NORTH TERRACE

# Accommodation.

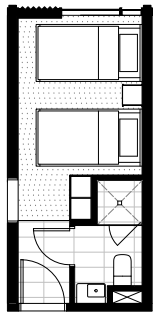
Each accommodation floor has been designed to ensure natural light and views into the lift lobby and corridor.

Within hotel rooms, all wet areas have been placed inboard to maximise access to natural light and views.

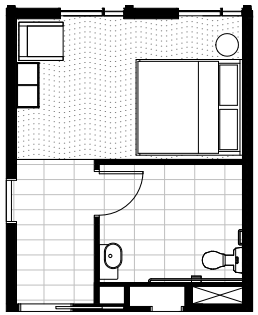
**KING ROOM MODULE**



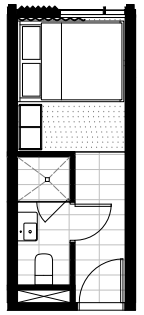
**KING ROOM MODULE TWIN SHARE ARRANGEMENT**



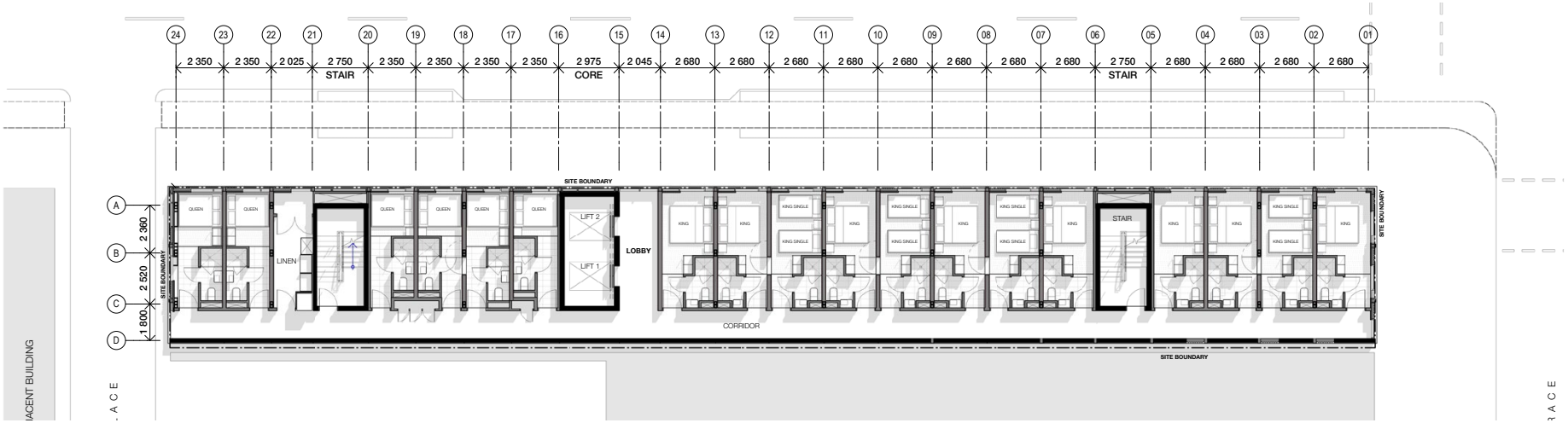
**DDA ROOM MODULE TYPE 01**



**QUEEN ROOM MODULE**



**TYPICAL ACCOMMODATION FLOOR PLAN**



274 NORTH TERRACE

# Future Proofing.

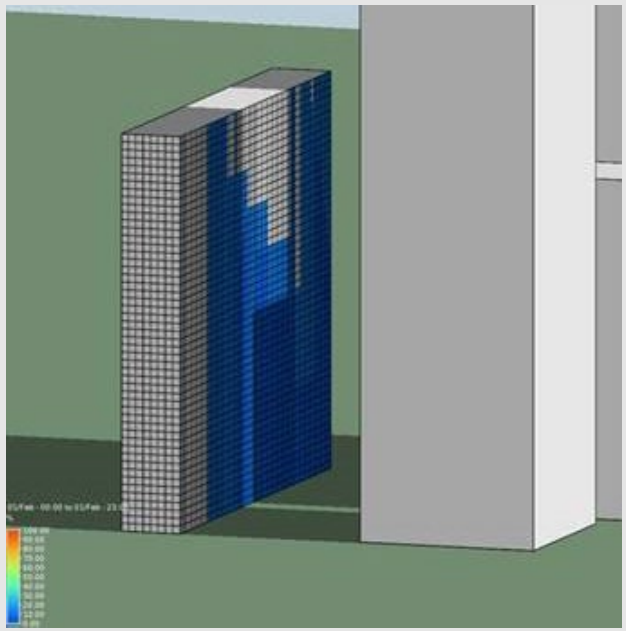
Providing for future alterations, our steel frame base building structure has generally been designed to align with every second parti-wall; meaning that room sizes can be changed in response to future market demands.

274 NORTH TERRACE

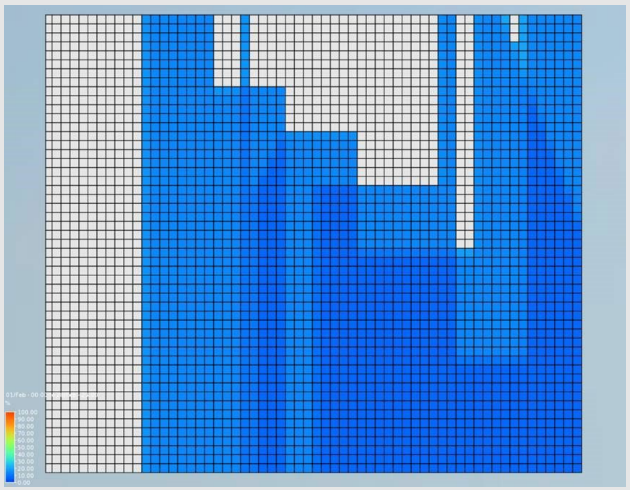
# Facade Analysis.

Our engineer's have analysed the predicted thermal load, which has dictated a facade treatment target of approximatly 53% Glass and 47% Solid/ Opaque.

FACADE ANALYSIS



IES VIRTUAL ENVIRONMENT TESTING



IES VIRTUAL ENVIRONMENT TESTING.
WINDOWS SHADED MORE THAN 80% OF THE SUMMER SHOWN IN BLUE

274 NORTH TERRACE

# Facade Response.

**BREAKDOWN PER LEVEL (WESTERN FACADE)**

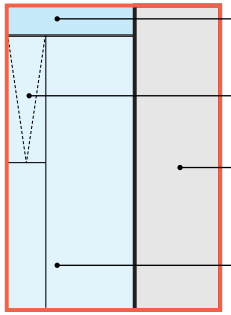
**SOLID AREA OF APPROX. 72.6M²**

COMPRISED OF:
SLABS 10.04M²
PARTI WALLS 10.00M²
SOLID PANELS AND SHADOW BOXES 52.565M²

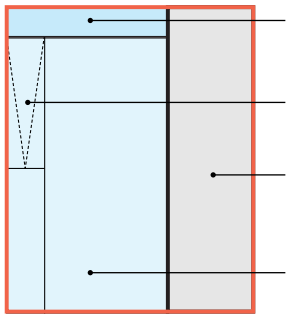
**GLASS AREA OF APPROX. 82.8M²**

COMPRISED OF:
LOBBY WINDOW 5.45M²
ROOM WINDOWS 77.355M²

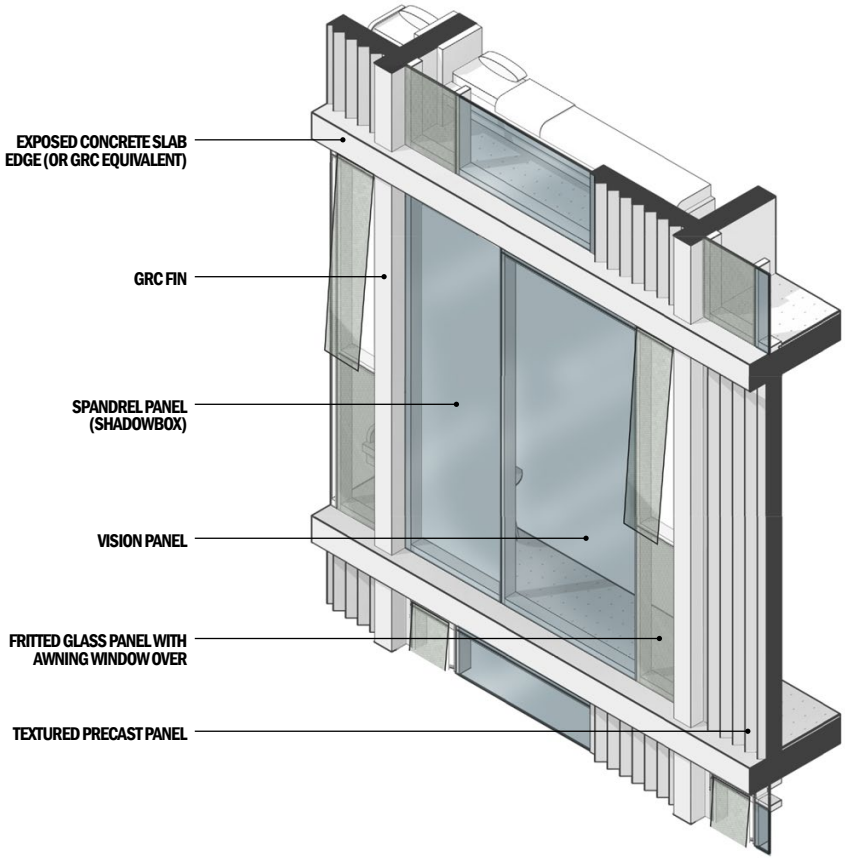
**53% GLASS**
**47% SOLID**



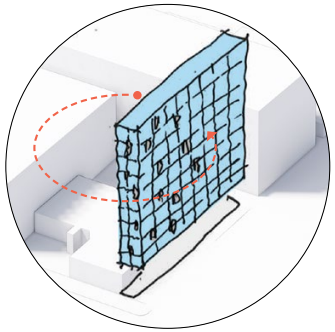

**QUEEN ROOM ELEVATION**




**KING ROOM ELEVATION**



# 03 Design Response
## Facade



In accordance with our ‘Building in the Round’ design intent, the facade gradates from glass to solid. Beginning on the west, the 50/50 ratio of Glass to Solid is achieved through a Spandrel Panel (Shadow-box) adjacent a vision panel. Towards the north and south, the facade becomes progressively more solid by replacing the Spandrel Panels with a textured pre-cast (or GRC) panel. To the east, flat precast concrete panels are further articulated through the inclusion of a horizontal ledge which maintains the continuous expression of exposed slab edges around the entire building.

ARCHITECTURAL LANGUAGE

# Tower Facade.

**PANEL TYPE 01**
850 X 2900
GRC OR TEXTURED PRECAST CONCRETE

**PANEL TYPE 02**
850 X 2900
TEXTURED PRECAST CONCRETE

**PANEL TYPE 03**
SIZES VARY
FLAT PRECAST CONCRETE WITH BOTTOM LEDGE AND RETURN

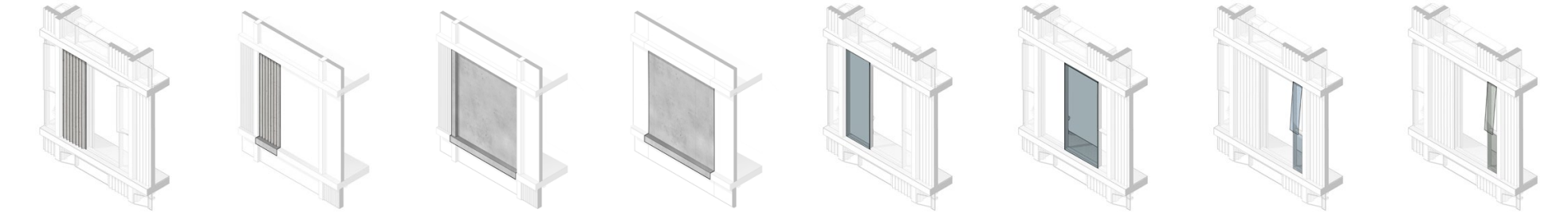
**PANEL TYPE 04**
SIZES VARY
FLAT PRECAST CONCRETE WITH BOTTOM LEDGE (FAKE JOINTS NOMINALLY INCLUDED)

**SPANDREL PANEL**
850 X 2900
INSULATED SHADOWBOX

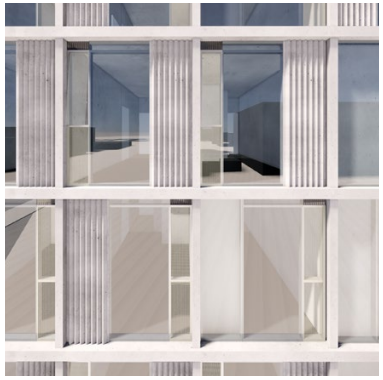
**FIXED GLAZING**
SIZES VARY
NEUTRAL GREY GLASS

**WINDOW TYPE 01**
450 WIDE/ 1200MM SILL
AWNING WINDOW
NEUTRAL GREY GLASS

**WINDOW TYPE 02**
450 WIDE/ 1200MM SILL
AWNING WINDOW
NEUTRAL GREY GLASS WITH COLOURED FRIT

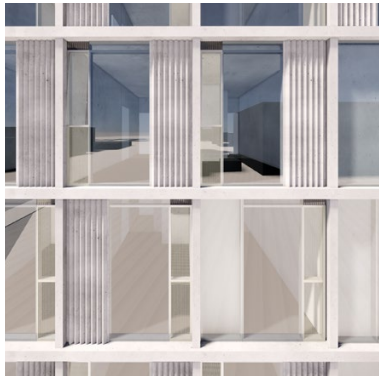


EAST FACADE (NORTHERN END)

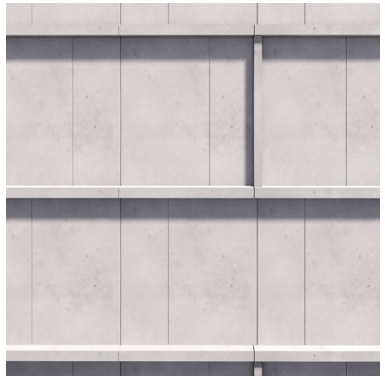


WEST FACADE (NORTHERN END)

WEST FACADE (CENTRE)



WEST FACADE (SOUTHERN END)



EAST FACADE (SOUTHERN END)

LUCID CONSULTING AUSTRALIA

# HOTEL DEVELOPMENT

# 274 North Terrace, Adelaide

Project No: LCE16853

## Sustainability Report

## June 2019

# 1 INTRODUCTION

## 1.1 PROJECT OVERVIEW

The proposed Hotel at 274 North Terrace (Adelaide) is a Class 3 building under the National Construction Code which comprises:

- Ground Level: Hotel Lobby, Buffet, Amenities, Services
- Level 1: Plant, BOH and Hotel Rooms
- Level 2: Plant, Gym and Hotel Rooms
- Level 3-15: Hotel Rooms
- Roof: Services Plant Area
- A total of approximately 253 beds.

The following figure shows the site's location.


*Figure 1.1.1: Site plan showing location of proposed building (Source: Google Maps)*

## 1.2 OBJECTIVES

This report outlines the sustainability initiatives proposed for the development.

The intent of each initiative is to add value to the project by improving the building's environmental performance.

Collectively, these initiatives will:

- Reduce energy and water consumption.
- Reduce the ecological footprint of the building and its occupants.
- Improve thermal comfort and air quality within the building.
- Improve occupant well-being.

## 1.3 SUMMARY OF PROPOSED SUSTAINABILITY INITIATIVES

The following initiatives have been adopted and incorporated into the design of the building to satisfy the above objectives:

- High performance building envelope: wall, floor and roof insulation R-values to meet / exceed best practice guidelines.
- High performance glazing with solar control to mitigate solar heat gains in summer.
- Analysis of neighbouring structures to shade glazing.
- Energy efficient massing with minimal exposed ceilings and floors (Levels 1 to Level 15 / Roof have the same boundaries)
- LED lighting throughout.
- Motion sensors for efficient lighting control within common areas.
- Water efficient fittings.
- Low volatile organic compound (VOC) paints
- Provided amenities to provide high quality of living environment (gym)
- Feasibility of Solar Photovoltaic (PV) system to be investigated
- High efficiency mechanical systems

# 2 SUSTAINABILITY INITIATIVES

## 2.1 EFFICIENT BUILDING THERMAL ENVELOPE

An efficient building envelope is a highly robust feature as its benefits will be constant throughout the life of the building and are largely independent of the behaviour of the occupants. The performance of wall, floor and ceiling/roof insulation will meet best practice guidelines.

High performance glazing

The project team's intent is to exceed the NCC minimum requirements to reduce cooling and heating loads, reduce operational costs and increase thermal comfort.

High performance glazing will be installed throughout and will either be low-e single glazing or low-e double glazing. The benefits of double glazing over single glazing will be quantified during the detailed design phase, which will assist in selecting the most suitable glazing for this development.

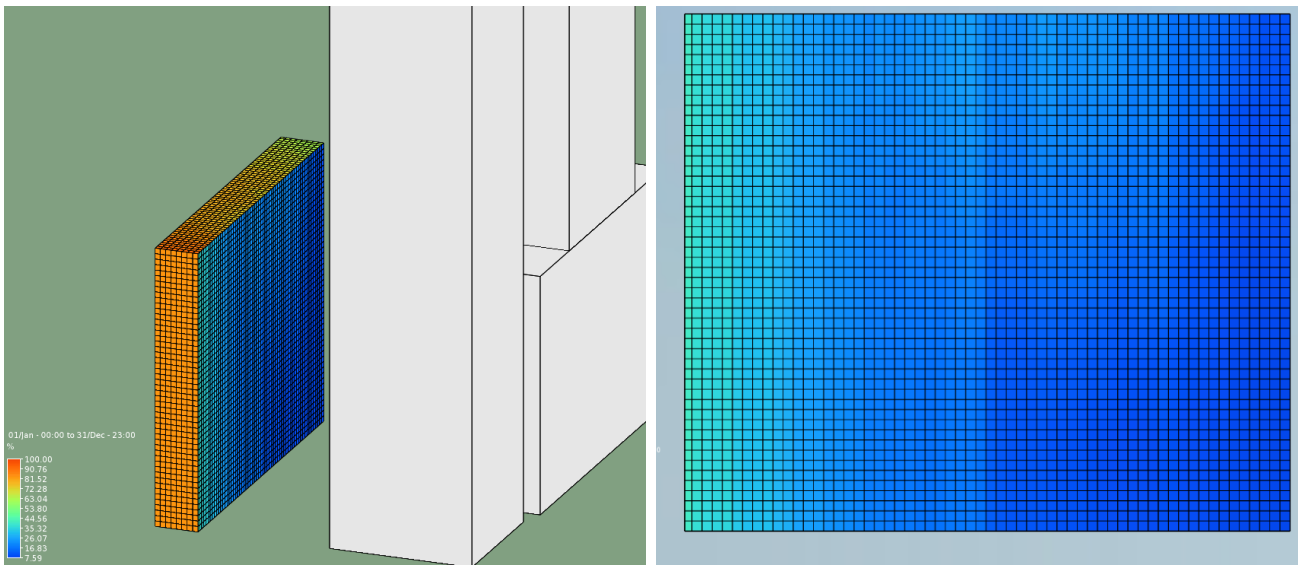
Energy efficient massing

The boundaries of the conditioned spaces between Level 1 to 15 are identical, which minimises the area of floors and ceilings exposed to outside air and therefore improves the thermal performance of the building.

All surfaces exposed to outside air such as the Level 1 slab on the northern side of the building will be provided with insulation.

## 2.2 PROVISION OF SHADING

The 274 North Terrace development is neighboured by two proposed accommodation buildings to the west, both of which exceed 100m in height, towering above the development. One of these buildings is already partway through construction while the other is proposed to begin construction in the near future. As the height of these buildings far exceed that of the proposed development, the western facade will be largely shaded. This has been assessed using computational shade models as shown in Figure 2.2.1 below.




(a) Extent of Shading – Isometric View (b) Extent of Shading – View from West

*Figure 2.2.1: Shading Analysis of Proposed Development*

The analysis was performed using the building simulation software, Integrated Environmental Solutions Virtual Environment 2018. The results have shown that the entire western facade does not receive direct solar exposure for 59% of all annual daylight hours, with a majority of the facade being shaded for at least 80% of annual daylight hours.

The shading due to neighbouring structures to the west which is expected to be present for the entire life of the proposed development and the use of high performance low-e glazing will significantly reduce solar gains and cooling loads in summer and provide high levels of thermal insulation, when compared with NCC deemed-to-satisfy glazing, to reduce heating loads in winter.

## 2.3 ENERGY EFFICIENT LIGHTING

High efficiency LED lighting is proposed throughout.

A master shutdown switch will be provided in each hotel room, which will enable the guest to turn off all lighting upon departure.

Lighting in common area will be controlled automatically to ensure lighting only operates when required. Motion sensors, push button timers and time schedules will be used for lighting control.

## 2.4 WATER EFFICIENCY

Water efficient taps and fixtures will be selected for this development. The following WELS ratings are proposed:-

- Taps with a WELS rating of not less than 5 Stars (6.0 L/min)
- Shower heads with a WELS rating of not less than 3 Stars (7.0 L/min)
- Water closets with a WELS rating of not less than 4 Stars (3.5 L/flush, dual flush)

The following table demonstrates the water savings (approx. 50%) expected to be achieved per person and resulting from the use of the above low-flow fittings.

| Equipment | Average Hotel Room | | 274 North Terrace | | |
|---|---|---|---|---|---|
| | Flow Rate | Daily Consumption | WELS | Flow Rate | Daily Consumption |
| Taps | 9.0 L/min | 48 L | 5 Star | 6.0 L/min | 32 L |
| WC's | 8.0 L/flush | 48 L | 4 Star | 3.5 L/flush | 21 L |
| Showers | 15.0 L/min | 135 L | 3 Star | 7.0 L/min | 63 L |
| Total | - | 231 L | - | - | 116 L |

## 2.5 DAYLIGHT

Provision of daylight to each unit will exceed the NCC minimum requirement. Higher daylight levels will improve visual comfort and reduce energy usage for lighting.

## 2.6 SOLAR PHOTOVOLATIC

The feasibility of a rooftop Solar Photovoltaic (PV) system to generate on-site renewable energy will be assessed during the design phase. On-site renewable energy generation enables a reduction in grid energy consumption and thus fewer CO2 emissions.

## 2.7 ENERGY EFFICIENT MECHANICAL PLANT

To further reduce operational costs and carbon emissions, the following initiatives are currently being investigated and will be developed during the detailed design phase:

- High Efficiency, variable refrigerant (VR), heat recovery type reverse cycle mechanical equipment

A high efficiency, VR, water-cooled type air conditioning system is being proposed, providing best-practice energy efficiency mechanical equipment, exceeding 2016 NCC minimum energy performance standards (MEPS).

During detailed design phase, the use of heat pump or heat recovery type technology will be investigated with a life cycle assessment to be undertaken to determine best for project outcomes.

Water cooled VR systems have three main benefits compared to air cooled being:

- More energy efficient than air cooled VR plant
- Lower refrigerant charge for lower global warming potential (GWP)
- Longer lifetime (20+ years)


*Figure 2.7.1: Water cooled VR system*

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LUCID
CONSULTING AUSTRALIA

# HOTEL DEVELOPMENT

# 274 North Terrace, Adelaide

Project No: LCE16853

## Services Report

## June 2019

# 1 INTRODUCTION

## 1.1 PROJECT OVERVIEW

The proposed Hotel at 274 North Terrace (Adelaide) is a Class 3 building under the National Construction Code which comprises:

- Ground Level: Hotel Lobby, Buffet, Amenities, Services
- Level 1: Plant, BOH and Hotel Rooms
- Level 2: Plant, Gym and Hotel Rooms
- Level 3-15: Hotel Rooms
- Roof: Services Plant Area
- A total of approximately 253 beds.

The following figure shows the site's location.


*Figure 1.1.1: Site plan showing location of proposed building (Source: Google Maps)*

## 1.2 OBJECTIVES

This report outlines the building services proposed for the development and demonstrates the spatial allocations provided to accommodate each service as part of design coordination undertaken during the pre-lodgement planning phase.

The services considered within this report include:

- Electrical and Communication Services
- Fire Services
- Hydraulic Services including:
  - Sewer
  - Water
  - Gas
- Mechanical Services
- Vertical Transportation Services

# 2 BUILDING SERVICES

## 2.1 ELECTRICAL AND COMMUNICATIONS SERVICES

**Electrical Infrastructure**

The site will be serviced by a new 750kVA transformer located on the development fronting onto the Frome Street within a SA Power Networks transformer room located on Ground Floor.

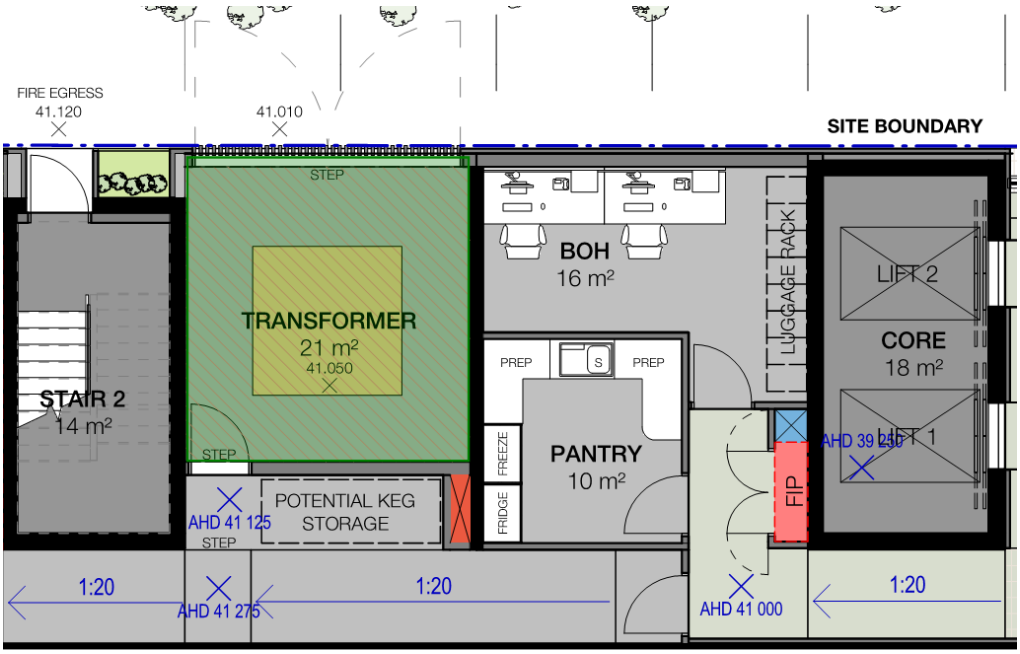



*Figure 2.1.1: Proposed SAPN Transformer Arrangement*

The Main Switchboard room will be located on Level 1, above the proposed transformer.

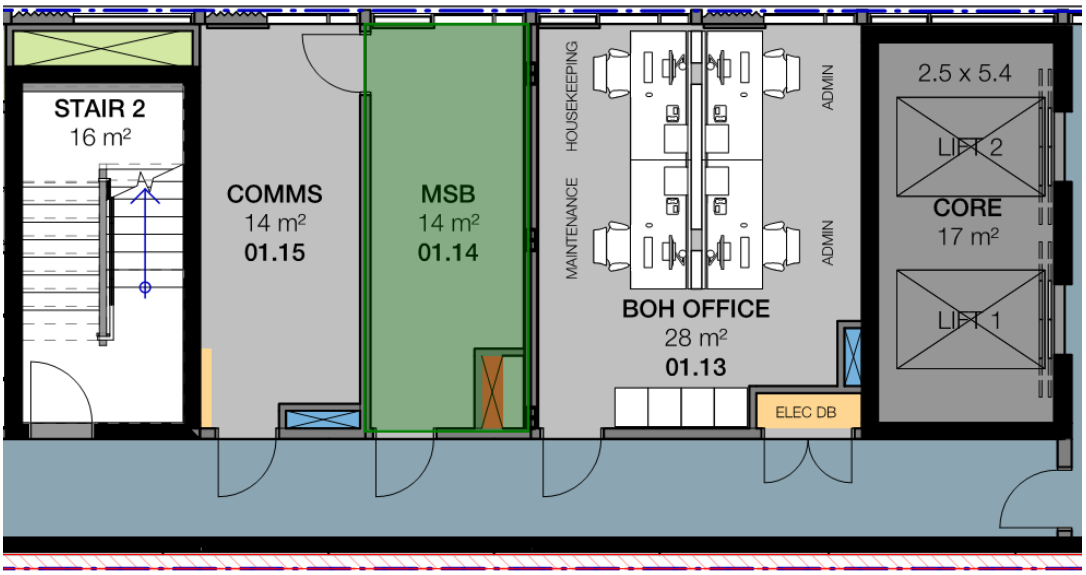



*Figure 2.1.2: Proposed Main Switchboard Location*

**Communications Infrastructure**

The building communications room is to be located on Level 1 as seen in Figure 2.1.3. This room will contain carrier services connections and main information technology equipment.

Throughout the building is a dedicated electrical and communications riser for the reticulation of electrical and communications services throughout the building and for the installation of floor distribution boards (as required).


*Figure 2.1.3 Communications Room and Electrical/Comms Riser location*

## 2.2 FIRE SERVICES

It is proposed to serve the site with a DN150 fire connection from the existing DN200 SA Water main within Frome Street. A fire water storage tank and associated pumps will be located on the roof.

The site will incorporate the following:

- An SAMFS booster located on Vaughan Place, recessed into an external wall facing South with 24/7 access for the SAMFS.
- Fire detection control and indicating equipment (FDCIE) is located within the building lobby, behind the lift. Signage shall be provided visible from the main lobby to identify FDCIE location.
- A fire services plant room located on the roof will incorporate a combined hydrant/sprinkler storage tank and duty and standby fire pumps.

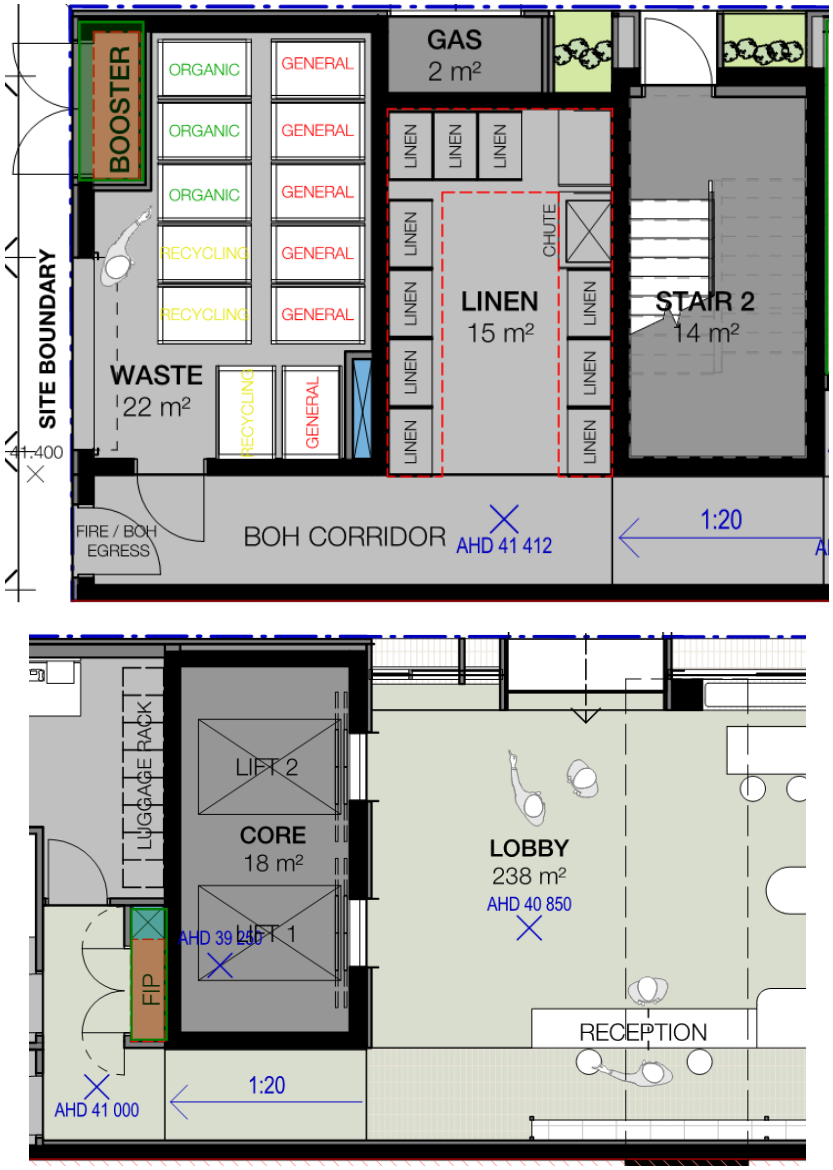



*Figure 2.2.1: Fire Services Infrastructure at Ground Level*

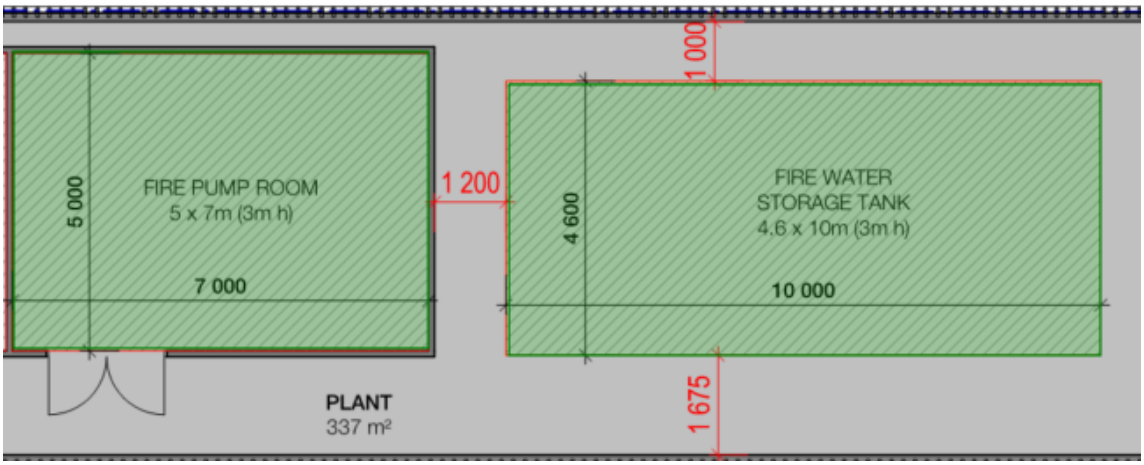



*Figure 2.2.2: Fire Services Infrastructure on Roof Level*

## 2.3 HYDRAULIC SERVICES

**Sewer Infrastructure**

It is proposed to service the development by connecting into the existing DN225 sewer connection located within Frome Street. One (1) new DN225 connection is proposed to service the development. The opportunity to split the site loading into two (2) off 150mm connections servicing either end of the development may provide flexibility and shall be investigated through design development.

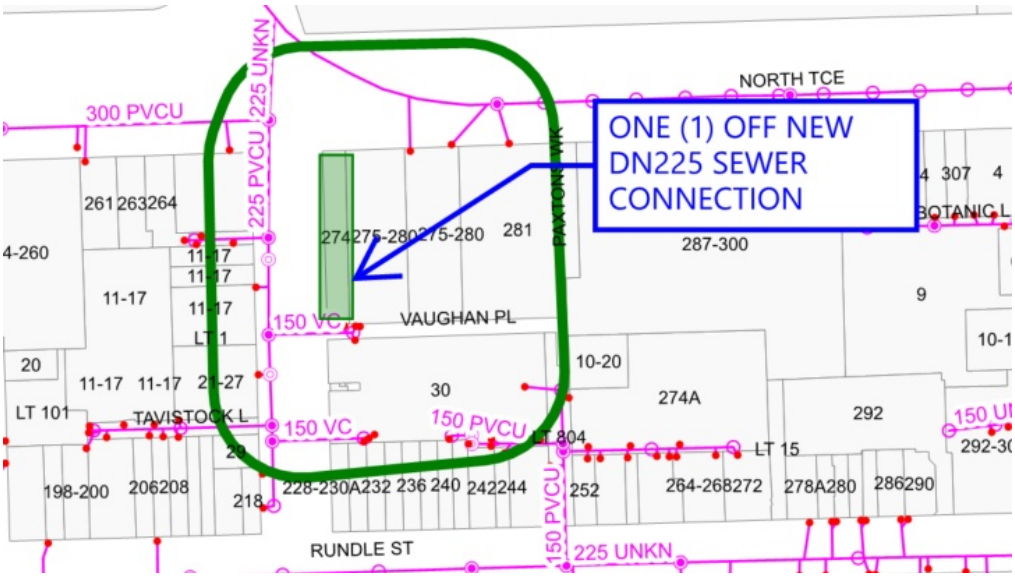



*Figure 2.3.1: Proposed SA Water Sewer Connections*

**Domestic Cold and Hot Water Infrastructure**

One (1) off 50mm water meter, located within a below ground cast iron box is proposed to serve the site via the DN200 SA Water main located within Frome Street.

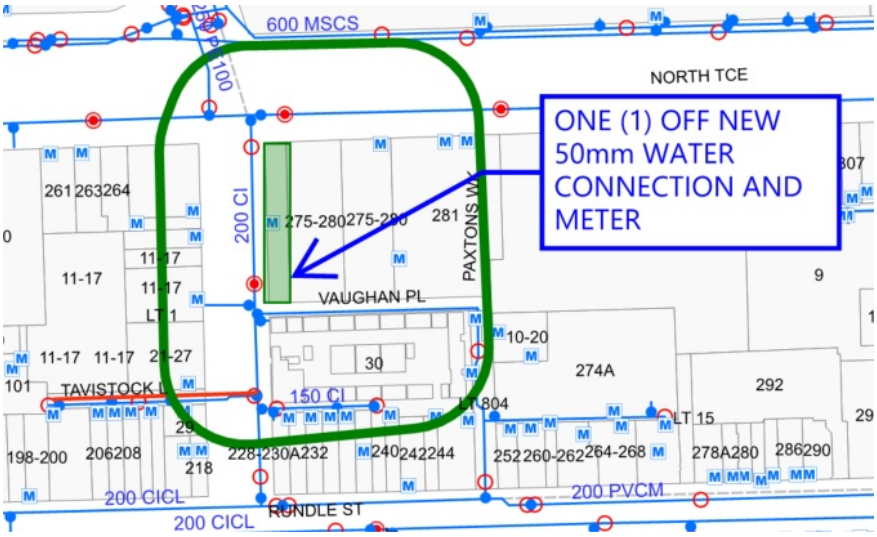



*Figure 2.3.2: SA Water Mains Located in Twin Street*

Domestic cold water plant is located within Level 2 as seen in Figure 2.3.3.

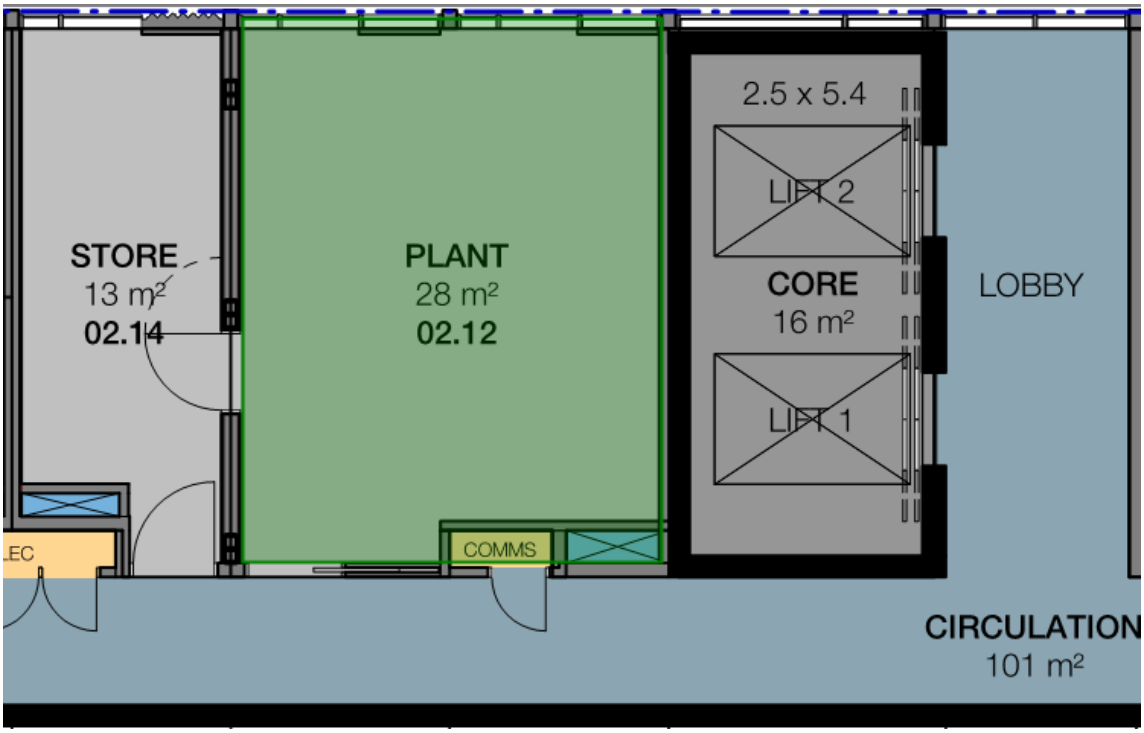



*Figure 2.3.3: Level 2 Domestic Cold Water Plant Room*

The domestic hot water plant is located on the roof as seen in Figure 2.3.4.

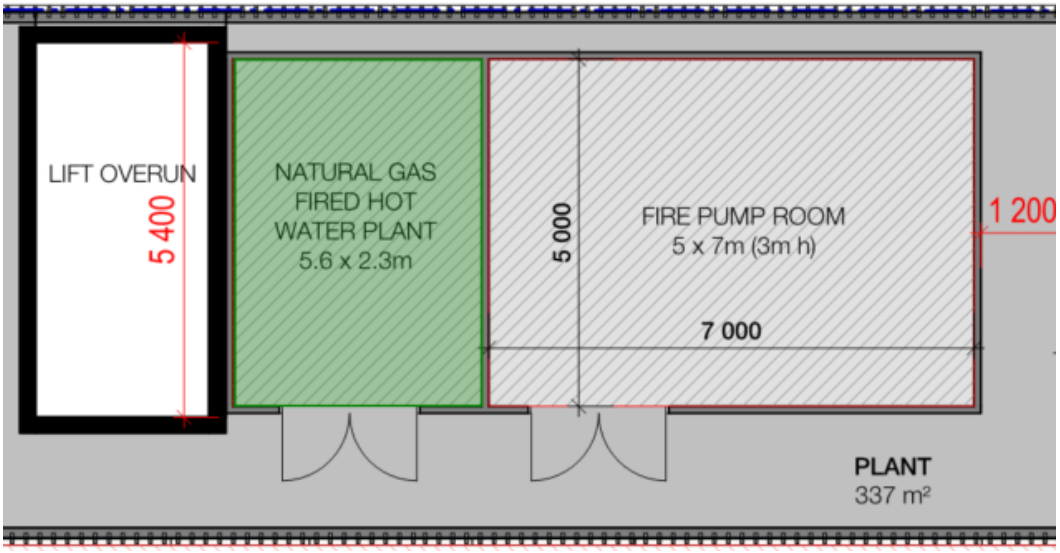



*Figure 2.3.4: Roof Level Domestic Hot Water Plant Room*

**Gas Infrastructure**

It is proposed to service the development via a new natural gas connection off APA Group high pressure natural gas main in Frome Street as shown in Figure 2.3.5.

The development will incorporate one off (1) natural gas meter. The gas meter will be located within a ventilated gas meter enclosure opening onto Frome Street.


*Figure 2.3.5: APA Gas Meter Connection*

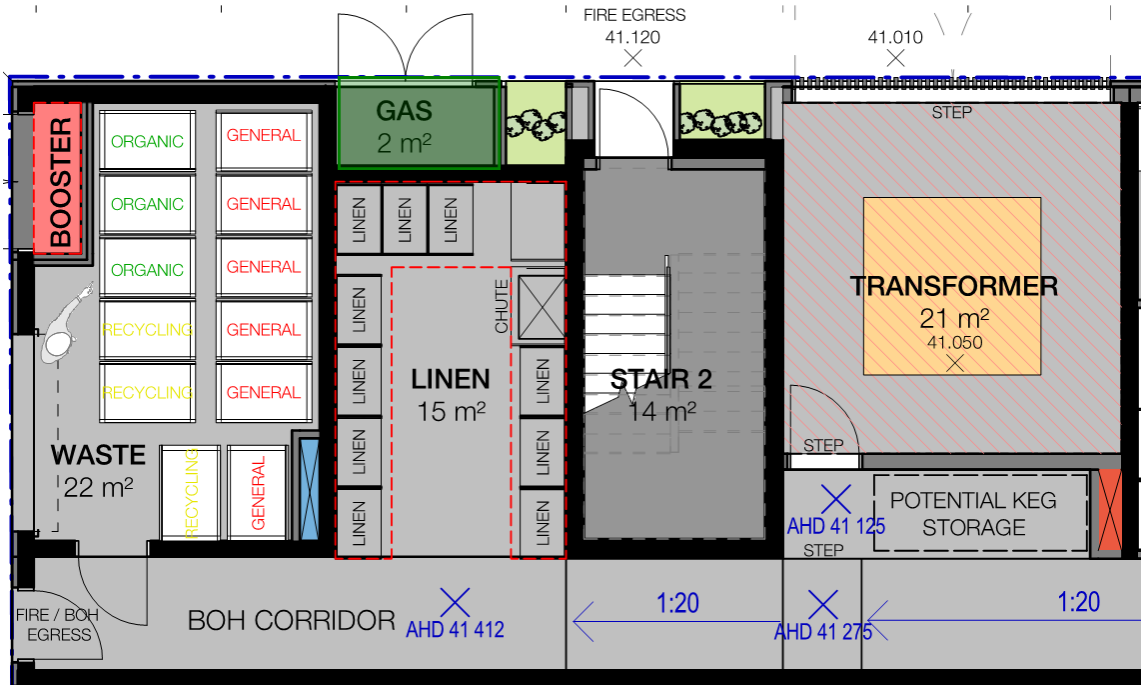



*Figure 2.3.6: APA Gas Meter Enclosure*

## 2.4 MECHANICAL SERVICES

Mechanical air conditioning plant is proposed to be served on a floor-by-floor basis. A plant room is provided on each floor for the installation of air conditioning condensing units (water-cooled) to provide air conditioning to hotel rooms and common areas.

Two (2) off stair pressurisation risers are provided within the fire stairs with the stair pressurisation fans being installed at roof level. Stair pressurisation relief shall be provided via the façade.

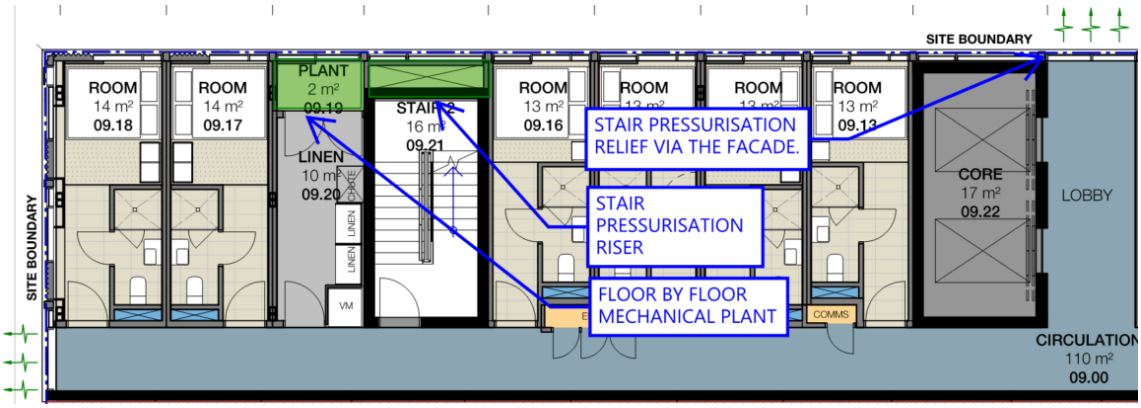



*Figure 2.4.1: Mechanical Services Plant provisions*

Condenser water plant shall be installed at roof level consisting of cooling towers, boilers and pumps. All plant installed at roof level will be screened.

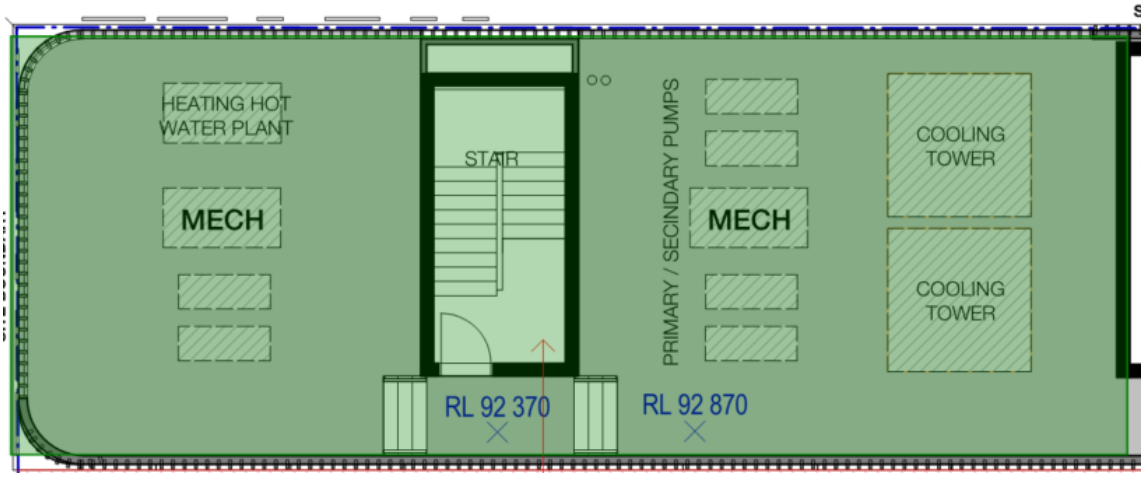



*Figure 2.4.2: Extent of Roof Mounted Condenser Water Plant*

## 2.5 VERTICAL TRANSPORTATION SERVICES

Vertical Transportation services have been assessed for this development from a traffic perspective with an optimised solution of two (2) machine room-less lifts being provided at a speed of 2.5 m/s.

Lift shaft sizing including pits and overruns have been incorporated to accommodate lifts of this size and speed.

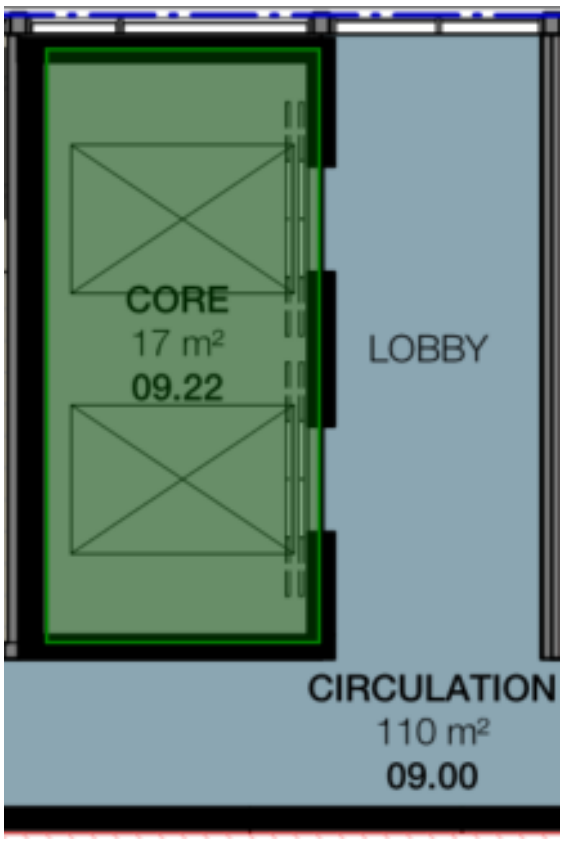



*Figure 2.5.1: Lift shaft servicing the Hotel Development*

infraPlan




# Traffic Design & Waste Management Report

# Hotel - 274 North Terrace, Adelaide

August 2019

Urban and Regional Strategy + Consultation | Transport + Infrastructure Planning | Project Development + Design | Traffic Engineering + Movement Planning

| **Project Name** | **Traffic Design & Waste Management Report - Hotel - 274 North Terrace, Adelaide** |
|---|---|
| **Consultant contact details** | Erik Stopp<br>Senior Transport Engineer - InfraPlan (Aust) Pty Ltd<br>Level 3, 66 Wyatt Street ADELAIDE SA 5000<br>p: 08 8227 0372<br>erik@infraplan.com.au |

| **Document Control** | | | | | |
|---|---|---|---|---|---|
| **Name:** | **IP19.012 Hotel - 274 North Terrace, Adelaide** | | | | |
| **Version** | **Notes** | **Author** | **Date** | **Reviewer** | **Date** |
| 1 | Issue | ES | 02.04.19 | GB | 02.04.19 |
| 2 | Minor Revision | ES | 24.05.19 | | |
| 3 | Final Revision | ES | 12.06.19 | | |
| 4 | Update | ES | 01.08.19 | | |

# Table of Contents

# 1. Executive Summary

InfraPlan has been engaged by Hines Property to develop the movement and waste management aspects of the proposed development at 274 North Terrace, Adelaide (on the corner of Frome Street). The proposal involves the demolition of existing buildings and construction of a 16-storey 2 star hotel. The development is set to include:

- Removal of an existing car rental facility
- Construction of a new 253x room 2-star hotel including a ground floor lobby, bar and buffet breakfast area.

Key findings of this study are listed below and explored further in the report:

1. The proposed hotel will remove 10x existing off-street vehicle parking bays and 2x driveway crossovers.
2. No off-street vehicle parking is provided in accordance with the Development Plan.
3. While required by the Development Plan, no bicycle parking will be provided as part of the proposal given the 2-star nature of the hotel, excellent walking and public transport, public mobility device sharing and the provision of free bicycle storage in the adjacent car park.
4. In comparison to the existing site, the proposal is expected to generate an additional 354x daily and 45x evening peak vehicle trips primarily in the form of taxi or ride share trips.
5. An on-street loading and pick-up and drop-off area will be provided on the Frome Street frontage and will be appropriately controlled in negotiation with the City of Adelaide.
6. Waste will be serviced three times per week by a private waste contractor and stored onsite across the three waste streams in 8x 660L bins and 2x 240L bins.
7. Bins will be collected by the private contractor from the waste storeroom for collection outside of peak periods.

As part of this study, we have reviewed:

- City of Adelaide Development Plan consolidated 7 June 2018
- Drawing set issued - 12.06.19 by Woods Bagot
- RTA Guide to Trip Generating Developments
- City of Adelaide SmartMove Strategy
- Son, L.H., Matsui, Y., Trangm D.T.T. and Thanh, N.P. (2018) *Estimation of the Solid Waste Generation and Recycling Potential of the Hotel Sector: A Case Study in Hue City*, Vietnam. Journal of Environmental Protection, 9, 751-769.

# 2. Existing Site

As seen in Figure 1, the site has a frontage to both North Terrace and Frome Street. Currently, the site hosts a vehicle rental office with associated parking, storage and maintenance facilities.

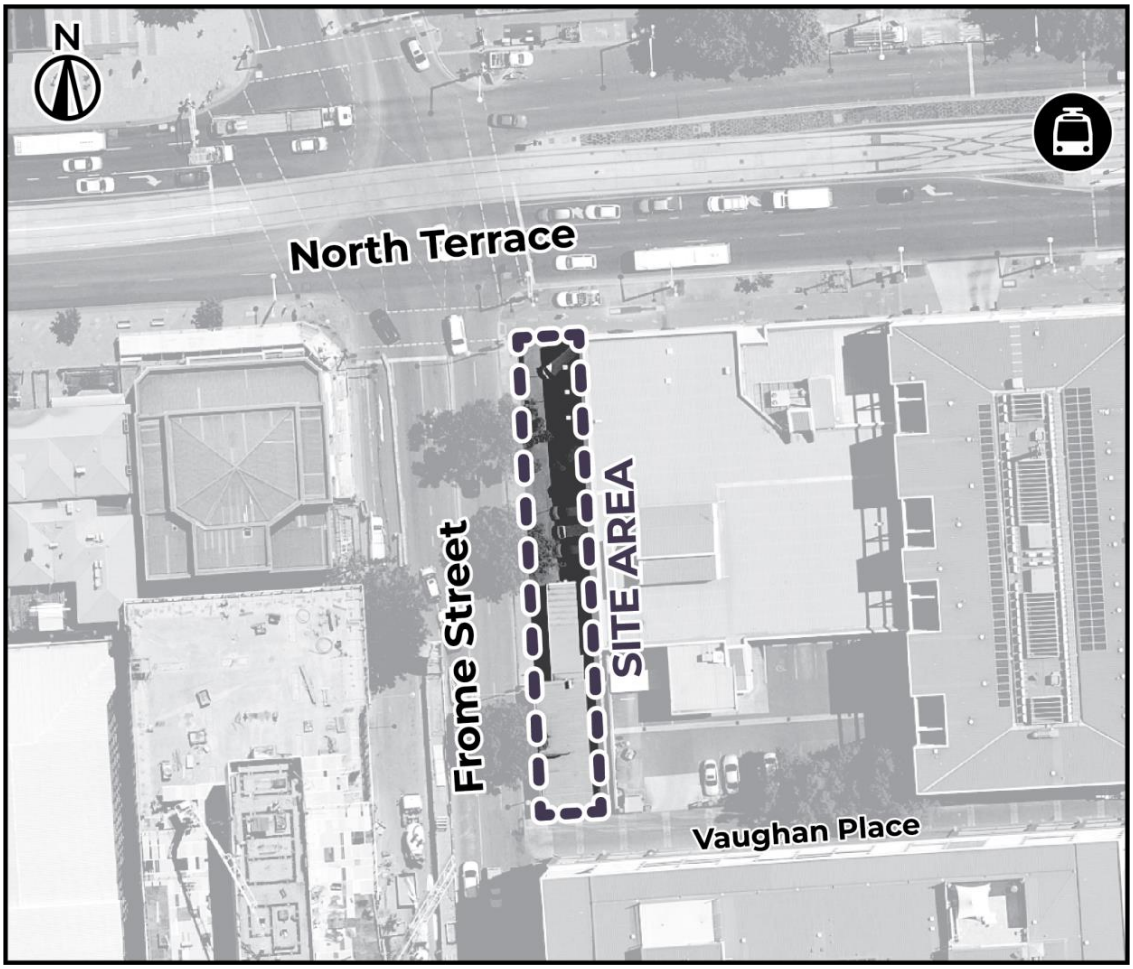



*Figure 1: Site plan of study area*

## 2.1 Local Road Network

Under the City of Adelaide's *SmartMove Strategy*, North Terrace is classified as a Regional Link currently and a District Link in future. As such, a decrease in traffic is planned. North Terrace currently handles approximately 30,000 vehicles per day. Additionally, North Terrace is to see a reduction in bus traffic with movements to be solidified along East Terrace and Grenfell Street.

Frome Street is classified as a District Link and is expected to remain as this in future. Frome Street carries approximately 16,000 vehicles per day and is to see a reduction in bus traffic with movements to be relocated to East Terrace and Pulteney Street. The section of Frome Street between North Terrace and Rundle Street is currently slated for upgrade by the City of Adelaide as part of the North-South Bikeway.

In terms of public transport North Terrace has recently seen the construction of the tram extension with the Botanic Gardens Tram Stop approximately 80m east of the site.

## 2.2 Planning Context

Under the City of Adelaide Development Plan, the site is within the Capital City Zone, but does not sit within a prescribed policy area. The primary transport related matters arising from this classification include:

- There are no car parking requirements for this development type in the Capital City Zone, in accordance with Table Adel/7;
- Bicycle parking should be provided in accordance with Table Adel/6, comprising:
    - Motel: 1 per 20 employees and 2 for the first 40 rooms, plus 1 for every additional 40 rooms;
- Vaughan Place (immediately south of the site) is identified as a proposed pedestrian link in accordance with MAP Adel/1 (Overlay 2A) - Development should ensure that these pedestrian links are maintained;
- The site sits within the following Transport and Movement Overlays:
    - High Concentration Public Transport Route (North Terrace, west of Frome Street);
    - Primary Bicycle Network (Frome Street and North Terrace);
    - Primary Pedestrian Area; and
    - Primary City Access (Frome Street and North Terrace).

## 2.3 Parking

The existing site can accommodate 10x parked vehicles and has a cleaning and refuelling bay. There is a multi-storey parking facility immediately south of the site that provides for both vehicle and bicycle parking.

There is currently no on-street parking immediately adjacent the property.

## 2.4 Vehicle Movements

There is little traffic engineering guidance to estimate trip generation rates of car hire facilities especially in a CBD environment. In lieu of this information or undertaking an on-site survey, a first principles assessment of likely trips associated with the site has been undertaken.

1. The site hosts 10 car parking spaces to store vehicles for hire as well as an office and maintenance area for vehicles.
2. Assuming 2 employees are present at the site, there would be 2x peak hour trips and approximately 6x daily trips.
3. Assuming 80% of the vehicles stored on-site are hired in one day and are subsequently replaced with vehicles stored offsite, there would be an additional 16x daily trips and say 4x peak hour trips.

This equates to 6x peak hour trips and 22x daily trips associated with the site on a typical business day however this could be a widely variable figure given on demand required on a particular day.

## 2.5 Site Access

The site has two vehicle access points from Frome Street, each approximately 6.0m wide. Given the angled parking bays on site, this likely operates in a one-way fashion with the northern bay being the entry and the southern an exit.

# 3. Future Site

The proposed development is to be a 2-star hotel. This is an operation that is suited to the constrained geometry of the site and differs significantly operationally in comparison to higher star rated hotels.

## 3.1 Parking

No on-site vehicle parking is to be provided as part of this proposal which is in accordance with the provisions of the Development Plan as well as the anticipated operation of the hotel.

Table 1 specifies the bicycle parking requirements of the Development Plan for the proposal.

***Table 1: Bicycle parking required by Development Plan***

| User | Rate | Requirement |
|---|---|---|
| Employees | 1 per 20 employees | 1 |
| Guests | 2 for the first 40 rooms, plus 1 for every additional 40 rooms | 8 |

This is a total requirement of 9 bicycle parking spaces. The proposal does not currently include dedicated bicycle parking on-site for a number of reasons:

- The 2-star nature of the hotel results in a minimally staffed operation on a highly constrained site.
- Motel guests are unlikely to own a bicycle but will be in close vicinity of the BikeSA Free Bike Hire scheme commonly used by tourists at the UniSA East Campus on North Terrace (less than 100m from the site).
- Being in a CBD environment, guests have:
    - Excellent access to public transport such as trams and buses.
    - Walking access to many attractions and services.
- There is an increase of public mobility device sharing facilities that are likely to be used by guests such as scooters and bicycles that the City of Adelaide currently participates in.
- There is an adjacent off-street public car park that provides free bicycle parking.

Based on these points, the provision of no on-site bicycle parking is considered appropriate.

## 3.2 Site Access

The proposal removes the existing vehicular crossovers from Frome Street and does not include any new access from either of the adjoining roads. This will improve pedestrian amenity and remove potential vehicle-pedestrian conflict along this busy footpath.

Discussions have been undertaken with the City of Adelaide regarding the potential future configuration of Frome Street immediately adjacent the entrance that may potentially cater for guest pick-up and drop-off as well as servicing of the site.

If provided, this section of on-street parking would likely be controlled by a part time *No Parking* or *Loading Zone* control in addition to a *No Stopping* control during peak weekday periods that is used to allow 2x clear lanes of traffic along other recently reconstructed sections of Frome Street. These controls would be subject to further discussions with the City of Adelaide. It is clear that these spaces would be for public use and not exclusive to the proposed development.

## 3.3 Trip Generation

Given there is no vehicle access to the site, direct movements related to the proposal would only be for pick-up and drop-off as well as for servicing the property.

The RTA Guide to Traffic Generating Developments provides a rate for the Motels assuming 100% occupancy of rooms. However, these rates are based on a combination of inner-city motels as well as suburban motels that provide parking and have fewer transport options than that in a CBD environment. As such, it is appropriate to apply a 50% discount to this rate since no on-site parking is provided and there are excellent public transport options that guests may use, including specialty services such as the JetBus run by Adelaide Metro.

The adopted rate, resultant number and anticipated increase in trips is listed in Table 2.

*Table 2: Trip calculations*

| | **Daily Trips** | **Evening Peak Trips** |
|---|---|---|
| RTA Rate | 3 per room | 0.4 per room |
| Adopted Rate | 1.5 per room | 0.2 per room |
| **Trips** | **380** | **51** |
| Existing | 26 | 6 |
| **Change compared to existing** | **+354** | **+45** |

These trips would primarily be taxis and ride share services during a peak occupancy period. As such, the increase in trips is not expected to significantly impact the surrounding road network.

# 4. Waste Management

Zero Waste South Australia (ZWSA) have published a *Better Practice Guide* for waste management in South Australia that is used as a best practice guideline document when determining the waste needs of a development. This document bases waste generation on land use type, area and period of use and provides guidance on the systems, generation and collection methods of general, recycling and organic waste streams.

## 4.1 Waste Collection System

The proposed development is anticipated to make use of an intermediate waste management system that will primarily utilise manual handling. For this reason, an ideal maximum bin size of 660L will be used.

It is proposed that the new facility make use of private waste collection to gain efficiencies in use of larger bins for the general waste stream. This service will balance the number of weekly collections required to minimise the impacts of servicing and the need for on-site storage.

Individual rooms will have single bins provided that a cleaner would collect and sort daily into the three streams. These would be transferred to the ground floor bin areas for storage until collection. Common areas such as the buffet would be collected by staff members and disposed of accordingly.

## 4.2 Waste Generation

The primary waste generators for the proposal will be the lobby area, rooms and bar/buffet area of the hotel. The ZWSA Guidelines identifies rates for waste generation based on floor area, bedrooms and times of operation.

However, being a 2-star hotel located in the CBD, some key features would likely affect waste generation that should be taken into account. These include:

- No room service (such as in-room meals) is provided to guests
- There is no dining area, kitchen or mini bar provided in the rooms
- There are many dining options surrounding the site.
- The bar/buffet will only serve a limited continental breakfast and not include an on-site kitchen or substantial food-preparation area.

As such, some further investigation into the variation of waste generation for hotels was assessed with international literature providing some further insight. While there are some differences given the study was undertaken internationally, it indicates there is a significant reduction (around 40%) in waste typically generated per bedroom between different classes of hotel.

For this reason, it was considered appropriate to adopt a reduction of 20% to the rate specified by the ZWSA and the resulting rates used can be seen below in Table 3.

In addition, the dining area on the ground floor is not to operate in the same way as a typical dining area with only continental breakfasts being served that are primarily pre-prepared and disposable foods that do not make use of a kitchen. As such, the rate for the hotel dining as proposed by the ZWSA has been halved.

The ZWSA Guidelines do not specify hard waste as a relevant consideration in a hotel or the ancillary uses of the proposal.

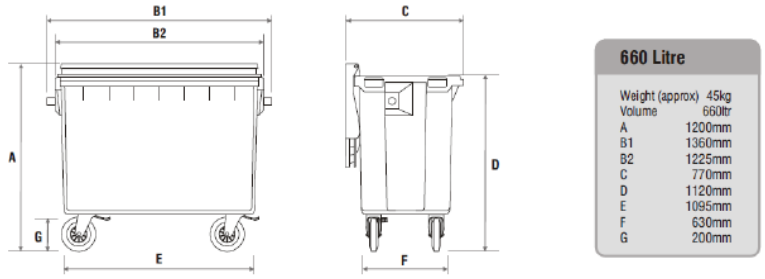
*Table 3: ZWSA and adopted waste generation rate for 2-star hotel*

| Waste Stream | General | Recyclable | Organic |
|---|---|---|---|
| Rooms - ZWSA (L/bedroom/day) | 5 | 3 | 1.5 |
| **Rooms - Adopted** (L/bedroom/day) | **4** | **2.4** | **1.2** |
| Hotel Dining – ZWSA (L/10m$^2$/day) | 30 | 5 | 40 |
| **Hotel Dining (Bar & Buffet) – Adopted** (L/10m$^2$/day) | **15** | **2.5** | **20** |
| **Office** (L/10m$^2$/week) | **15** | **15** | **2.5** |

## 4.3 Waste Storage

Knowing the total amount of waste generated, the number and size of bins can be assessed. Bins typically are sized in either 240L (standard kerbside collection), 660L or 1,100L as seen in Table 4. The 660L bin will be the maximum provided for collection for ease of handling and these are supported for all waste streams in South Australia.

*Table 4: Waste bin sizes*

| Capacity | Dimensions | |
|---|---|---|
| 660 Litres | 1,360 L x 770 W x 1,200 H |   |
| 240 Litres | 730 L x 580 W x 1,060 H |   General Waste Co-mingled Recyclables Food/Organics |

With collection three times a week, the waste generation and total number of bins has been calculated as seen in Table 5.

The storage of these bins on the ground floor can be seen in Figure 2. The waste room is oversized and will include a bin cleaning area and provision for any extra bins if operationally required in future.

*Table 5: Waste generation and bins required for the proposal*

| Waste Stream | | General (L) | Recyclable (L) | Organic (L) |
|---|---|---|---|---|
| Rooms - Adopted | | 7,084 | 4,250 | 2,125 |
| Hotel Dining (Bar & Buffet) – Adopted | | 1,313 | 219 | 1,750 |
| Office | | 42 | 42 | 7 |
| Total | | 8,439 | 4,511 | 3,882 |
| Capacity Required (three times weekly) | | 2,813 | 1,504 | 1,294 |
| Bin Size & Number Required | 660L | 4 | 2 | 2 |
| | 240L | 1 | 1 | |
| Capacity Provided | | 2,880 | 1,560 | 1,320 |

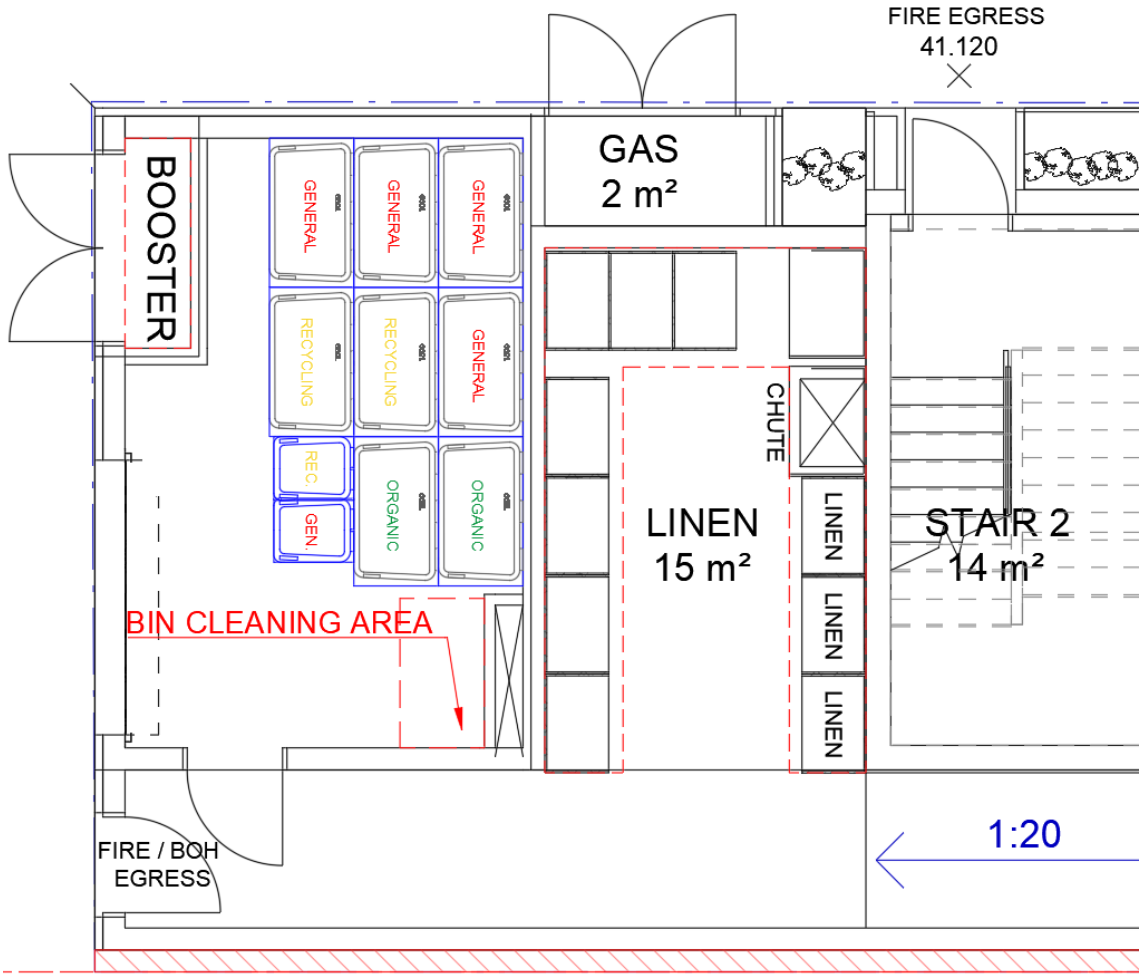



*Figure 2: Bin storage area*

## 4.4 Bin Presentation and Collection

A medium sized (8.8m) vehicle operated by a private contractor will collect waste from the waste storeroom.

The relatively low number of bins will reduce the service time and presentation area required for this process. It is recommended that waste collection should be conducted outside of peak periods (7-9am, 3-6pm) to minimise impacts to surrounding properties and traffic and a parking control will likely be in place to this end.

## 4.5 Linen Storage

In addition to waste storage required, infraPlan has undertaken an assessment of the linen storage requirements for the hotel as part of the servicing aspect of the site. This is based on the principle of three sets of linen (sheets and towels) being required per bedroom on-site at any one time:

- 1 set in-room,
- 1 set in storage, and
- 1 set to be cleaned

The sheets in storage are maintained in the linen rooms on each floor. Sets to be cleaned are transferred by cleaners to the ground floor via a linen chute.

If every room was occupied and sets replaced, there would be a requirement to store 253x sheets and towels at any one time ready for collection. This would require a volume of approximately 3,200L for sheets and 2,150L for towels daily. If 220L linen bins are used, this would require a total of 25 bins and approximately 8.25m$^2$ of floor area. This would be a similar space required if other bin sizes were used.

There is appropriate storage provided in the waste room as can be seen earlier in Figure 2.

PT DESIGN Pty Ltd 141-149 Ifould Street Adelaide SA 5000 T [08 8412 4300] W [ptdesign.com.au] ABN [35 008 116 916] structural • civil • engineers

11/06/2019

RCP (SA) Pty Ltd
Levle 2, 13 French Street
ADELAIDE SA 5000

Attention: Brad Steinert

20891-5-LET-SC-SC

Dear Sir

**274 NORTH TERRACE, ADELAIDE**

An assessment of the stormwater on the above site for the proposed building has been undertaken by this office. The purpose of this assessment was to determine the impact of the building on the surrounding footpaths and council drainage infrastructure and to advise of the proposed stormwater drainage system required for the proposed building.

The current site is covered by a single storey building and verandah at the southern end and bitumen to the northern end. Stormwater from the roof of the building discharges via a cross-over to the street water table at the southern end of the site. Surface run-off from the remainder of the site flows across footpaths to the north and west of the site. There is no subsurface drainage capturing any stormwater falling on the site.

It is proposed that the roof stormwater from the new building be captured and discharged directly to council's subsurface infrastructure on Frome Street. A flow rate of approximately 13 L/s is expected to council infrastructure during a 20 year storm event of 5 minutes duration. As the proposed building covers the entire site the flow of water currently discharging across the footpath and roadways will be greatly reduced, lessening the current impact on the street water table.

Please refer to the architectural drawings for proposed finished floor levels. The minimum difference in level between the street water table and adjacent building level is 200mm. Given the gradient of the roadway, this difference in height is considered adequate to prevent inundation of the building during a 1 in 100 year storm event.

Please contact the undersigned should you have any queries in relation to the above.

Yours faithfully
**PT DESIGN**

**SAMUEL CASE**
**DIRECTOR**

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# Vipac Engineers & Scientists

## 274 North Terrace Pty Ltd

# 274 North Terrace, Adelaide

# Wind Impact Assessment

30N-19-0129-TRP-6762516-1

14 June 2019

| **Report Title: Wind Impact Assessment**<br>**Job Title: 274 North Terrace, Adelaide** | |
|---|---|
| **DOCUMENT NO:** 30N-19-0129-TRP-6762516-1<br>**PREPARED FOR:**<br>274 North Terrace Pty Ltd<br>C/- Hines Property<br>Level 9, 644 Chapel Street<br>South Yarra , 3141<br>**CONTACT:** Brad Steinert<br>**Tel:** 0421 655 424<br>**Fax:** | **REPORT CODE:** TRP<br>**PREPARED BY:**<br>Vipac Engineers and Scientists Limited<br>279 Normanby Rd,<br>Port Melbourne, VIC 3207,<br>Australia<br><br>**Tel:** +61 3 9647 9700<br>**Fax**: +61 3 9646 4370 |

| | | |
|---|---|---|
| **PREPARED BY:** | | |
| Author: | Sophie Lamande<br>Wind Group Leader | Date: 14 Jun 2019 |
| **REVIEWED BY:** | | |
| Reviewer: | Zhuyun Xu<br>Senior Wind Consultant | Date: 14 Jun 2019 |
| **AUTHORISED BY:** | | |
| | Sophie Lamande<br>Wind Group Leader | Date:14 Jun 2019 |

| **REVISION HISTORY** | | |
|---|---|---|
| Revision No. | Date Issued | Reason/Comments |
| 0 | 13/06/2019 | Initial Issue |
| 1 | 14/06/2019 | Drawings updated |
| 2 | | |
| 3 | | |

| **DISTRIBUTION** | | |
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| 2 | Client (PDF Format) | Uncontrolled Copy |
| 3 | | |

**KEYWORDS:**

## EXECUTIVE SUMMARY

**274 North Terrace Pty Ltd** commissioned Vipac Engineers and Scientists Ltd to prepare a statement of wind effects for the proposed development at 274 North Terrace, Adelaide. This appraisal is based on Vipac's experience as a wind-engineering consultancy.

Drawings of the proposed development were provided by **Woods Bagot** in **June 2019**, as described in Appendix C of this report.

The findings of this study can be summarized as follows:

- With proposed design the development would be expected to have wind conditions in the footpath areas within the walking criterion;
- With proposed design, the entries would be expected to have wind conditions within the recommended standing comfort criterion;

The assessments provided in this report have been made based on experience of similar situations in Adelaide and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for all complex flow interactions. We recommend wind tunnel testing be conducted to verify these predictions in the detailed design phase.

TABLE OF CONTENTS

# 1 INTRODUCTION

**274 North Terrace Pty Ltd** commissioned Vipac Engineers and Scientists Ltd to prepare a statement of wind effects for the proposed development at 274 North Terrace, Adelaide. This appraisal is based on Vipac's experience as a wind-engineering consultancy.

The proposed development site is bounded by North Terrace to the north; Frome St to the West and existing buildings in the other directions (See Figure 1). The west elevation of the proposed scheme is shown in Figure 2.

This report details the opinion of Vipac as an experienced wind engineering consultancy regarding the wind effects in ground level public areas and access-ways adjacent to the development as proposed. No wind tunnel testing has been carried out for this development at this stage. Vipac has carried out wind tunnel studies on a large number of developments of similar shape and having similar exposure to that of the proposed development. These serve as a valid reference for the prediction of wind effects for this development. Empirical data for typical buildings in boundary layer flows has also been used to estimate likely ground level wind conditions adjacent to the proposed development [2] & [3].

Drawings of the proposed development were provided by **Woods Bagot** in **June 2019**, as described in Appendix C of this report.


*Figure 1: Aerial view of the proposed development site*

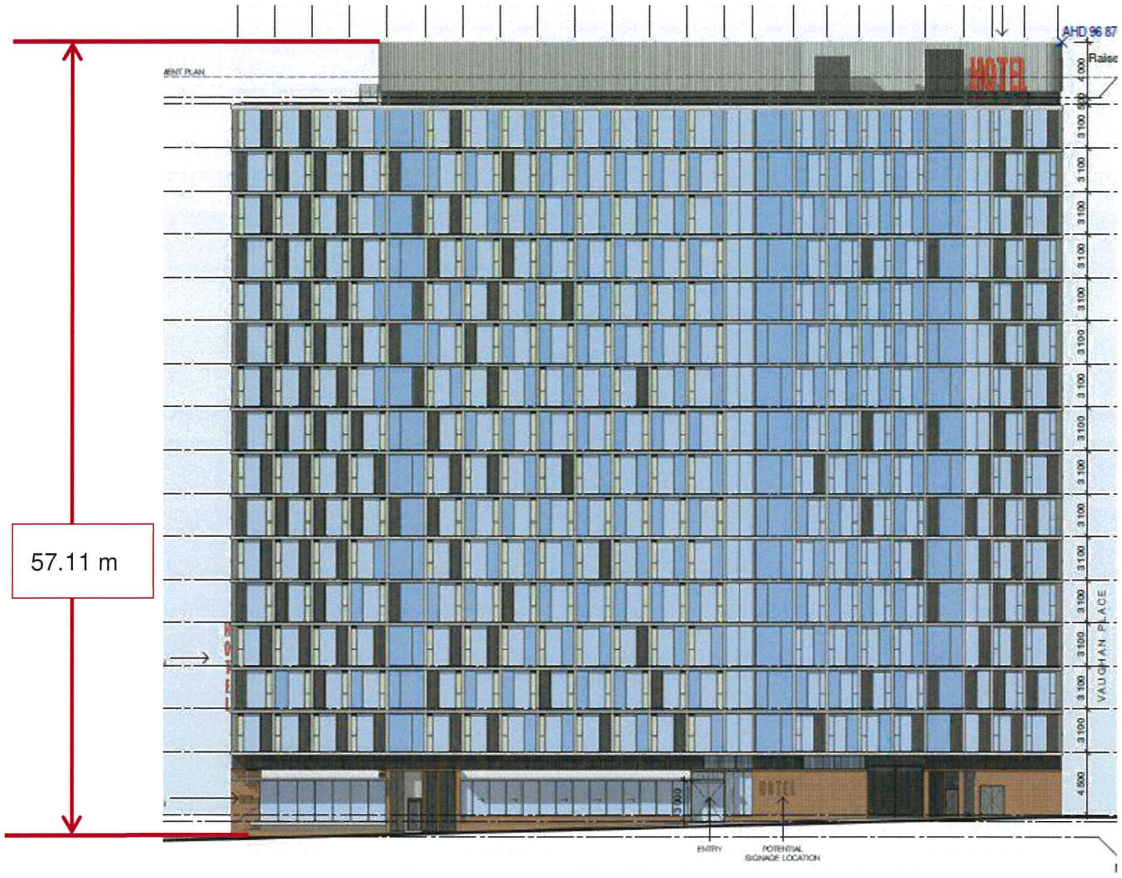



*Figure 2: West elevation of the proposed development.*

## 2 ANALYSIS APPROACH

When considering whether a proposed development is likely to generate adverse wind conditions in adjacent ground level areas, Vipac considers five main points:

- The exposure of the proposed development to wind;
- The regional wind climate;
- The geometry and orientation of the proposed development;
- The interaction of flows with adjacent developments;
- The assessment criteria, determined by the intended use of the public areas affected by wind flows generated or augmented by the proposed development.

The pedestrian wind comfort at specific locations around a site may be assessed by predicting the worst annual 3-second wind gust expected at that location. The location may be deemed generally acceptable for its intended use if the annual 3-second gust is within the threshold values noted in Section 2.5. For cases where Vipac predicts that a location would not meet its appropriate comfort criterion we may recommend the use of wind control devices and/or local building geometry modifications to achieve the desired comfort rating. For complex flow scenarios or where predicted flow conditions are well in excess of the recommended criteria, Vipac recommends scale model wind tunnel testing to determine the type and scope of the wind control measures required to achieve acceptable wind conditions.

## 2.1 SITE EXPOSURE

The proposed development site is located on the north of the Adelaide CBD. The surrounding developments (within 4 km radius) are low rise residential and parklands, with the taller buildings of the CBD to the southerly-westerly sector.

Therefore, for the current study, the exposure of the site is considered to be within Terrain Category 3 for all wind directions [1] (see Figure 3).

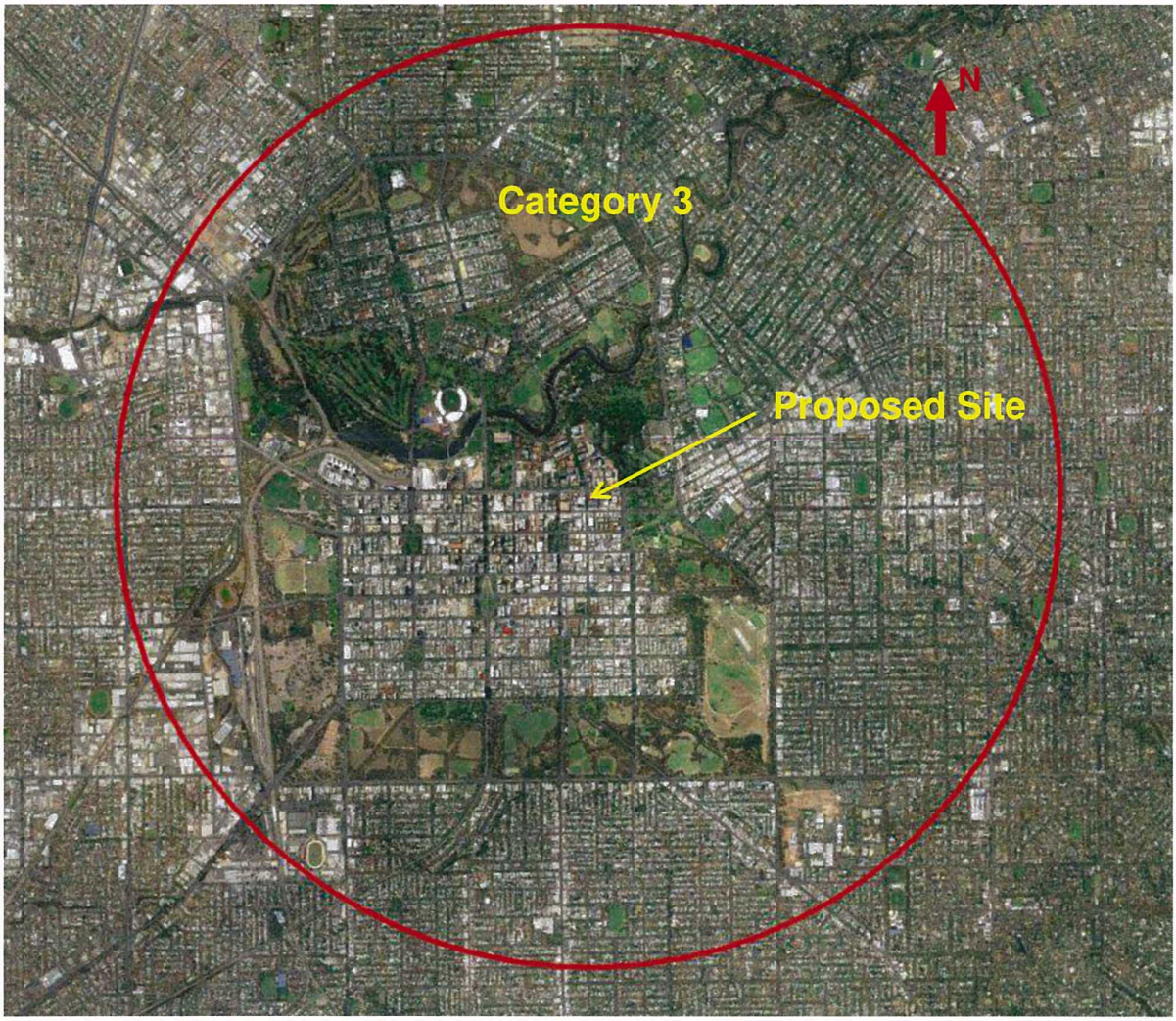



*Figure 3: Assumed terrain categories for wind speed estimation.*

## 2.2 REGIONAL WIND CLIMATE

The mean and gust wind speeds have been recorded in the Adelaide area for 30 years. These data have been analysed and the directional probability distribution of wind speeds have been determined. The directional distribution of hourly mean wind speed at the gradient height (≈500m), with a probability of occurring once per year (i.e. 1 year return period) is shown in Figure 4. The wind data at this free stream height are common to all Adelaide city sites and may be used as a reference to assess ground level wind conditions at the site. Figure 4 indicates that the stronger winds can be expected from the south-westerly, north-westerly and westerly directions.

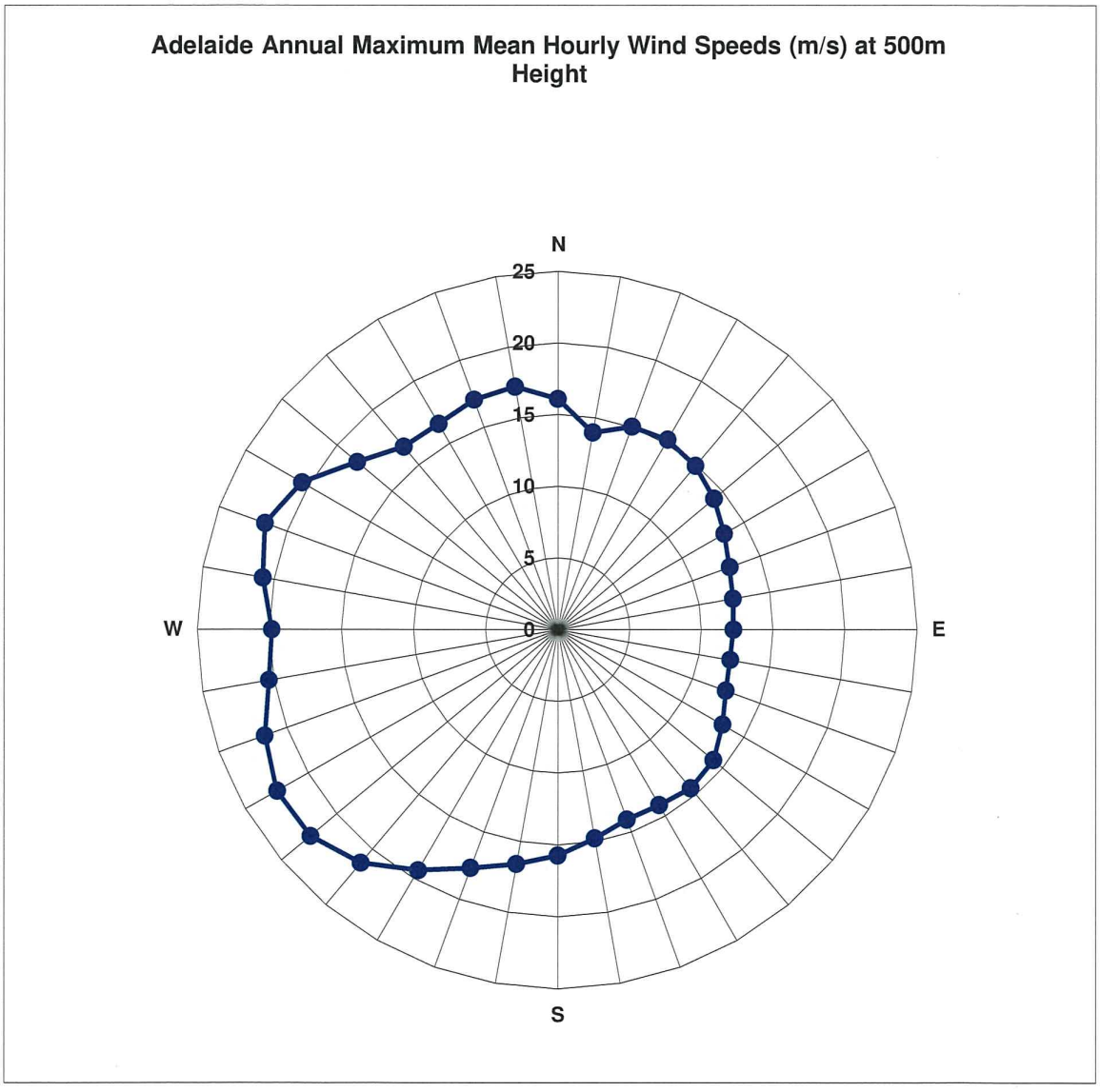



*Figure 4: Directional Distribution of Annual Return Period Maximum Mean Hourly Wind Velocities (m/s) at gradient height of 500m in Adelaide.*

## 2.3 SITE GEOMETRY AND ORIENTATION

The proposed development has a rectangular plan with the approximate dimensions of 58.8 m x 7 m as shown in Figure 5.

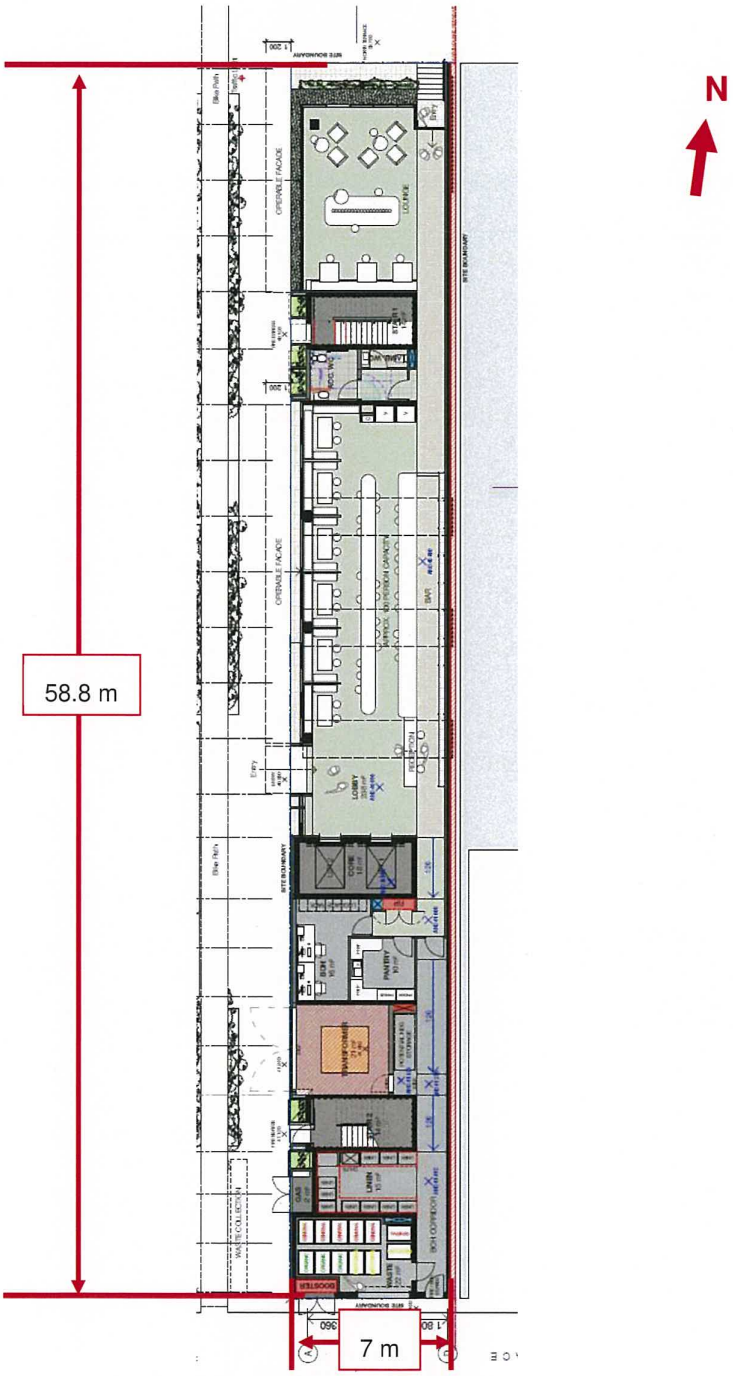



*Figure 5: Ground floor plan of the development*

## 2.4 FLOW INTERACTIONS WITH ADJACENT DEVELOPMENTS

The buildings immediately adjacent to the development site, with their approximate height in metres, are shown in Figure 6.

The site is predominately surrounded by 7-15 m buildings, with two taller 60 m accommodation buildings under construction across Frome Street to the west.

The winds from the southwest through west to northwest are high in strength on the proposed site due to the regional wind climate. The 60 m high buildings to the west will provide some shielding from these predominant winds.

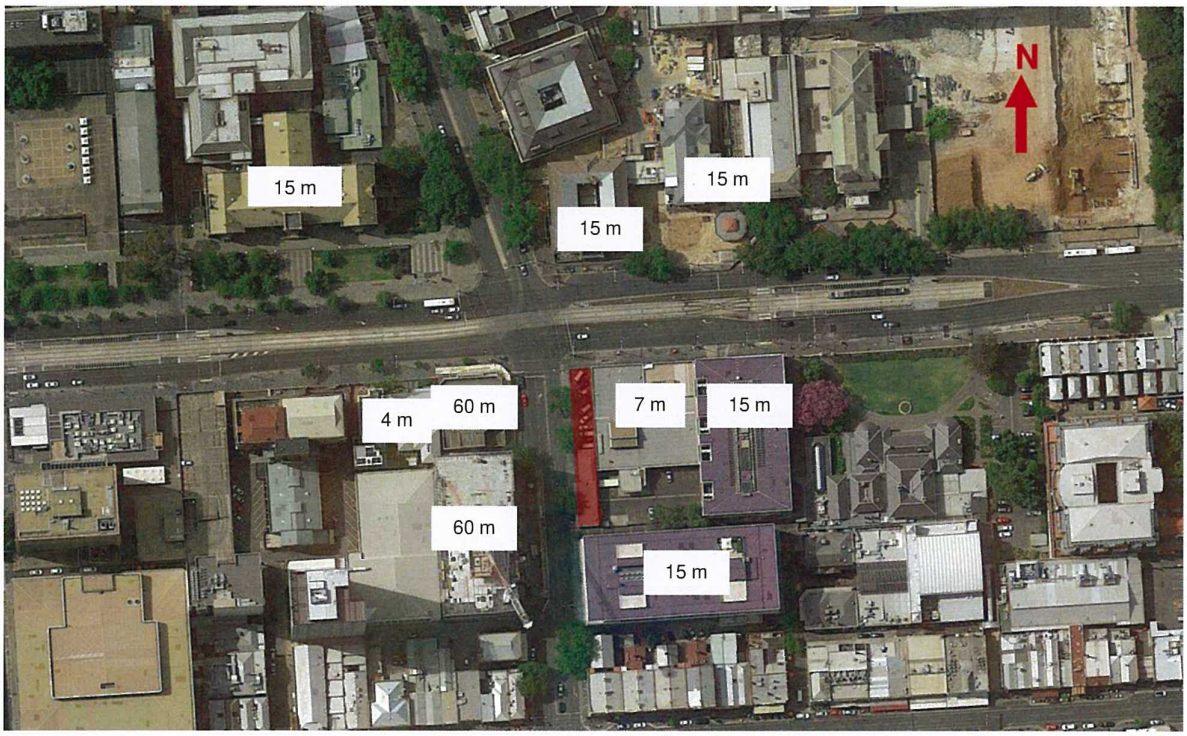



*Figure 6: Immediately adjacent buildings and their approximate height in meters (m).*

## 2.5 ASSESSMENT CRITERIA

With some consensus of international opinion, pedestrian wind comfort is rated according to the suitability of certain activities at a site in relation to the expected annual peak 3-second gust velocity at that location for each wind direction. Each of the major areas around the site are characterized by the annual maximum gust wind speeds. Most patrons would consider a site generally unacceptable for its intended use if it were probable that during one annual wind event, a peak 3-second gust occurs which exceeds the established comfort threshold velocity (shown in Table 1). If that threshold is exceeded once per year then it is also likely that during moderate winds, noticeably unpleasant wind conditions would result, and the windiness of the location would be considered as unacceptable.

*Table 1: Recommended Wind Comfort and Safety Gust Criteria*

| **Annual Maximum Gust Speed** | **Result on Perceived Pedestrian Comfort** |
|---|---|
| >23m/s | Unsafe (frail pedestrians knocked over) |
| <20m/s | Acceptable for **fast walking** (waterfront or particular walking areas) |
| <16m/s | Acceptable for **walking** (steady steps for most pedestrians) |
| <13m/s | Acceptable for **standing** (window shopping, vehicle drop off, queuing) |
| <11m/s | Acceptable for **sitting** (outdoor cafés, gardens, park benches) |

In a similar manner, a set of hourly mean velocity criteria (see Table 2) with a 0.1% probability of occurrence are also applicable to ground level areas in and adjacent to the proposed development. An area should be within both the relevant mean and gust limits in order to satisfy the particular human comfort and safety criteria in question.

*Table 2: Recommended Wind Comfort and Safety Mean Criteria*

| **Mean wind speed exceeded 0.1% of the time** | **Result on Perceived Pedestrian Comfort** |
|---|---|
| >15m/s | Unsafe (frail pedestrians knocked over) |
| <13m/s | Acceptable for **fast walking** (waterfront or particular walking areas) |
| <10m/s | Acceptable for **walking** (steady steps for most pedestrians) |
| <7m/s | Acceptable for **standing** (window shopping, vehicle drop off, queuing) |
| <5m/s | Acceptable for **sitting** (outdoor cafés, gardens, park benches) |

**Recommended Criteria**

The following table lists the specific areas adjacent to the development and the corresponding recommended criteria.

*Table 3: Recommended application of criteria*

| Area | Specific Location | Recommended Criteria |
|---|---|---|
| Footpaths | Around the development on Frome St and North Terrace (Figure 7) | Walking |
| Building Entrances | North and west sides of the building (Figure 7) | Standing |

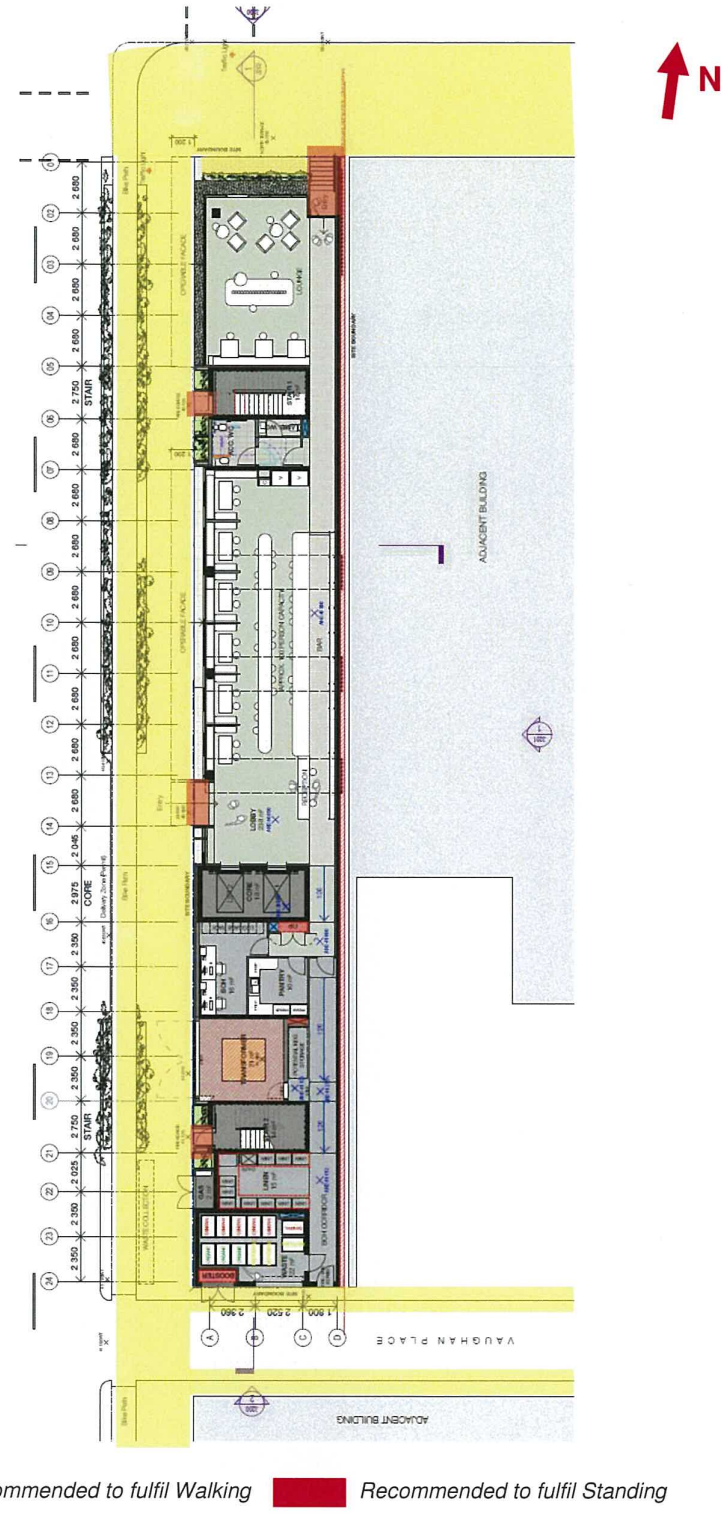



*Figure 7: Ground level Plan view of the proposed development with recommended wind criteria overlaid*

# 3 PEDESTRIAN LEVEL WIND EFFECTS AND RECOMMENDATIONS

**Ground Level**

The development is particularly exposed to the northerly and westerly direction, however, winds from these direction are expected to be within the walking comfort criterion. Corner acceleration of westerly winds is expected to be the main contributing factor to the adjacent wind environment. However, with the landscaping along Frome Street and the buildings under construction to the west providing shielding, the wind environment is expected to be within the recommended walking comfort criterion along the adjacent footpaths.

The entrances are set back within the façade and incorporate canopies and are expected to be within the recommended standing comfort criterion.

## 3.1 RECOMMENDATIONS

After careful consideration of the form and exposure of the proposed development, Vipac predicts that most areas will satisfy the various recommended comfort criteria at the adjacent ground level areas. As such, Vipac makes no recommendation for the alteration of the design as proposed.

It should be noted that this study is based on experience only and has not utilised any experimental data for the analysis. We recommend wind tunnel testing be conducted to verify these predictions.

# 4 CONCLUSIONS

An appraisal of the likely wind conditions for the proposed development at 274 North Terrace, Adelaide has been made.

Vipac has carefully considered the design and exposure of the proposed development, nominated criteria for various public areas according to their function and referred to past experience to produce our opinion of likely wind conditions. Base on this assessment, the following conclusions are drawn:

- With proposed design the development would be expected to have wind conditions in the footpath areas within the walking criterion;
- With proposed design, the entries would be expected to have wind conditions within the recommended standing comfort criterion;

The assessments provided in this report have been made based on experience of similar situations in Adelaide and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for complex flow interactions in the vicinity. We recommend wind tunnel testing be conducted to verify these predictions in the detailed design phase.

*This Report has been Prepared*

*For*

*274 North Terrace Pty Ltd*

*By*

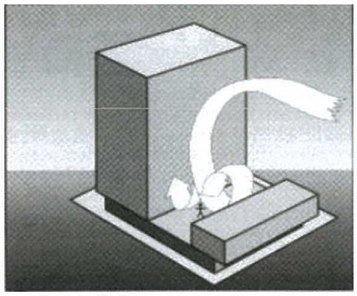
*VIPAC ENGINEERS & SCIENTISTS PTY LTD*

# Appendix A: ENVIRONMENTAL WIND EFFECTS

## Atmospheric Boundary Layer

As wind flows over the earth it encounters various roughness elements and terrain such as water, forests, houses and buildings. To varying degrees, these elements reduce the mean wind speed at low elevations and increase air turbulence. The wind above these obstructions travels with attenuated velocity, driven by atmospheric pressure gradients. The resultant increase in wind speed with height above ground is known as a wind velocity profile. When this wind profile encounters a tall building, some of the fast moving wind at upper elevations is diverted down to ground level resulting in local adverse wind effects.

The terminology used to describe the wind flow patterns around the proposed Development is based on the aerodynamic mechanism, direction and nature of the wind flow.



**Downwash** – refers to a flow of air down the exposed face of a tower. A tall tower can deflect a fast moving wind at higher elevations downwards.

**Corner Accelerations** – when wind flows around the corner of a building it tends to accelerate in a similar manner to airflow over the top of an aeroplane wing.

**Flow separation** – when wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces increased turbulence in the flow. Flow separation at a building corner or at a solid screen can result in gusty conditions.

**Flow channelling** – the well-known "street canyon" effect occurs when a large volume of air is funnelled through a constricted pathway. To maintain flow continuity the wind must speed up as it passes through the constriction. Examples of this might occur between two towers, in a narrowing street or under a bridge.

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

## Appendix B: REFERENCES

[1] *Structural Design Actions, Part 2: Wind Actions*, Australian/New Zealand Standard 1170.2:2011

[2] *Wind Effects on Structures* E. Simiu, R Scanlan, Publisher: Wiley-Interscience

[3] *Architectural Aerodynamics* R. Aynsley, W. Melbourne, B. Vickery, Publisher: Applied Science Publishers

## Appendix C: DRAWING LIST

| Name | Date modified |
| --- | --- |
| 190613_Architectural Planning Report_A | 14/06/2019 9:52 AM |

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11234/01

Ref No:
14249423

24 July 2019

Karl Woehle
Planning Officer - CBD & Inner Metro Team
Strategic Development Assessment
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

# 274 North Terrace, Adelaide

Further to the referral 020/A039/19 received 18 June 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 am pleased to provide the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel on two occasions over which period the design response progressed. A pre-lodgement agreement was not reached in advance of lodgement, however I acknowledge and commend the project team's commitment to genuinely engage with the Design Review process and address the issues raised.

I strongly support the aspiration to deliver a high quality outcome for this unique site, and encourage the design team to continue to develop the scheme to achieve the intended architectural expression as the project progresses.

The narrow site is located on the south east corner of North Terrace and Frome Street. The site has a northern frontage to North Terrace of approximately eight metres and a western frontage to Frome Street of approximately 60 metres with a site area of approximately 470 square metres. The site also has southern frontage to Vaughan Place, a 5.6 metre wide no through public road which is a rear laneway to properties fronting North Terrace. The site falls significantly towards North Terrace, resulting in an approximately 1.5 metre level difference between the northern and southern edges of the site.

North Terrace is considered an important pedestrian promenade and cultural boulevard in the Development Plan, with buildings defined by their grand scale and institutional architecture that reflect the symmetry and order of Colonel Light's Plan. There are a number of State heritage places proximate to the subject site, including the former Royal Adelaide Hospital buildings to the north of North Terrace, the

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OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11234/01

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Grand Lodge of Freemasons Adelaide Masonic Centre to the west of Frome Street and Ayers House located further east along North Terrace.

Frome Street is a multi-lane street with a variety of building types, ranging from medium size apartment buildings to smaller scale cafes, restaurants and retail tenancies. Most recently, two large scale mixed use developments have been approved directly across Frome Street to the west. A 132 metre tall mixed use tower named the Adelaidian is currently under construction and is located to the north of Tavistock Lane. On the south west corner of North Terrace and Frome Street, directly north of the Adelaidian site, demolition works have been completed for a 113 metre tall student accommodation development.

The proposal is for a 16 storey hotel building, comprising a single level podium and 15 levels of hotel accommodation above. The proposed height of the building is 51 metres excluding the rooftop plant, which is consistent with the 53 metre maximum height envisaged for the area by the Development Plan. I support the proposed height and massing, as in my opinion, the proposed scale is a well-considered response to the site and its location.

I support the height of podium elements, including the extent of brickwork, cantilevering canopies and the dark coloured recessed band above, which in my opinion, provides a convincing built form relationship with the scale of the historic built fabric in the context. I am also of the view that the proposed podium form is an appropriate base to the overall built form composition.

The proposed built form occupies the entire site to all boundaries, with the exception of an approximately two metre setback on the ground floor to North Terrace, creating threshold space to the internal public area. I support the proposed northern setback, as in my view it is a generous gesture that improves pedestrian amenity and is a genuine extension of the public realm. I also acknowledge that the setback maintains sightlines around the prominent city corner.

On the ground floor, front of house facilities, including hotel lobby, reception, bar and lounge space are proposed on the northern two thirds of the site. At the southern end, back of house functions including services infrastructure and a waste enclosure are proposed. I support the ground floor configuration in general and the consideration of the front of house spaces as an extension of the public realm. I also support the resolution of the back of house requirements. I encourage ongoing consultation with the utilities authorities and the City of Adelaide to explore site servicing options, with the view to minimise detrimental impacts on Frome Street and optimise the interface with the public realm.

The proposal includes publicly accessible outdoor seating opportunities along the north and west boundaries, with the intent to manage the existing sloping ground level and strengthen the relationship between the internal functions on the ground floor and the public realm, which I support. I also support the North Terrace entry arrangement that provide a sense of address and assist intuitive wayfinding. The submitted drawings indicate removal of the three existing street trees on the Frome Street footpath. While I am mindful that the upgrade of the Frome Street footpath and bikeway is likely to impact these street trees, I encourage the project team to engage with the City of Adelaide and work towards replanting of street trees of similar size and maturity to maintain pedestrian amenity.

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I support the materiality of the single storey podium element proposed as a combination of face brick and glazing, as in my opinion it provides fine grain details at the street level. However, additional information regarding the screening element for the services enclosure along the Frome Street frontage would be benefitial, with the view to deliver a consistent podium expression.

The facades above the podium comprise a combination of glazing and framed concrete panelling, with the intent to achieve a cohesive expression on all elevations. The ratio of glazing and concrete panels varies across all facades, informed by the internal programming and environmental conditions for each orientation. I strongly support the design intent for the refined and delicate expression and creating a building in the round. I acknowledge and support the recent increase in number of profiled concrete panels on the eastern facade, however I remain concerned by the extent of flat concrete panels to the southern half of the predominantly solid wall. While I acknowledge the increased complexity of mixed panel types, I encourage the exploration of opportunities to distribute the textured concrete panels to a larger portion of the eastern elevation. In my opinion, the delivery of the intended architectural expression is critical to the overall success of the development. To that end, I recommend a clear demonstration of different articulation methodologies of the precast and Glass Reinforced Concrete (GRC) panel types, supported by prototyping and the provision of a materials samples board. I also encourage the continued development of facade detailing through the next phases of design development to ensure the successful execution of the design intent.

I support the resolution of the architectural expression of the roof plant enclosure. In my opinion, the proposed materiality, curved form with a recessed detail to the bottom of the screening and the incorporation of lighting design all contribute to the delivery of a built form element that is a well-considered part of the overall building composition and expression.

On levels one to 15, a total of 253 hotel rooms are proposed, including king bed, twin beds, queen bed and varied types of accessible rooms. All hotel rooms are serviced by a single corridor along the eastern boundary. I strongly support the reduction of the hotel room numbers during the Design Review process with the view to increasing the number of king rooms and improving amenity and functionality. I also acknowledge and strongly support the provision of rooms for vision and hearing impaired patrons. I support the provision of openable windows and access to quality natural light and ventilation to every hotel room, as well as the provision of natural light and outlook to corridors and lift lobbies.

Regarding the Ecologically Sustainable Development (ESD) initiatives, I support the intention to deliver an efficient and standardised construction through the use of a modular system. I also support the design concept to develop the facade system informed by solar load requirements for each orientation.

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

- A high quality of external materials for the building, outdoor spaces and street interfaces, supported by the provision of a materials samples board.
- Development of panel articulation, including facade and ledge detailing, and prototyping of the precast and GRC panels during the next phase of design development.

Yours sincerely

Kirsteen Mackay
South Australian Government Architect

cc Aya Shirai-Doull ODASA aya.shirai-doull@sa.gov.au

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Government of South Australia
Department for Environment and Water

**Heritage South Australia**

Environment, Heritage and Sustainability Division

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Ref: SH/26413D
Date: 5 August 2019

Secretary - Ms Alison Gill
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Attention: Karl Woehle

Dear Mr Woehle

**DESCRIPTION: DEMOLITION OF EXISTING STRUCTURES AND CONSTRUCTION OF A 16 STOREY MIXED-USE DEVELOPMENT COMPRISING TOURIST ACCOMMODATION, CAFE AND ASSOCIATED BUILDING WORK – 274 NORTH TERRACE, ADELAIDE**

| | |
|---|---|
| Application number: | 020/A039/19 |
| Referral received: | 18/06/2019 |
| State heritage place: | SH/26413—Royal Adelaide Hospital (South-West Precinct) [including Sheridan Building (former Kiosk), Bice Building, Women's Health Centre (former Outpatients' Department), Allied Health Services Building (former Admissions and Casualty Department), McEwin Building, Former Margaret Graham Nurses' Home (State Heritage Place No 13093), remnant iron-railing fence to North Terrace, and brick boundary wall to Frome Road], North Terrace ADELAIDE<br>SH/10877—Brookman Building, University of South Australia (former School of Mines and Industries, then SA Institute of Technology), North Terrace ADELAIDE<br>SH/13377—Office (former Dwelling), 263-264 North Terrace ADELAIDE<br>SH/13376—Two Storey Dwelling (An elaborately detailed classical villa), 261 North Terrace ADELAIDE<br>SH/10956—Grand Lodge of Freemasons Adelaide Masonic Centre, 254 North Terrace ADELAIDE<br>SH/10849—Ayers House and former Coach House/Stables and Wall, 287-300 North Terrace ADELAIDE<br>SH/10848—Botanic Chambers, 301-307 North Terrace ADELAIDE<br>SH/10847—Botanic Bar (former Botanic Hotel), 308-310 North Terrace ADELAIDE<br>SH/13379—Tavistock Building, 228-240 Rundle Street ADELAIDE |
| Documentation: | As lodged |

The above application has been referred to the Minister for Environment and Water in accordance with Section 37 of the *Development Act 1993* as development that directly affects a State heritage place or, in the opinion of the relevant authority, materially affects the context within which a State heritage place is situated.

The site of the proposed development on the south-eastern corner of North Terrace and Frome Street sits opposite the former Royal Adelaide Hospital (State heritage place SH/26413) on the north-eastern corner. The Brookman Building (SH/10877) occupies the north-western corner diagonally opposite the subject site. To the west (beyond the site of the 34-storey student housing project currently under construction on the Frome Street corner) are three contiguous

State heritage places—a pair of two-storeyed semi-detached former dwellings (SH/13377), a two-storey detached dwelling (SH/13376) and the Grand Lodge of Freemasons (SH/10956). Ayers House (SH/10849) is located approximately 80 metres to the east of the subject site, adjoined by the Botanic Chambers (SH/10848) and Botanic Hotel (SH/10847) beyond. To the south, the Tavistock Building (SH/13379) occupies the corner of Frome Street and Rundle Street

The massing of the proposed hotel development comprises a 15-storey finely-articulated and modelled elongated, slender slab form sitting above a single level base of contrasting materiality, colouring and architectural expression. The building's 16-storey height reinforces the transition in scale along the southern frontage of North Terrace from the low scale of the Botanic Hotel, Botanic Chambers and Ayers House, through the mid-scale of the Palais Apartments to the high scale of the Adelaidean and student housing developments currently under construction on the western side of Frome Street.

I have considered the subject proposal in relation to the visual settings of the above State heritage places as follows.

- Although the proposed height is at odds with the historic scale and character of the North Terrace townscape, it is supported by current planning policy. There is no direct adjacency to a State heritage place that might otherwise trigger the expectation of a more contextual scale response.
- By contrast, the scale of the single-storey base element is inconsistently low in comparison to the range of height datums set by the heritage-listed historic buildings in the vicinity. The lack of any direct adjacency reduces perception of this discrepancy, which is to some extent mitigated by the recent amendment expressing the transfer beam depth as part of the base composition. The contrasting materiality of the base with its red brick screen walls, portals and plinth has a positive streetscape impact in its human scale and fine grain, and the interplay between the brick elements and the large areas of clear glazing aids the sense of dynamism and activation at the pedestrian level.
- From the east, the transitional articulation and modelling of this largely blank façade assist in carrying the architectural expression of the fenestrated northern façade around the corner, and lend it a degree of texture and visual interest as a backdrop. Its exposure to the settings of Ayers House, Botanic Chambers and the Botanic Hotel is however largely obscured by the silhouette of the Palais apartment building, and will be effectively negated on completion of the much taller Adelaidean and student housing projects to the west.
- In views from the west along North Terrace, the impact of the proposed development on the setting and context of the Freemason's building and the adjacent two-storeyed State heritage places will be nullified by the student housing development. From the northern side of North Terrace, the proposed development will not encroach on oblique views of the Brookman Building.
- Nor is the subject proposal within the principal viewscapes of the former Royal Adelaide Hospital either from the east or the west along North Terrace. Likewise, it will not affect the western aspect of the hospital buildings onto Frome Road. Travelling up Frome Road from the north, the presence of the proposed hotel building in oblique views of the RAH will be largely negated by the angled alignment of Frome Road relative to Frome Street and the well-established tree canopy of Frome Road.
- The proposed hotel's impact on oblique views of the Tavistock building will not be significant due to the degree of separation between the two and the presence of the intervening apartment building. Travelling further northwards, there will be some truncation of views towards the former RAH, but this will progressively decrease on approaching the North Terrace corner.

***Recommendation***

**A. The following advice is provided for the regard of the State Commission Assessment Panel.**

**For the reasons stated above, and in the context of relevant planning policy, the subject proposal is considered to have a minor impact on the visual settings of the State heritage places in its vicinity.**

***General notes***

1. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
2. In accordance with Regulation 43 of the *Development Regulations 2008*, please send the Department for Environment and Water a copy of the Decision Notification.
3. The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993.*
   (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
   (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.
   For further information, contact the Department for Environment and Water.
4. The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988.*
   (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

For any enquiries in relation to this application, I can be contacted on telephone 8124 4935 or e-mail peter.wells@sa.gov.au.

Yours sincerely

Peter Wells
**Principal Conservation Architect**
DEPARTMENT FOR ENVIRONMENT AND WATER
*as delegate of the*
**MINISTER FOR ENVIRONMENT AND WATER**

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**Enquiries:** Phil Chrysostomou 8203 7146
**CoA Ref:** S10/30/2019
**SCAP Ref:** 020/A039/19

15 July 2019

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

**Attention: State Commission Assessment Panel**

Dear Sir/Madam

**Application:** S10/30/2019
**Applicant:** 274 NORTH TERRACE P/L
**Address:** 274 North Terrace, ADELAIDE SA 5000
**Description:** Demolition of existing structures and construction of a 16 storey mixed-use development comprising tourist accommodation, cafe, and associated building work

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

## TECHNICAL COMMENTS

**STREET TREES / LANDSCAPING**

- Existing street trees along Frome Street shall be retained.
- All works around street trees shall be undertaken in accordance with AS 4970-2009 Protection of Trees on Development Sites.
- Any requirement to prune CoA (City of Adelaide) trees is to be done ONLY by CoA staff once permission is granted.

**ROADS / FOOTPATHS / ENGINEERING**

- 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 CoA and contractor, then formally submit via email for CoA to accept, prior to works commencing.
- CoA will inspect the works after completion for standards and specification compliance. Any non-compliance will need to be rectified at the developers costs to Council's satisfaction.
- Existing boundary (back of path) levels must not be modified. Finished floor levels and entry point levels should be based around retaining the existing back of path levels.
- Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.
- 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.

- Modifications to CoA footpath and kerb infrastructure has been proposed in this DA on North Terrace Street and Frome Street. No works in the public realm can be undertaken, without landlord approval from CoA. This will require the developer to submit a detailed design, in accordance with CoA electronic drafting guidelines, by a suitably qualified civil engineering consultancy to ensure the propose d works satisfy CoA design and engineering standards (i.e. cross-fall, longitudinal grade, surface material, pavement details and specification, storm water). Landlord approval will be provided via formal written approval from City of Adelaide. The developer/designer must engage CoA upfront and have a start-up meeting prior to commencing detailed design.

**TORRENS & STORM WATER**

- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to either existing Council underground stormwater infrastructure located within North Terrace or Frome Street.
- All stormwater pipes shall be adequately sized to ensure a suitable flow to the stormwater pipe network.

**LIGHTING / ELECTRICAL / CCTV**

- The proposed development works may not impact on the public lighting within the proximity of the development site. The existing lighting installed on Frome Road is owned and maintained by City of Adelaide and consists of street lighting columns, pits and underground cable. The street lighting on North Terrace is owned by DPTI and consists of tram columns with tram cabling suspended with lighting outreaches with associated pits and underground cable. Any works near the DPTI assets will also require their approval, particularly with respect to safe working distances from their assets.
- 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 Council's requirements. The works shall be carried out to meet Council's 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.<br>• 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.<br>• If building mounted lit signage is to be installed onto the building, further review and approvals will be required by City of Adelaide.<br>• 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.<br>• All assets to be handed over to CoA to own and maintain shall be constructed to Council's requirements and applicable legislative standards and requirements. All equipment gifted shall be Council's standards and applicable requirements. |
| **TRAFFIC / TRANSPORT** | • As the hotel is situated on the only north-south separated cycling corridor in the City, it is likely to attract a higher number of cycling tourists. As such, it is unreasonable to provide no on-site bicycle parking/storage. Nine (9) bicycle parking spaces should be provided in accordance with the Development Plan.<br>• There is insufficient circulation space provided in the waste room for serviceability/access to bins.<br>• DPTI should be made aware that the notional bikeway design shown in the lodgement plans is indicative only and is not representative of the working design drawings. Whilst we can give some assurance that some level of off-peak loading will be available adjacent to the proposed hotel, the details of such are still in design development. Due to the developing nature of the drawings, we are not in a position to release plans at present. Differences may include, for example, longer loading pathways for bins and path areas between the bikeway and vehicle loading space.<br>• No permit will be issued to the hotel for waste collection services on Frome Street. The parking area is likely to have a restriction that permits loading, but is available to all users (eg Loading Zone, No Parking Zone, Timed Zone) |
| **WASTE** | • The Planning Report states "Weather (sic) the bins a (sic) manoeuvred prior to pick up or by the truck driver remains a discussion point with the City of Adelaide." (section 5.9.3). Without prejudice of any other requirements regarding planning and/or public amenity, section 5.7 of the Waste Management by-law 2018 (By-law No. 5 of 2018) applies.<br>• It is understood that the storage room was designed for 2 collections per week, to be undertaken by a private contractor (table 5 and section 4.4 of the Traffic Design & Waste Management Report, by Infraplan).<br>• Bin storage room (22 m2) seems too small for manoeuvrability and appropriate handling of the bins. Note that each waste stream is to be collected separately and the collection operator will need to have easy access to the bins to collect, without having to put out/displace |

all of the bins (including all those that need not be collected) each time.
- Bin wash area not clearly identified in the drawing, if present it is too small to fit work in process.
- No 240 litre bins are not represented in the drawing.
- No place for other collections if needed (hard waste).
- 660 litre organic bins might be too heavy handling and manoeuvring, if presented completely full.

**STRATEGY & DESIGN**

- No indented parking will be accommodated on Frome Street as per sheet 89. CoA require 1m clearance from parked cars to the bikeway to prevent injury to bike riders from being hit by car doors.
- The CoA design team have an issue with the number of large bins required to be located on the verge and potentially injury bike riders if not placed correctly or roll around. This needs to be managed better for safety of the bikeway users. Restricting collection times to avoid peak bike rider periods could be an option (Eg. 7pm to 7am).
- CoA support the removal of the existing multiple driveway access from Frome Street into the site.
- Due to the removal of the existing driveways on Frome Street, new on street parking can be incorporated but they will be off peak parking only (similar to the blocks directly south of this site.
- We have serious concerns about the high frequency of delivery to this site and the impact to the bikeway. We could incorporate a hotel drop off similar to the Majestic / Manta which is used to prevent clashes between bike riders and deliveries.

**PLANNING RELATED COMMENTS**

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

**ENCROACHMENTS**

- The canopy should provide adequate and continuous shelter to pedestrians along Frome Street and North Terrace. An appropriate solution would be that that the canopy has greater projection from the building line (to both North Terrace and Frome Street frontages), remains unbroken and further extends along Frome Street façade.

Yours faithfully

Phil Chrysostomou
**PLANNER - PLANNING ASSESSMENT**

MASTERPLAN
TOWN + COUNTRY PLANNERS

2 August 2019

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Attention: Karl Woehle

Dear Karl

**Re: 020/A039/19 – 274 North Terrace, Adelaide**
**Response to Council Referral Comments**

I refer to the receipt of the Council referral comments dated 15 July 2019 and the subsequent clarification of matters provided by Council by email on 24 July 2019.

As we understand the comments following further discussions with the Council planning staff, the Adelaide City Council have no fundamental opposition to the proposed development.

Clarification on the following matters has however been sought by Council:

- street tree retention;
- Frome Street separated cycleway design;
- off peak loading zone;
- canopy design; and
- waste storage room and management.

We have provided our response to the Council referral comments below.

**1. Street Tree Retention**

Council have indicated a preference for the retention of the existing street trees. The existing street trees have canopies that significantly extend over the boundary of the site given the current lack of built form on the site. The proposed built form will result in such significant pruning of the street tree canopies that will have a substantial impact on the visual presence and health of the trees.

Furthermore, the Council's preference for a continuous canopy for pedestrian protection along Frome Street would interfere with the ability to retain these trees.

The street trees do not impact on any access to or from the site of the development.

While the trees could be retained, the impact on the canopies does not in our opinion warrant their retention, which would be better served through new landscaping being established as part of the overall design in the completion of the separated cycleway.

**2. Frome Street Separated Cycleway Design**

The proponent is fully aware that the Adelaide City Council have not finalised the design of the adjacent separated cycleway. The indicative design of the cycleway shown on the proposal plans was provided by the Adelaide City Council to illustrate how the cycleway may be developed while affording the opportunity to establish an off-peak loading zone on Frome Street.

It is understood that there will be no indented parking accommodated on Frome Street.

The proponent is aware that the final design of the separate cycleway is still is design development and will continue to work collaboratively with Council on the public realm design adjacent the site.

**3. Off peak Loading Zone**

The proponent is satisfied by Council's assurance that "*some level of off-peak loading will be made available adjacent to the proposed hotel*".

It is understood that this will not provide for exclusive permit use by the hotel and will be available to all users as either a 'Loading Zone', 'No Parking Zone' or 'Timed Zone' out of the peak traffic flow period on Frome Street.

While Council may still have a preference that and "*recommend off street loading be required for larger items and bin collection*" the constraints, including the width of the site and its location to the street intersections prohibit the ability of providing any off street loading being able to be accommodated.

Accordingly, the proponent will continue to work closely with the Adelaide City Council in the design of the public realm adjacent the site of the development to ensure that there is minimal impact on pedestrian and cycling movement as a result of service deliveries and waste collection.

## 4. Canopy Design

Woods Bagot have provided the following response to Council's comments in respect to the extent of the pedestrian canopies proposed as part of the building design:

> *"The extent of canopies along from road has been strategically designed in accordance with the building ground floor uses, to provide shelter where required at entries and along much of the Frome Road interface. With an extensive site length of nearly 60m, the intermittent canopies provide variation in the street scape and work to express the semi-public ground floor spaces for legibility and way-finding. Intermittent canopies are common along Frome Road, with relatively no canopies present north of the subject site. Depth has been carefully designed to provide adequate public shelter and cater to internal planning by mitigating direct solar exposure whilst providing adequate light penetration into the ground floor FOH spaces".*

In addition to the above comments from the building architects, it is noted that the North Terrace streetscape does not exhibit pedestrian canopies, and the introduction of a significant canopy at the corner would be a foreign design element at odds with the North Terrace walled streetscape.

It is noted however, that the City of Adelaide have advised that *"The canopy largely meets the requirements of the encroachment policy*".

## 5. Waste Storage Room and Management

InfraPlan have reviewed the comments provided in respect to the waste storage room and waste collection and updated their Traffic and Waste Management Report accordingly (See **attached**).

In summary:

- increased waste collection frequency from two times per week to three times per week;
- reduction in the number of bins based on the increase frequency of collection;
- the configuration of the bin room has been amended to include a "bin cleaning area";
- conformation that bins will be collected from Frome Street outside of peak traffic times;
- conformation that the onsite loading and pickup area will be established on Frome Street in consultation with the Adelaide City Council; and
- removal of the waste collection presentation area from Frome Street, recognising that the bins will be collected from the waste storage room by a private contractor.

Thank you for the opportunity to provide clarification and response to the Council referral comments.

We look forward to the matter being considered at the next available meeting of the State Commission Assessment Panel.

Yours sincerely

**Greg Vincent**
MasterPlan SA Pty Ltd

Enc: Review Traffic and Waste Management Plan

cc: RCP – Attention: Brad Stienert
Hines Property - Attention: Jason Blankfield

infraPlan




# Traffic Design & Waste Management Report

# Hotel - 274 North Terrace, Adelaide

June 2019

| **Project Name** | **Traffic Design & Waste Management Report - Hotel - 274 North Terrace, Adelaide** |
|---|---|
| **Consultant contact details** | Erik Stopp<br>Senior Transport Engineer - InfraPlan (Aust) Pty Ltd<br>Level 3, 66 Wyatt Street ADELAIDE SA 5000<br>p: 08 8227 0372<br>erik@infraplan.com.au |

| **Document Control** | | | | | |
|---|---|---|---|---|---|
| **Name:** | **IP19.012 Hotel - 274 North Terrace, Adelaide** | | | | |
| **Version** | **Notes** | **Author** | **Date** | **Reviewer** | **Date** |
| 1 | Issue | ES | 02.04.19 | GB | 02.04.19 |
| 2 | Minor Revision | ES | 24.05.19 | | |
| 3 | Final Revision | ES | 12.06.19 | | |

# Table of Contents

# 1. Executive Summary

InfraPlan has been engaged by Hines Property to develop the movement and waste management aspects of the proposed development at 274 North Terrace, Adelaide (on the corner of Frome Street). The proposal involves the demolition of existing buildings and construction of a 16-storey 2-star hotel. The development is set to include:

- Removal of an existing car rental facility
- Construction of a new 253x room 2-star hotel including a ground floor lobby, bar and buffet breakfast area.

Key findings of this study are listed below and explored further in the report:

1. The proposed hotel will remove 10x existing off-street vehicle parking bays and 2x driveway crossovers.
2. No off-street vehicle parking is provided in accordance with the Development Plan.
3. While required by the Development Plan, no bicycle parking will be provided as part of the proposal given the 2-star nature of the hotel, excellent walking and public transport, public mobility device sharing and the provision of free bicycle storage in the adjacent car park.
4. In comparison to the existing site, the proposal is expected to generate an additional 354x daily and 45x evening peak vehicle trips primarily in the form of taxi or ride share trips.
5. An on-street loading and pick-up and drop-off area will be provided on the Frome Street frontage and will be appropriately controlled in negotiation with the City of Adelaide.
6. Waste will be serviced twice per week by a private waste contractor and stored onsite across the three waste streams in 12x 660L bins and 2x 240L bins.
7. Bins will be presented on Frome Street for collection outside of peak periods.

As part of this study, we have reviewed:

- City of Adelaide Development Plan consolidated 7 June 2018
- Drawing set issued - 12.06.19 by Woods Bagot
- RTA Guide to Trip Generating Developments
- Son, L.H., Matsui, Y., Trangm D.T.T. and Thanh, N.P. (2018) *Estimation of the Solid Waste Generation and Recycling Potential of the Hotel Sector: A Case Study in Hue City*, Vietnam. Journal of Environmental Protection, 9, 751-769.

# 2. Existing Site

As seen in Figure 1, the site has a frontage to both North Terrace and Frome Street. Currently, the site hosts a vehicle rental office with associated parking, storage and maintenance facilities.

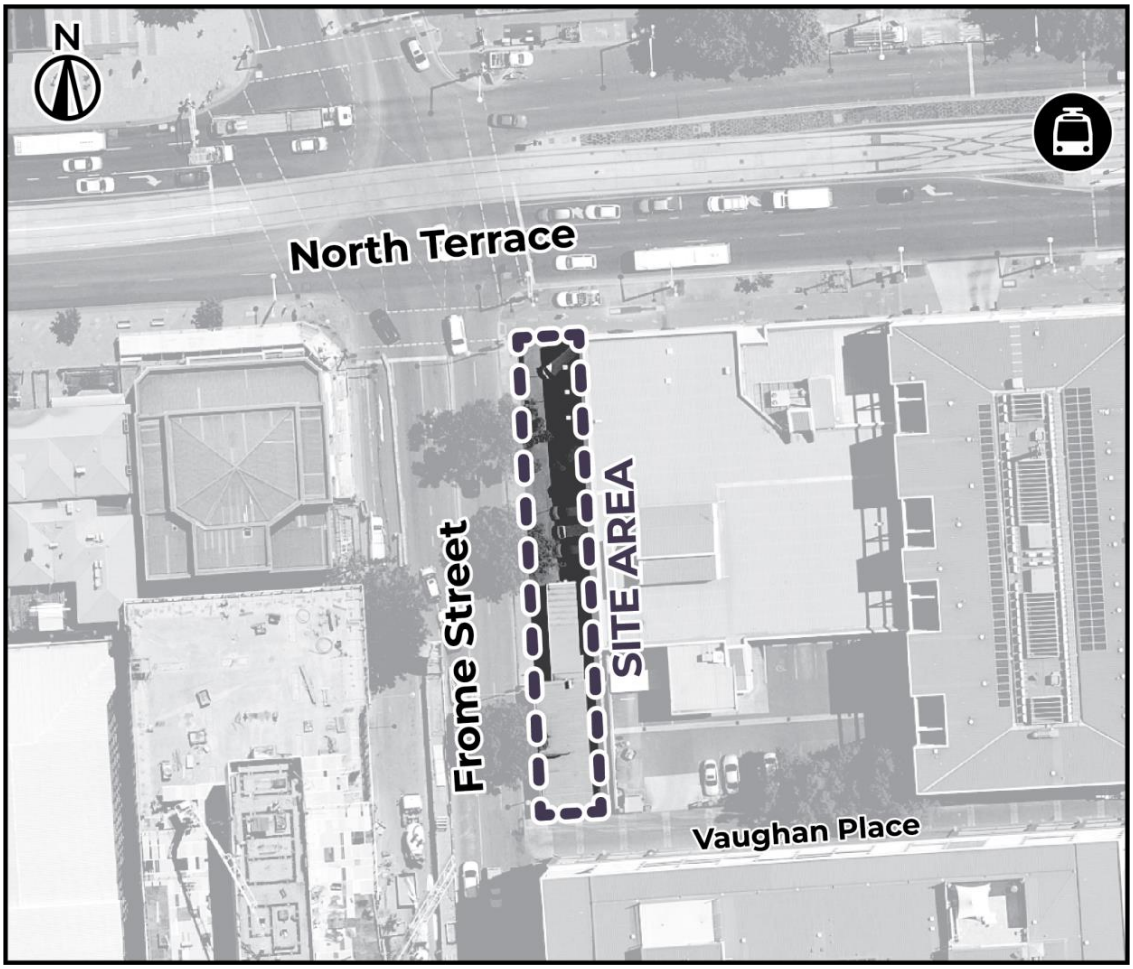



*Figure 1: Site plan of study area*

## 2.1 Local Road Network

Under the City of Adelaide's SmartMove Strategy, North Terrace is classified as a Regional Link currently and a District Link in future. As such, a decrease in traffic is planned. North Terrace currently handles approximately 30,000 vehicles per day. Additionally, North Terrace is to see a reduction in bus traffic with movements to be solidified along East Terrace and Grenfell Street.

Frome Street is classified as a District Link and is expected to remain as this in future. Frome Street carries approximately 16,000 vehicles per day. Frome Street is to see a reduction in bus traffic with movements to be relocated to East Terrace and Pulteney Street. The section of Frome Street between North Terrace and Rundle Street is currently slated for upgrade by the City of Adelaide as part of the North-South Bikeway.

In terms of public transport North Terrace has recently seen the construction of the tram extension with the Botanic Gardens Tram Stop approximately 80m east of the site.

## 2.2 Planning Context

Under the City of Adelaide Development Plan, the site is within the Capital City Zone, but does not sit within a prescribed policy area. The primary transport related matters arising from this classification include:

- There are no car parking requirements for this development type in the Capital City Zone, in accordance with Table Adel/7;
- Bicycle parking should be provided in accordance with Table Adel/6, comprising:
    - Motel: 1 per 20 employees and 2 for the first 40 rooms, plus 1 for every additional 40 rooms;
- Vaughan Place (immediately south of the site) is identified as a proposed pedestrian link in accordance with MAP Adel/1 (Overlay 2A) - Development should ensure that these pedestrian links are maintained;
- The site sits within the following Transport and Movement Overlays:
    - High Concentration Public Transport Route (North Terrace, west of Frome Street);
    - Primary Bicycle Network (Frome Street and North Terrace);
    - Primary Pedestrian Area; and
    - Primary City Access (Frome Street and North Terrace).

## 2.3 Parking

The existing site can accommodate 10x parked vehicles and has a cleaning and refuelling bay. There is a multi-storey parking facility immediately south of the site that provides for both vehicle and bicycle parking.

There is currently no on-street parking immediately adjacent the property.

## 2.4 Vehicle Movements

There is little traffic engineering guidance to estimate trip generation rates of car hire facilities especially in a CBD environment. In lieu of this information or undertaking an on-site survey, a first principles assessment of likely trips associated with the site has been undertaken.

1. The site hosts 10 car parking spaces to store vehicles for hire as well as an office and maintenance area for vehicles.
2. Assuming 2 employees are present at the site, there would be 2x peak hour trips and approximately 6x daily trips.
3. Assuming 80% of the vehicles stored on-site are hired in one day and are subsequently replaced with vehicles stored offsite, there would be an additional 16x daily trips and say 4x peak hour trips.

This equates to 6x peak hour trips and 22x daily trips associated with the site on a typical business day however this could be a widely variable figure given on demand required on a particular day.

## 2.5 Site Access

The site has two vehicle access points from Frome Street, each approximately 6.0m wide. Given the angled parking bays on site, this likely operates in a one-way fashion with the northern bay being the entry and the southern an exit.

# 3. Future Site

The proposed development is to be a 2-star rated hotel. This is an operation that is suited to the constrained geometry of the site and differs significantly from operation in comparison to higher star rated hotels.

## 3.1 Parking

No on-site vehicle parking is to be provided as part of this proposal which is in accordance with the provisions of the Development Plan as well as the anticipated operation of the hotel.

Table 1 specifies the bicycle parking requirements of the Development Plan for the proposal.

*Table 1: Bicycle parking required by Development Plan*

| User | Rate | Requirement |
|---|---|---|
| Employees | 1 per 20 employees | 1 |
| Guests | 2 for the first 40 rooms, plus 1 for every additional 40 rooms | 8 |

This is a total requirement of 9 bicycle parking spaces. The proposal does not currently include dedicated bicycle parking on-site for a number of reasons:

- The 2-star nature of the hotel results in a minimally staffed operation on a highly constrained site.
- Motel guests are unlikely to own a bicycle but will be in close vicinity of the BikeSA Free Bike Hire scheme commonly used by tourists at the UniSA East Campus on North Terrace (less than 100m from the site).
- Being in a CBD environment, guests have:
    - Excellent access to public transport such as trams and buses.
    - Walking access to many attractions and services.
- There is an increase of public mobility device sharing facilities that are likely to be used by guests such as scooters and bicycles that the City of Adelaide currently participates in.
- There is an adjacent off-street public car park that provides free bicycle parking.

Based on these points, the provision of no on-site bicycle parking is considered appropriate.

## 3.2 Site Access

The proposal removes the existing vehicular crossovers from Frome Street and does not include any new access from either of the adjoining roads. This will improve pedestrian amenity and remove potential vehicle-pedestrian conflict along this busy footpath.

Discussions have been undertaken with the City of Adelaide to provide a facility for on-street parking along Frome Street immediately adjacent the entrance that would cater for guest pick-up and drop-off as well as servicing of the site.

This section of on-street parking would likely be controlled by a part time *No Parking* or *Loading Zone* control in addition to a *No Stopping* control during peak weekday periods that is used to allow 2x clear lanes of traffic along other recently reconstructed sections of Frome Street. These controls would be subject to further discussions with the City of Adelaide.

## 3.3 Trip Generation

Given there is no vehicle access to the site, direct movements related to the proposal would only be for pick-up and drop-off as well as for servicing the property.

The RTA Guide to Traffic Generating Developments provides a rate for the Motels assuming 100% occupancy of rooms. However, these rates are based on a combination of inner-city motels as well as suburban motels that provide parking and have fewer transport options than that in a CBD environment. As such, it is appropriate to apply a 50% discount to this rate since no on-site parking is provided and there are excellent public transport options that guests may use, including specialty services such as the JetBus run by Adelaide Metro.

The adopted rate, resultant number and anticipated increase in trips is listed in Table 2.

*Table 2: Trip calculations*

| | **Daily Trips** | **Evening Peak Trips** |
|---|---|---|
| RTA Rate | 3 per room | 0.4 per room |
| Adopted Rate | 1.5 per room | 0.2 per room |
| **Trips** | **380** | **51** |
| Existing | 26 | 6 |
| **Change compared to existing** | **+354** | **+45** |

These trips would primarily be taxis and ride share services during a peak occupancy period. As such, the increase in trips is not expected to significantly impact the surrounding road network.

# 4. Waste Management

Zero Waste South Australia (ZWSA) have published a *Better Practice Guide* for waste management in South Australia that is used as a best practice guideline document when determining the waste needs of a development. This document bases waste generation on land use type, area and period of use and provides guidance on the systems, generation and collection methods of general, recycling and organic waste streams.

## 4.1 Waste Collection System

The proposed development is anticipated to make use of an intermediate waste management system that will primarily utilise manual handling. For this reason, an ideal maximum bin size of 660L will be used.

It is proposed that the new facility make use of private waste collection to gain efficiencies in use of larger bins for the general waste stream. This service will ideally involve only once or twice weekly collection to minimise the need for servicing while balancing the need for on-site storage.

Individual rooms will have single bins provided that a cleaner would collect and sort daily into the three streams. These would be transferred to the ground floor bin areas for storage until collection. Common areas such as the buffet would be collected by staff members and disposed of accordingly.

## 4.2 Waste Generation

The primary waste generators for the proposal will be the lobby area, rooms and bar/buffet area of the hotel. The ZWSA Guidelines identifies rates for waste generation based on floor area, bedrooms and times of operation.

However, being a 2-star hotel located in the CBD, some key features would likely affect waste generation that should be taken into account. These include:

- No room service (such as in-room meals) is provided to guests
- There is no dining area, kitchen or mini bar provided in the rooms
- There are many dining options surrounding the site.
- The bar/buffet will only serve a limited continental breakfast and not include an on-site kitchen or substantial food-preparation area.

As such, some further investigation into the variation of waste generation for hotels was assessed with international literature providing some further insight. While there are some differences given the study was undertaken internationally, it indicates there is a significant reduction (around 40%) in waste typically generated per bedroom between different classes of hotel.

For this reason, it was considered appropriate to adopt a reduction of 20% to the rate specified by the ZWSA and the resulting rates used can be seen below in Table 3.

In addition, the dining area on the ground floor is not to operate in the same way as a typical dining area with only continental breakfasts being served that are primarily pre-prepared and disposable foods that do not make use of a kitchen. As such, the rate for the hotel dining as proposed by the ZWSA has been halved.

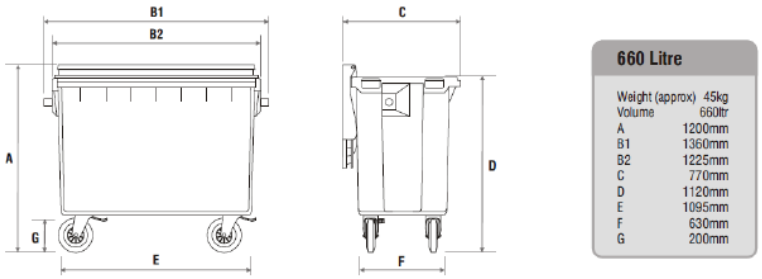
*Table 3: ZWSA and adopted waste generation rate for 2-star hotel*

| Waste Stream | General | Recyclable | Organic |
|---|---|---|---|
| Rooms - ZWSA (L/bedroom/day) | 5 | 3 | 1.5 |
| **Rooms - Adopted** (L/bedroom/day) | **4** | **2.4** | **1.2** |
| Hotel Dining – ZWSA (L/10m$^2$/day) | 30 | 5 | 40 |
| **Hotel Dining (Bar & Buffet) – Adopted** (L/10m$^2$/day) | **15** | **2.5** | **20** |
| **Office** (L/10m$^2$/week) | **15** | **15** | **2.5** |

## 4.3 Waste Storage

Knowing the total amount of waste generated, the number and size of bins can be assessed. Bins typically are sized in either 240L (standard kerbside collection), 660L or 1,100L as seen in Table 4. The 660L bin will be the maximum provided for collection for ease of handling.

*Table 4: Waste bin sizes*

| Capacity | Dimensions | |
|---|---|---|
| 660 Litres | 1,360 L x 770 W x 1,200 H |   |
| 240 Litres | 730 L x 580 W x 1,060 H |   General Waste Co-mingled Recyclables Food/Organics |

With collection two times a week, the waste generation and total number of bins has been calculated as seen in Table 5.

The storage of these bins on the ground floor can be seen in Figure 2. The waste room is oversized and will include a bin cleaning area and provision for any extra bins if operationally required in future.

*Table 5: Waste generation and bins required for the proposal*

| Waste Stream | | General (L) | Recyclable (L) | Organic (L) |
|---|---|---|---|---|
| Rooms - Adopted | | 6,641 | 3,985 | 1,992 |
| Hotel Dining (Bar & Buffet) – Adopted | | 1,313 | 219 | 1,750 |
| Office | | 60 | 60 | 10 |
| Total | | 8,014 | 4,264 | 3,752 |
| Capacity Required (twice weekly) | | 4,007 | 2,132 | 1,876 |
| Bin Size & Number Required (twice weekly) | 660L | 6 | 3 | 3 |
| | 240L | 1 | 1 | |
| Capacity Provided | | 4,200 | 2,220 | 1,980 |

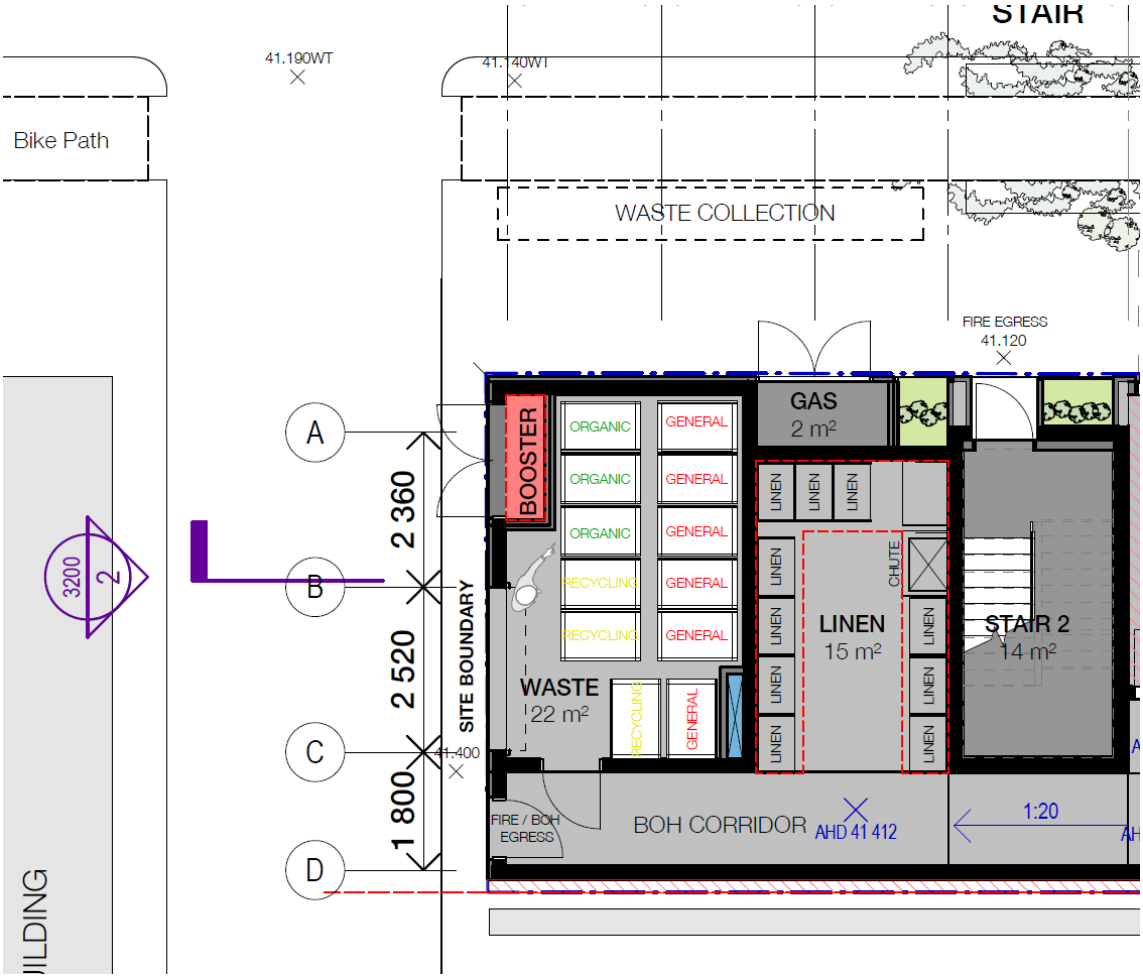



*Figure 2: Bin storage area*

## 4.4 Bin Presentation and Collection

A medium sized (8.8m) vehicle operated by a private contractor will collect waste from the presentation area along Frome Street. It is recommended that waste collection should be conducted outside of peak periods (7-9am, 3-6pm) to minimise impacts to surrounding properties and traffic and a parking control will likely be in place to this end.

## 4.5 Linen Storage

In addition to waste storage required, infraPlan has undertaken an assessment of the linen storage requirements for the hotel as part of the servicing aspect of the site. This is based on the principle of three sets of linen (sheets and towels) being required per bedroom on-site at any one time:

- 1 set in-room,
- 1 set in storage, and
- 1 set to be cleaned

The sheets in storage are maintained in the linen rooms on each floor. Sets to be cleaned are transferred by cleaners to the ground floor via a linen chute.

If every room was occupied and sets replaced, there would be a requirement to store 253x sheets and towels at any one time ready for collection. This would require a volume of approximately 3,200L for sheets and 2,150L for towels daily. If 220L linen bins are used, this would require a total of 25 bins and approximately 8.25m$^2$ of floor area. This would be a similar space required if other bin sizes were used.

There is appropriate storage provided in the waste room as can be seen earlier in Figure 2.

# CAPITAL CITY ZONE

## Introduction

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

## DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

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

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

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

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

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

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

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

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

**Adelaide's pattern of streets and squares**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**OBJECTIVES**

**General**

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

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

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

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

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

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

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

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

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Land Use**

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

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

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

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

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

**4** Development listed as non-complying is generally inappropriate.

**Form and Character**

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

**Design and Appearance**

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

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

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

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

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

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

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

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

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

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

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

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

(b) provides a human scale at street level;

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

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

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

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

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

other than (h) or (i):

(h) in the Central Business Policy Area;

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

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

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

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

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

*The Squares (Victoria, Hindmarsh and Light)*

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

**18** Buildings fronting the Squares should:

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

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

*The Terraces (North, East and West)*

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

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

**Building Height**

**21** Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless;

(a) it is demonstrated that the development reinforces the anticipated city form in Concept Plan Figures CC/1 and 2, and

(b) only if:

(i) at least two of the following features are provided:

(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;

(2) the development incorporates the retention, conservation and reuse of a building which is a listed heritage place;

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

(4) universally accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on Map Adel/1 (Overlay 2A);

(5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, car parking areas are adaptable to future uses or all car parking is provided underground;

(6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;

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

(8) more than 15 per cent of dwellings as affordable housing.

(ii) plus all of the following sustainable design measures are provided:

(1) a rooftop garden covering a majority of the available roof area supported by services that ensure ongoing maintenance;

(2) a greenroof, or greenwalls / façades supported by services that ensure ongoing maintenance;

(3) innovative external shading devices on all of the western side of a street facing façade; and

(4) higher amenity through provision of private open space in excess of minimum requirements, access to natural light and ventilation to all habitable spaces and common circulation areas.

**22** Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown

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

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

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

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

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

**Interface**

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

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

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

**Movement**

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

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

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

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

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

(a) within any of the following areas:

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

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

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

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

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

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

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

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

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

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

**Advertising**

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

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

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

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

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

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

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

## PROCEDURAL MATTERS

### Complying Development

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

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

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

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

(i) dust control;

(ii) screening, including landscaping;

(iii) containment of litter and water; and

(iv) securing of the site.

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

### Non-complying Development

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

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

Amusement machine centre

Advertisements involving any of the following:

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

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

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

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

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

Vehicle parking except:

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

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

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

### Public Notification

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

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

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

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

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

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

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

## Council Wide

## Environmental

## Crime Prevention Through Urban Design

### OBJECTIVES

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

(a) ensures that land uses are integrated and designed to facilitate natural surveillance;

(b) promotes building and site security; and

(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

### PRINCIPLES OF DEVELOPMENT CONTROL

**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.