

Taplin Group C/- URPS

Modification and partial demolition of existing buildings and construction of a six (6) storey mixed-use building comprising ground floor shop, offices on levels three (3) to five (5) and associated car parking from ground to level two (2).

85-87 Jetty Road, Glenelg

DA 110/M001/19

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OVERVIEW

Application No	110/M001/19
Unique ID/KNET ID	2019/04287 (Knet No.14710696)
Applicant	Taplin Group
Proposal	Modification and partial demolition of existing buildings and construction of a six (6) storey mixed-use building comprising ground floor shop, offices on levels three (3) to five (5) and associated car parking from ground to level two (2)
Subject Land	85-87 Jetty Road, Glenelg
Zone/Policy Area	District Centre Zone – Glenelg Policy Area 2
Relevant Authority	State Commission Assessment Panel
Lodgement Date	23 December 2016
Council	Holdfast Bay Council
Development Plan	Holdfast Bay Council consolidated 2 June 2016
Type of Development	Consent on Merit
Public Notification	Category 2
Representations	One (1) representor, wishing to be heard
Referral Agencies	Government Architect
Report Author	Ben Scholes, Senior Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

This application involves modifications to existing single storey buildings and construction of a six (6) storey mixed use building comprising ground floor retail and car parking, first and second floor car parking and office space over levels 3-5 with sheltered outdoor terraces at the top floor. The existing retail tenancies fronting Jetty Road are proposed to be retained and supplemented with an aluminium batten screen fixed to the existing first floor parapet, creating a podium feature.

The application is a merit, Category 2 form of development which is subject to a mandatory referral to the Government Architect and an informal referral to the City of Holdfast Bay (Council).

New development of up to 5 storeys (or 18.5 metres above ground) in height is generally envisaged along Jetty Road, and the proposed building would exceed quantitative policy recommendations for height along with the extent of built form envelope adjacent the Residential Character Zone boundary.

The proposal has been subject to several incremental design iterations throughout the assessment phase to respond to matters raised by the Government Architect, Council and the Department of Planning, Transport and Infrastructure.

The expected interface conditions resulting from building mass and siting immediately adjacent the Residential Character Zone boundary would not be ideal; however, the applicant has demonstrated associated interface impacts on residential amenity are likely to be minimised to reasonable levels.

Vehicle access and servicing arrangements have been appropriately addressed and other technical aspects of the application are considered acceptable, subject to imposition of conditions.

Overall, the application is considered to display sufficient merit when assessed against the Holdfast Bay Council Development Plan and accordingly, warrants granting of conditional Development Plan Consent.

ASSESSMENT REPORT

1. BACKGROUND

On 26 May 2016, the Minister for Planning approved the Glenelg District Centre (Jetty Road) and Residential High Density Zone Review Development Plan Amendment (DPA) to the Holdfast Bay Council Development Plan.

1.1 Strategic Context

The Ministerial DPA sought to capitalise on initial successes in newly-zoned Urban Corridor areas by encouraging development uplift in proximity to high frequency public transport services through changes to built form policy applying to the District Centre Zone and the Residential High Density Zone, allowing:

- Medium and/or high-rise development, depending on location;
- Extensions of each zone; and
- New interface policy to minimise impacts on adjacent residential properties that directly abut development sites.

1.2 Pre-Lodgement Process

The applicant chose not to participate in the Department of Planning, Transport and Infrastructure's pre-lodgement service precluding opportunities for preliminary planning advice and independent design review.

2. DESCRIPTION OF PROPOSAL

The application is for partial demolition of existing buildings currently used as retail tenancies, enabling alterations and construction of a six (6) storey development incorporating a ground floor shop, 3 levels of office space and associated car parking at the ground floor and over levels 1 to 2.

Application plans are contained in **Attachment 1** and a summary of the proposal is provided in the following table:

Land Use Description	Mixed-use building containing shop on the, offices over levels 3 to 5 and associated car parking at ground and levels 1-2
Building Height	6 storeys (5 levels above ground) comprising: <ul style="list-style-type: none"> • 10.5 metre-high northern wall (at interface with Residential Character Zone boundary); • 22.78 metre-high upper parapet wall; and • 24.68 metres to the top of rooftop plant enclosure
Description of levels	Ground floor: retail tenancies to be retained at Jetty Road frontage, new retail tenancy and office entry lobby at Byron Street frontage, 6 car parking spaces, refuse storage area, services cabinets and vehicle access ramp at the Jetty Street frontage Level 1: 14 car parking spaces, 23 bicycle parking spaces Level 2: 25 car parking spaces (including car stackers), 8 bicycle parking spaces Level 3-5: 2 office tenancies, public lobby, outdoor terraces with landscaping
Site Access	Single lane vehicle access ramp combined with traffic signal system at north-eastern corner of development site, pedestrian access from Jetty Street and office lobby access off Byron

	Street.
Car and Bicycle Parking	<ul style="list-style-type: none"> • 45 car parking spaces over ground floor and levels 1-2 • 31 bicycle spaces over in Levels 1-2
Encroachments	Canopies over footpath along the Byron Street frontage (existing canopy over Jetty Road to be retained), built form overhang over Jetty Street stormwater swale

3. SITE AND LOCALITY

3.1 Site Description

The subject land is comprised of 9 contiguous, mostly rectangular allotments encompassing approximately 925m² and formally described in the following table:

Lot No	Plan No	Street	Suburb	Hundred	Title Reference
A1	D118601	Byron Street	Glenelg	Noarlunga	6208/582
A2	D118601	Byron Street	Glenelg	Noarlunga	6208/583
A3	D118601	Byron Street	Glenelg	Noarlunga	6208/584
A4	D118601	Jetty Road	Glenelg	Noarlunga	6208/585
A5	D118601	Jetty Road	Glenelg	Noarlunga	6208/586
A6	D118601	Jetty Road	Glenelg	Noarlunga	6208/587
A7	D118601	Jetty Road	Glenelg	Noarlunga	6208/588
A8	D118601	Jetty Road	Glenelg	Noarlunga	6208/589
A9	D118601	Jetty Street	Glenelg	Noarlunga	6208/590

The subject site is located on the north side of Jetty Road approximately 40 metres west of the signalised intersection of Jetty Road and Partridge Street as indicated overleaf in Figure 1.

The site has frontages of approximately 30 metres to each of its 3 road frontages, and is currently developed with multi-tenanted single-storey retail premises fronting Jetty Road and Byron Street including Haighs Chocolates, Happy Herbs, National Pharmacies, a hairdressing salon, a café and clothing and homeware retailers.

An informal hardstand car parking area capable of accommodating up to 12 parked cars is located at the northeast portion of the site. Indented on-street parking is available along the site's frontages to Byron Street (4 spaces) and Jetty Road (3 spaces). The land is predominantly flat.

3.2 Locality

The locality is characterised by primarily retail and restaurants/café's with residential development existing to the north. Byron Street is a 2-way roadway and Jetty Street is a single lane, one-way carriageway with stone-based stormwater swales in place of footpaths.

Byron and Jetty streets contain a mix of development including residences, commercial tenancies and institutional uses ranging from 1 to 4 storeys in scale. The City Light Church Adelaide operates from a single storey brick building is located to the immediate north of the subject land at 2 Byron Street, adjacent the informal car park.

Jetty Road is characterised by single and 2 storey commercial and retail premises providing a wide range of services, significant pedestrian activity, 2-way vehicle traffic and high-frequency public transport in the form of bus and tram services.

The Jetty Road shopping strip is typified by masonry parapet wall detailing or largely solid upper level facades, continuous canopies and inconsistent advertising signage incorporated within a mix of contemporary structures and more established building stock.

On-street parking is provided through indented spaces along much of Jetty Road and paid public car parking is available within a twin-level deck car park at 6 Partridge Street to the southeast.



Figure 1 – Site Location

Street trees, street furniture, bicycle parking and bollards generally contribute to the roadway's pedestrian scale and amenity.

3.3 Previous Planning Consents

In September 2018 the State Commission Assessment Panel (SCAP) granted conditional planning consent for the following development proposals in the locality:

- Application No.110/M009/16 – partial demolition of existing retail tenancies and construction of a 7 storey mixed use building at the corner of Colley Terrace and Jetty Road, Glenelg comprising ground floor retail, above ground car parking and residential apartments (granted conditional planning consent on 28 September 2017);
- Application No.110/M010/16 – partial demolition of existing retail tenancies and construction of an 8 storey mixed use building at 128-132 Jetty Road, Glenelg comprising retail, above ground car parking and residential apartments (granted conditional planning consent on 28 September 2017); and
- Application No.110/M005/17 – multi-level residential flat building with ancillary car parking in association with non-residential development at 11-15 Brighton Road Glenelg (granted conditional planning consent on 17 May 2018).

None of these developments has substantially commenced and the applicant has applied for extensions of time for each, which have been separately granted under delegated authority. The applicant has also lodged 2 additional applications for amended developments on the corner of Colley Terrace and Jetty Road, each of which are yet to be determined by the SCAP.

An aerial photo identifying these proposed development sites relative to the subject land is provided below Figure 2.

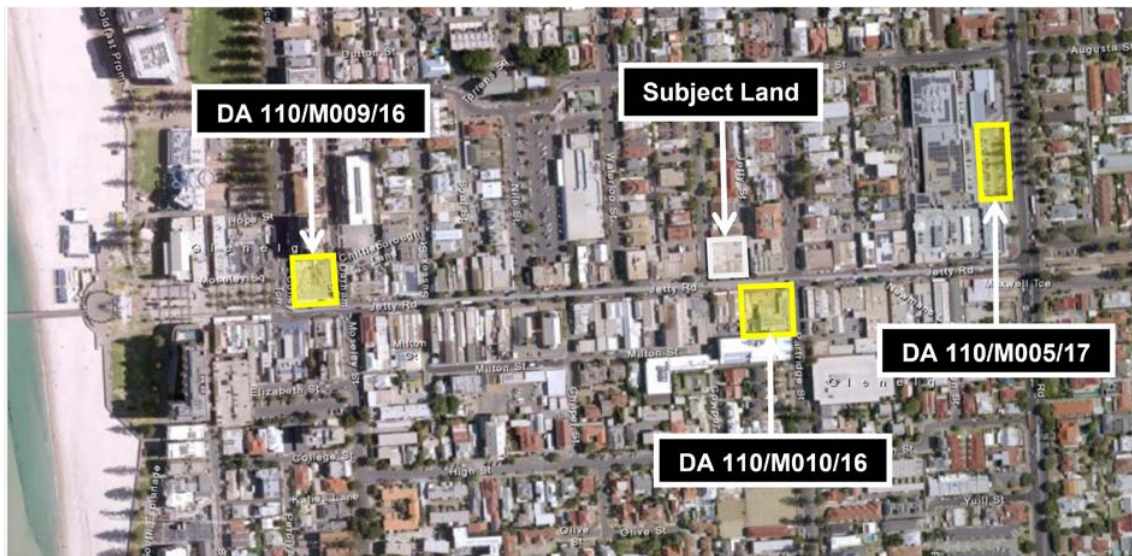


Figure 2 – Proposed Development Sites in Locality

4. STATUTORY REFERRAL BODY COMMENTS

The Government Architect (GA) is a mandatory referral in accordance with Schedule 8 of the Development Regulations 2008. The SCAP must have regard to the advice received, a copy of which is included as **Attachment 4**.

In her initial referral response, the GA recognised some positive elements incorporated in the development concept however further design refinement was recommended to achieve the following:

- mitigation of the development's visual impact;
- improvement in streetscape relationship along Byron Street;
- increase in northern setback to achieve a greater transition at the residential zone interface;
- more effective methods of façade articulation to complement the established streetscape context;
- strengthened relationship between the Jetty Road shopfront expression and the new podium; and
- reduction in the bulk and scale of the 'box' fascia elements on the southern elevation

The applicant made incremental revisions over several subsequent design iterations to respond to the GA's feedback and in March 2020 the GA provided further advice acknowledging the design development undertaken and confirming in-principle support for the proposed building height, architectural expression and geometric built form, whilst reiterating her views of more challenging features including the height of the northern boundary wall and above ground car parking.

Overall, the GA is considered to have settled on a generally supportive view of the revised proposal, as discussed further in Section 8.

5. COUNCIL COMMENTS

A complete copy of the Holdfast Bay Council's referral response is included in **Attachment 5**. In summary, the Council acknowledged some positive aspects of the application including upper level setbacks from Jetty Road, the well-articulated building design and proposed on-site vehicle parking provision (subject to adherence to conditions recommended by the Council's independent traffic and access advisor).

Council does not support the combination of departures from policy recommendations involving building height, setbacks from the west, north and east site boundaries and podium design at the Byron Street frontage. Council recommended the applicant give further consideration to these aspects and reconsider the dark finish of the specified equitone cladding system on the southern elevation.

Additional information was provided by the applicant's design team and traffic consultant to address these issues, which is discussed in further detail in Section 8 of this report. Council also commented on technical matters for access, parking and stormwater which have been converted to Conditions where appropriate to be assigned to any consent granted.

6. PUBLIC NOTIFICATION

The application is a Category 2 development, pursuant to Part 1 Clause 6 (h) Schedule 9, the *Development Regulations 2008*, as the proposal involves development in a District Centre Zone, which is adjacent to land in a different zone.

A single representation was provided within the notification period, originating from the owner of property abutting the subject land's northern boundary as indicated in Figure 3.



Figure 3 – Representation Map

Issues raised in that submission and the applicant's responses are summarised in the following table.

Representor ID	Issue	Applicant's Response
R1	<ul style="list-style-type: none"> • Lack of adequate setback from northern boundary • Excessive bulk and scale on the Residential Character Zone boundary • Potential for detrimental impact on future residential development • Boundary wall offers little visual interest • Potential for overlooking, impacting on future private open space and residential development potential • Recommend repositioning of upper levels to the south (closer to the Jetty Road boundary) to increase setback distance from the Zone boundary • Representor would be willing to support the compromise design solution described above 	<ul style="list-style-type: none"> • The applicant respectfully disagrees with the representor's interpretation of the building envelope policy recommendation established in Glenelg Policy Area PDC 8 • The proposal would not adjoin residential development and therefore, the 30-degree plane policy may be set aside as contemplated by PDC 8 • The representor has not demonstrated any impact upon existing or future residential land in terms of overshadowing, overlooking or visual massing • It would be unreasonable to assess the proposal on the presumption of how an adjoining parcel may or may not be developed • The representor's suggested envelope also would not satisfy PDC 8, suggesting the representor acknowledges that achieving the recommended building envelope would be extremely challenging and/or unfeasible

7. POLICY OVERVIEW

The subject site is located within the District Centre Zone, Glenelg Policy Area 2 as described within the City of Holdfast Bay Development Plan Consolidated 2 June 2016, and as shown overleaf in Figure 4.

Relevant planning policies are contained in **Attachment 8** and are summarised as follows.

7.1 Glenelg Policy Area 2

This Policy Area seeks:

- a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages;
- an integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide; and
- a high degree of pedestrian activity and a vibrant street-life with well-lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.

7.2 District Centre Zone

This Zone generally seeks:

- a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district;
- visual and functional cohesiveness;
- medium to high-density residential development in conjunction with non-residential development;
- a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages;
- development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas; and
- the provision of facilities to enhance the function and amenity of the zone for pedestrians.

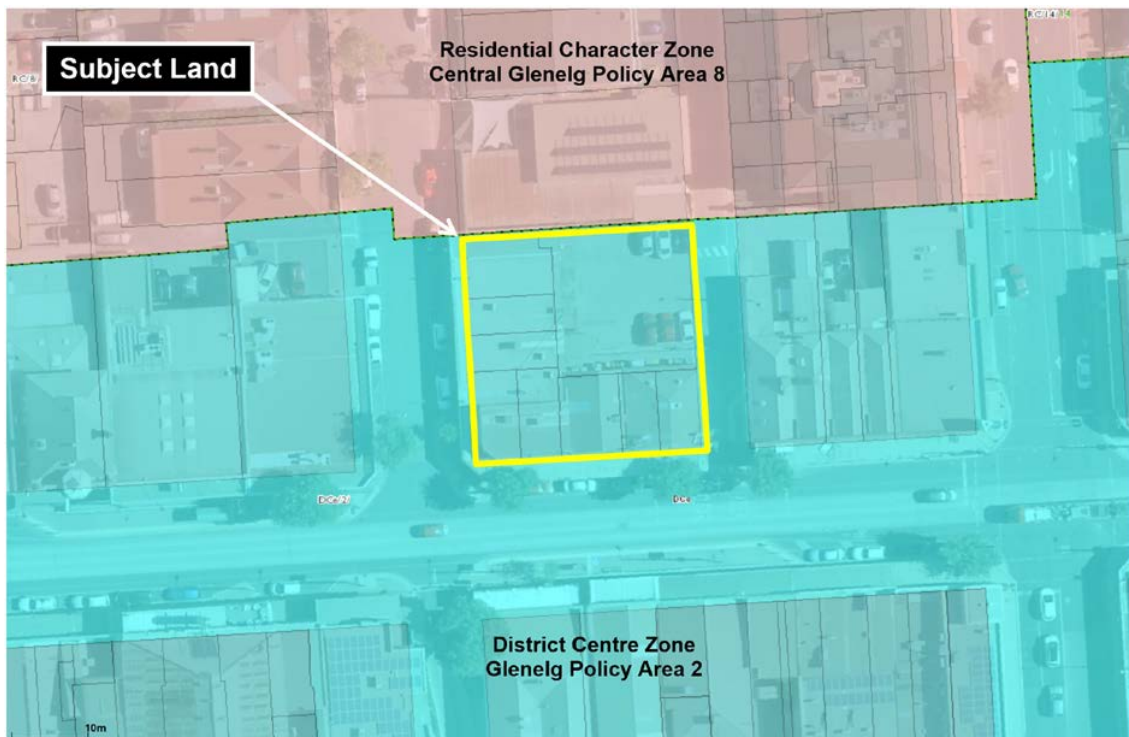


Figure 4 – Zoning Map

7.3 Council Wide (General)

Relevant General provisions seek:

- orderly and economic development;
- safe and convenient vehicle movements;
- high quality built form design and appearance;
- minimisation of impacts on residential amenity;
- appropriate vehicle parking provision; and
- appropriate management of impacts from development on heritage places.

7.4 Overlays

7.4.1 Noise and Air Emissions

This site is located within the Urban Emissions Designated Area in relation to an Urban Emissions Rail (being the adjacent Jetty Road tram line) in the Noise and Air Emissions Overlay.

As such the proposal requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound* and policies seek that built form design minimise potential noise intrusion impacts.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the City of Holdfast Bay Development Plan, which are contained in **Attachment 8**. The SCAP is the relevant authority as per Schedule 10 of the *Development Regulations 2008*:

4C (1) (c) any part of the area of the City of Holdfast Bay defined in the relevant Development Plan as District Centre Zone, Glenelg Policy Area 2 or Residential High Density Zone

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Land Use	Ground floor uses will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses	Commercial uses and car parking at ground floor, vehicle parking over levels 1-2 and office accommodation over Levels 3-5	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Site Area	The Zone provides support for buildings above 5 storeys on a 'Strategic Development Site' - when on a site exceeding 1500m ² and with frontage to Jetty Road	Approximately 930m ²	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Subject land does not qualify as a strategic site
Building Height	Should not exceed 5 storeys or 18.5 metres	6 storeys or 24.68 metres (to top of rooftop plant enclosure)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.2
Podium Height	Podium or street wall fronting main roads not exceeding 2 storeys or 8.5 metres	2 storeys at Jetty Road frontage (5.3 metres to top of southern parapet screen)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Car Parking	<u>Commercial</u> 3 to 6 spaces per 100m ² of floor area – 8 spaces (minimum) Equates to: minimum of 38 spaces, maximum of 75 spaces	45 spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Bicycle Parking	No minimum outlined, Zone PDC 13 seeks 'adequate' provision	31 bicycle spaces over in Levels 1-2	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	

Frontage Setback	No setback for lower levels to create 'street wall'	Zero setback	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
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8.2 Land Use and Character

Development in the Policy Area will reinforce and integrate the dining, district shopping and business status of Jetty Road with the recreation, entertainment and leisure function of Moseley Square and the foreshore as Adelaide's premier seaside tourist destination. The District Centre Zone will have a distinct and attractive shopping strip character and accommodate medium to high-density residential development in conjunction with non-residential development.

While the development would not provide residential accommodation as encouraged in the Zone, the proposal would still accord with envisaged land uses by providing an additional retail use at ground floor to augment the 5 existing retail tenancies to be retained along Jetty Road, along with new office accommodation over levels 3-5.

The GA supports the applicant's aspiration to deliver office accommodation in this location and the new ground floor retail tenancy providing visual and physical connections to Byron Street. The proposed uses are appropriate as they would complement and support the business status of the Jetty Road precinct, and align closely with Development Plan policy related to land uses envisaged in this location.

8.3 Building Height

Glenelg Policy Area 2 PDC 7 recommends that development should not exceed 5 storeys in height (or 18.5 metres) above ground level unless the proposal were to occur on a 'Strategic Development Site' exceeding 1,500m² and having a frontage to Jetty Road, where additional height of up to 7 storeys (25.5 metres) would be envisaged.

At roughly 930m² the subject land does not qualify for additional building height which the applicant intends to develop to a height of 6 storeys or 22.78 metres to the top of the uppermost parapet (24.68 metres to the top of the rooftop plant enclosure).

While this would constitute a departure from quantitative policy, the applicant suggests the subject land displays the "qualities" of a strategic development site on account of the following circumstances:

- the site has 3 road frontages and comprises 9 contiguous allotments under single ownership;
- The site does not have an immediately adjoining southern neighbour and overshadowing impacts would be mitigated by the width of Jetty Road;
- the adjoining Residential Character Zone (to the immediate north) would be unaffected by overshadowing impacts; and
- the subject land is entirely surrounded by non-residential uses, eliminating potential for impacts on existing residential amenity.

The applicant also references the planning consents granted previously by SCAP for 7+ storey developments in the locality (2 of which are proposed on legitimate strategic development sites) to support its assertion the subject land has capacity for development exceeding the height envisaged by Development Plan policy.

In response to initial feedback, the applicant selectively modified its design to mitigate impacts of height, mass and scale. In combination, the following features of the proposal are considered to provide adequate justification for the applicant's departure from the maximum recommended building height within the Policy Area:

- the building's fifth level and roof canopy have been redesigned to retreat away from the building's edges with the rooftop plant enclosure further recessed towards the centre of the building's mass, expected to limit views of the uppermost level and rooftop enclosure from long distances;
- amended upper level setbacks would further reduce the perception of bulk and scale; and
- the scale of the podium element at the southern elevation would limit bulk and scale impacts along the Jetty Road streetscape

In response to the applicant's final design concept, the GA has indicated overall support for the proposed building's height given the amalgamated nature of the site and the unique opportunity it offers. Conversely, the Council considers that an incremental increase in the number of buildings in the locality above the recommended maximum height would steadily erode Jetty Road's anticipated built form character, which should comprise up to 5 storey buildings with only a minor number of taller buildings.

In recognition of the considered opinions of the GA and Council, in my view the proposed building's height would adequately satisfy the intent of the Development Plan's strategic development site provisions as the development would be likely to assist in realising a transformation of built form in the locality in a way that is not expected to unreasonably impact on visual amenity.

It is noted the GA's support for over-height development is typically contingent on successful delivery of high quality design outcomes, as discussed in the following section.

8.4 Design and Appearance

Development within Glenelg Policy Area 2 will achieve the highest possible standards of urban design, and buildings in the Zone should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre providing public walkways and sheltered spaces.

Policy Area PDC 6 encourages pedestrian scale at street level through the use of clearly defined podiums or street walls no greater than 2 storeys or 8.5 metres in height at the street frontage, with upper levels setback a minimum of 2 metres.

The building's base would present to Jetty Road comparably to the existing condition comprising 5 ground floor retail tenancies with glazed frontages to be retained. The applicant proposes to affix black aluminium batten screens to the existing parapet to a height of 5.3 metres above ground, creating a podium feature along the Jetty Road frontage with upper levels set back between 7 to 9 metres to the north.

While the scale of the podium element would satisfy PDC 6's design guideline, it should be noted this design approach is similar to that proposed by the applicant in its application to vary an authorised 7 storey mixed-use development at the corner of Colley Terrace and Jetty Road (DA 110/M009/16 V1).

That design approach was not expected to achieve the highest possible standards of urban design sought in the Policy Area, with a preference given (among other things) to realising potential for first floor additions along the Jetty Road frontage to achieve meaningful activation with the street.

While the same principle generally applies in this proposal, the intended vertical scale of the Jetty Road frontage in this location would likely be more compatible with the scale of development along the shopping strip's central portion, when compared to the prominent corner site considered by SCAP previously. On this basis the podium feature is considered acceptable.

In response to agency and Council feedback and community comment, the applicant incrementally amended the proposal's design and appearance to arrive at the concept now presented, which can be described as a considerably different architectural proposition than the concept lodged originally as shown in comparison imagery provided below in Figure 5.



Original Concept Design



Current Concept Design

Figure 5 – Concept design development during assessment

Having provided successive comment on the applicant's design development, the GA provided the following advice on the current concept design via the Office of Design + Architecture SA:

"The proposed architectural expression and geometry of the built form above the framed base has been simplified and now comprises an orthogonal form with expressed slab edges, and vertical textured precast concrete panels finished light grey varying in width and depth. The expression of level five is further simplified, comprising a slender roof canopy, full height glazing and sections of textured precast panelling.

The GA supports the proposed architectural expression, which is now presenting as a more refined and cohesive design outcome that reflects the proposed commercial use. The scale of the framing elements together with the batten facade is considered to respond more appropriately to the existing lower scale context, while also providing a distinctive building base that presents cohesively in the round.

The simplification of built form above the base and introduction of the vertical precast panels and expressed slab edges also assist in articulating the glazed form. The consistent use of textured precast concrete with an integral finish for the large-scale framing elements, solid walling and vertical blades is also supported, as this provides a high quality, robust outcome."

The GA still considers the height of the northern boundary wall and extent of above ground car parking to be challenging, as these features would be likely to result in undesirable interface conditions with the adjacent land in the Residential Character Zone and impede activation over levels 1-2.

In recognition of the applicant's responses to feedback provided and despite the deficiencies identified, the final concept plans are considered to propose a suitably high level of architectural design and appearance appropriate for this location in accordance with Development Plan policy established for these purposes.

A final review of external materials and finishes (including physical material sample board) is proposed to be addressed as a condition of any consent granted to enable detailed design to progress to ascertain this level of detail.

8.5 Interface

Policy Area PDC 8 recommends development exceeding 2 storeys in height adjacent a Residential Character Zone boundary being contained within a building envelope defined by a 30 degree plane measured from a point 3 metres above natural ground level at the boundary, unless it can be demonstrated that interface impacts on adjoining residential development would be minimised.

Development in the Council Area should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as offsetting the location of opposing living areas and windows, boundary setbacks and screening devices.

A representation submitted by the owner of 2 Byron Street, Glenelg to the subject land's immediate north registered concerns regarding unwelcome interface conditions arising from inadequate boundary setbacks, excessive bulk and scale, potential for overlooking and associated impacts on future residential development.

The representor's submission asserts the proposal would not satisfy PDC 8's building envelope provision, and suggests a built form compromise in which the building's mass above level 1 would be repositioned several metres to the south providing

greater separation primarily between the proposed office accommodation and the Residential Character Zone boundary.

The applicant disagrees with the representor's interpretation of PDC 8 on the basis the adjoining property is not a residence and as such, the applicant contends the building envelope provision should be set aside on the basis of the applicant's assertion the development would result in minimal impacts on existing residential development.

The applicant also insists the representor's compromise proposal would fail to satisfy PDC 8's spatial parameters, concluding that compliance with that provision would be extremely challenging or unfeasible in this location.

While the applicant's strict interpretation of PDC 8 appears to be technically correct, the proposed massing, bulk and scale of the development at the northern boundary is considered excessive and would arguably be contrary to the intent of the Development Plan's interface policy which generally encourages judicious treatment and transition of built form where multi-storey buildings are proposed in proximity to areas intended for sensitive land uses.

In response to the representor's concerns, the applicant maintains the likely impacts on residential amenity available to residences located further to the north are expected to be minimal (as shown in Figure 6) and would be well within the scope of interface conditions expected in PDC 8, justifying the applicant's preference for dispensation of the building envelope provision.



**Figure 6 – Separation distance from private open space of nearest residences
(source: Taplin Group C/- URPS)**

Despite the abrupt physical interface of a 6 storey building immediately adjacent a residential zone boundary, the applicant has demonstrated the proposed development would adequately minimise interface impacts including from building massing, overshadowing and overlooking affecting adjoining residential development.

The potential for impacts on future residential development at 2 Byron Street, Glenelg are hypothetical at this stage and it would not be reasonable for that scenario to provide the basis of assessing (or objecting to) the merit of this application. As such, the development proposal does not raise legitimate concerns related to residential amenity impacts likely to be caused by expected interface conditions.

8.6 Public Realm

Buildings in the Policy Area should be sited with little or no set-back from public streets to achieve continuity of building alignments with occasional section of building set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces.

The configuration of the ground floor is expected to generally maintain the activated frontage offered by extensive glazing of existing retail tenancies, augmented by an additional retail tenancy at the Byron Street frontage offering visual and physical permeability, alongside the proposed office lobby which is likely to be a considerable generator of pedestrian visitation and movement.

Public realm treatments would be in keeping with the existing shopping strip environment in this portion of the Jetty Road precinct providing pedestrian scale, visual interest and opportunities for sheltered outdoor dining.



Figure 7 – Public realm at corner of Byron Street and Jetty Road

The Jetty Street frontage would in large part be dedicated to services and vehicle access, which is considered appropriate as that street currently has no footpaths and gives low priority to pedestrian movement.

In summary, the intended public realm additions to be provided in the proposal are acceptable and in accordance with relevant policy. Encroachments of built form over the public realm (in the form of canopies or building overhangs) would be subject to the Council's formal acceptance in accordance with the Local Government Act 1999 and payment of an annual fees, which the applicant would be made aware of via advisory note.

8.7 Traffic Impact, Access and Parking

Development Plan policy encourages buildings designed to provide equitable access to a range of public, community and private transport modes while ensuring a high level of safety and efficiency, integration with existing transport networks and minimal negative impacts on the community and the environment.

The applicant commissioned Phil Weaver & Associates to undertake a traffic and parking assessment which formed part of the application details. Mr Weaver's report had regard to expected road network impacts of the development as outlined in the following sections.

8.7.1 Site Access

Vehicle access to the site would be provide via a two-way driveway to ground floor parking and service area, and a one-way carriageway at the development's north east corner connecting to a ramp to parking areas over levels 1-2. The ramp entry is designed to incorporate w waiting bay to enable a passing movement in the event a vehicle attempts to enter while another is exiting.

The ramp access would be controlled by a traffic signal system to be supplemented by motion sensor lighting, a soffit-mounted mirror and built form setback at the access point's southern corner to ensure safe vehicle entry and exit and provide adequate sight distances to the north and south along Jetty Street would be available for motorists exiting the upper level car park.

Mr Weaver has certified the design of the access points and ramp would meet the requirements of the associated Australian Standard and accordingly, proposed access arrangements are generally considered acceptable.

A condition requiring further details of the capability and operation of the proposed traffic signal system would be assigned to any consent granted, to provide greater certainty in the effectiveness of this equipment once it is specified by the applicant.

8.7.2 Vehicle Parking

Development Plan Table HoB/1A (Off Street Vehicle Parking Requirements for Designated Areas) recommends a minimum of 38 car parking spaces to service the combined floor area of non-residential uses, although a lesser car parking rate may be provided where justified on local circumstances such as proximity to high frequency public transport services, which the proposal would satisfy.

The proposed retail and office uses would result in the addition of approximately 1,250m² of new gross leasable floor area. A total of 45 car parks are proposed over the ground floor and levels 1-2 including the use of 2 dual-space car stacker units, thus satisfying car parking demand anticipated in Table HoB/1A.

In recognition of the relatively large number of small parking spaces proposed, the Council recommended further design review to investigate potential for reduction in those spaces. Mr Weaver responded by confirming 12 small car spaces would be provided – approximately one quarter of the overall parking provision which (according to national car sales data for 2019) would be only slightly greater that the roughly 23 percent proportion of total cars sold in Australia which are classified as small cars.

Mr Weaver identified potential for a relatively minor design modification involving the rounding of 2 portions of an internal wall which would allow 2 small car spaces to accommodate larger vehicles, further addressing the

Council's concerns. Mr Weaver also recognised that tandem (stacked) spaces at ground floor would be dedicated for use by fleet/staff vehicles to be provided by the office tenants, reducing the number of small spaces available to general car park users.

District Centre Zone PDC 13 recommends development that includes an adequate provision of bicycle parking. A total of 31 bicycle parking spaces would be provided over levels 1-2, an amount considered sufficient to service the intended office use.

Overall, vehicle parking provision and associated arrangements are considered suitable and in accordance with Development Plan policy. A condition recommended by the Council intended to maintain continuous vehicle access to the building by leaving roller doors open during business hours (from 7:30AM to 6:00PM to minimise potential for vehicle queuing on Jetty Street) is proposed to be assigned to any consent granted.

8.7.3 Traffic Impact

Mr Weaver referred to the former Roads and Traffic Authority of New South Wales publication '*Guide to Traffic Generating Developments*' to estimate trip generation rates for offices and retail areas, concluding the development would result in 70 weekday vehicle trips and around 18 vehicle movements in the evening peak hour. These would consist of left-turn entry and exit manoeuvres on Jetty Street which would assist in minimising impacts on peak period traffic and public transport services on Jetty Road.

While the estimates above are considered a relatively low traffic generation rate, Mr Weaver expects actual trip generation would be lower in recognition of the availability of high frequency public transport services and opportunities for shared trips for intended building occupants.

Overall Mr Weaver considers the proposal would not result in adverse traffic impacts on the adjacent road network, a view shared by the Holdfast Bay Council. In recognition of estimated traffic generation, adequate provision of on-site parking and suitable vehicle access arrangements, the development is expected to facilitate safe and efficient vehicle movements which are considered likely to satisfy outcomes of the Development Plan's Transportation and Access policies.

8.8 Environmental Factors

Development in the Council area should be designed to ensure that community safety and security are maintained, micro-climatic impacts are minimised and the development is compatible with long-term environmental sustainability. Environmental matters associated with the development as summarised in the following sections.

8.8.1 Crime Prevention

General Section (Crime Prevention) policy provides guidance concerning design of new development having regard to maximising casual surveillance through clear lines of sight, appropriate lighting, opportunities for overlooking of public open spaces and avoidance of pedestrian entrapment spots. The development would be aligned with the Development Plan's General Section (Crime Prevention) module by:

- incorporating well-lit pedestrian pathways, entrances and entrance areas;
- maintaining active edges to street frontages promoting unrestricted pedestrian movement;

- utilising closed-circuit television cameras and motion sensor lights to enable active surveillance of persons accessing the building;
- accommodating a substantial population of building occupants during business hours, increasing opportunities for passive surveillance of the public realm and deterrence of anti-social behaviour; and
- including roller doors at vehicle entry points on Jetty Street which would prevent access to the building outside of business hours.

8.8.2 Noise and Air Emissions

The proposed development is located within a 'Designated Area' adjacent to the Adelaide to Glenelg Tram Line (on Jetty Road) in the Noise and Air Emissions Overlay in the City of Holdfast Bay Development Plan and as such, an assessment against the Minister's Specification 78B (Construction requirements for the control of external sound) is required for Building Rules Consent.

The applicant has provided no evidence of having assessed anticipated impacts associated with noise or air emissions anticipated in this location. Despite this, the appropriate treatments are expected to be applied for Building Rules Consent purposes and the applicant is unlikely to neglect its obligations concerning the wellbeing and amenity of building occupants in this regard.

A standard condition requiring acoustic attenuation of mechanical plant and equipment would be assigned to any consent granted to minimise the potential for noise impacts on sensitive uses, particularly in the adjoining Residential Character Zone.

8.8.3 Stormwater Management

The Council's City Assets Department reviewed application details and advised that the proposed finished floor level of 0.45 metres above the road water table would be satisfactory during most flood events, and that the proposed stormwater disposal system would be sufficient subject to it being designed and constructed to accommodate a 10 year rainfall event.

Conditions would be assigned to any consent granted ensuring the Council's interests would be protected in this regard, and requiring the applicant to repair and/or reinstate Council infrastructure as appropriate at the applicant's expense.

8.8.4 Waste Management

General Section (Medium and High-Rise Development – 3 or More Storeys) policy encourages development which provides a dedicated area for the on-site collection and sorting of recyclable materials and refuse. Substantial development with a gross floor area of 2,000 square metres or more should provide for the communal storage and management of waste.

A Waste Management Plan has been prepared by SALT3 which indicates waste generated by the development would be collected up to 7 times per week from Jetty Street via private contractor. This arrangement would generally be consistent with the existing waste collection regime servicing existing development along Jetty Street.

An enclosed, communal bin storage area would be located at ground floor adjacent the dual lane driveway, which has been designed to accommodate the supply of bins expected for storage of the organic, general, recyclable and confidential waste streams to be produced by the operating development.

SALT3 recommends scheduling of waste collection to avoid conflict with peak traffic movement periods and minimise noise impacts on residential uses along Jetty Street, a measure endorsed by the Council. A condition would be assigned to any consent granted to this effect, noting that this arrangement has the potential to conflict with the intent to only open the development's roller doors on Jetty Street during business hours to minimise traffic congestion caused by vehicle queuing.

The risks associated with this circumstance are considered to be low and some level of interruption is to be expected in servicing waste management requirements of development in the District Centre Zone. Overall, the proposed waste collection regime will likely result in a comparatively low level of nuisance and risk to safety, and this component of the application is considered to adequately address General Section policy related to waste management.

8.8.5 Energy Efficiency

General Section policy encourages development designed to benefit from efficient solar access throughout the year, with buildings sited and designed to ensure availability of adequate natural light including winter sunlight within main activity areas of adjacent buildings.

The following sustainable design measures have been incorporated in the development:

- natural light access to the office floors to be maximised via extensive northern glazing;
- openable louvre windows over all elevations to facilitate natural ventilation within office areas;
- provision of 2 solar photovoltaic panel arrays on the building's rooftop; and
- built form configuration designed to limit the extent of overshadowing on development located to the south.

While access to adequate natural light would be available, the applicant has indicated its intent to minimise heat gains by modifying the solid to void ratio of the west elevation to limit solar access from the western sun, while still maintaining access to coastal views.

Accordingly, the proposed design is considered to have had sufficient regard to passive design strategies enabling access to natural light and ventilation, addressing General Section policy related to energy efficiency and sustainable design principles.

8.8.6 Wind Impacts

The Development Plan seeks that development of 5 or more storeys, or 21 metres or more in building height should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
- (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
- (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

The design of the building appropriately incorporates the first 2 measures in the form of considerable upper level setbacks above the podium/street walls and canopies above footpaths on road frontages. Therefore, potential for wind tunnelling impacts has been adequately addressed.

8.8.7 Site Contamination

The Development Plan advocates for appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy working environment.

No concerns are held in relation to potential site contamination given the subject land has in recent history been used for commercial/retail purposes and that is completely covered by existing built form and hardstand areas, much of which will be altered to accommodate additional solid structure.

8.9 Signage

Zones intended for illuminated advertising signage are proposed above the office lobby entry on Byron Street (measuring 0.5 metres by 3 metres) and at the building's south east corner at level 5 (measuring 1 metre by 5 metres).

Additional signage areas are indicated on the edge and underside of the canopy above ground floor along Jetty Road, although these are generally expected to match advertising signage incorporated in the existing retail tenancies.

Although no specific graphics or text intended for the suite of signage has been provided, these are not expected to depart significantly from the Development Plan's expectations of modest and restrained advertising signage incorporated in commercial development in the District Centre Zone.

9. CONCLUSION

The proposed mix of land uses accords with relevant policies for the site, and provision of contemporary office accommodation in particular would constitute an addition to the locality's traditional shopping strip setting which expected to be of relatively high demand to business operators.

Whilst the proposal would exceed the 5 storey height applying to land not qualifying as a 'Strategic Development Site' as identified by the Holdfast Bay Council Development Plan, it is considered the application exhibits a suitably high level of design quality and amenity for future occupants which would make a positive built form contribution to the locality.

The expected interface conditions resulting from building mass and siting immediately adjacent the Residential Character Zone boundary would not be ideal, however the applicant has adequately demonstrated the development would be likely to minimise interface impacts including from building massing, overshadowing and overlooking with adjoining residential development, and thus avoid the need to contain the building within the building envelope recommended in the Policy Area.

Vehicle access and servicing arrangements have been appropriately dealt with following review by Council including review of traffic and access issues by an independent expert, and other technical aspects of the application are considered acceptable, subject to imposition of conditions.

Overall, the application is considered to display sufficient merit when assessed against the Holdfast Bay Council Development Plan and warrants conditional Development Plan Consent.

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 relevant Objectives and Principles of Development Control of the City of Holdfast Bay Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Taplin Group for modification and partial demolition of existing buildings and construction of a six (6) storey mixed-use building comprising ground floor shop, offices on levels three (3) to five (5) and associated car parking from ground to level two (2) at 85-87 Jetty Road, Glenelg.

PLANNING CONDITIONS

1. That the development granted Development Plan Consent shall be undertaken and completed in accordance with the stamped plans and documentation provided in application No.110/M001/19, except where varied by conditions below.

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

Environment

2. The recommendations provided in the Waste Management Plan prepared by SALT3 Pty Ltd (Reference 18731W Version F03 dated 23 May 2019) forming part of this consent shall be fully incorporated into the detailed design and operation of the development to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: to ensure the recommended waste management measures and procedures are incorporated in the detail design, construction and operation of the development

3. The hours for waste collection shall be scheduled to occur between 6:30AM-8:00AM on weekdays.

Reason for condition: To minimise potential for impacts associated with noise and traffic congestion caused during waste collection

4. The roller doors incorporated in the vehicle access points on Jetty Road shall remain open from 7:30AM to 6:00PM on weekdays.

Reason for condition: To enable continuous vehicle entry during weekday business hours and minimise potential for impacts associated with traffic congestion caused by vehicle queuing on Jetty Street

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

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

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

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

7. A final plan of the proposed stormwater disposal system shall be prepared in consultation with Holdfast Bay Council and submitted to the reasonable satisfaction of the State Commission Assessment Panel prior to commencement of superstructure works. The system shall be designed to cater for a 10 year rainfall event with post-development flow not to exceed pre-development flow, with the excess flow being retained on site.

Reason for condition: to ensure the development's stormwater management system is designed and constructed in accordance with the recommendations of the Holdfast Bay Council's City Assets Department

8. All external lighting on the site shall be designed, constructed and installed to confirm to Australian Standard - AS 4282-1997 (Control of the obtrusive effects of outdoor lighting).

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

Traffic Signal System

9. Prior to Development Approval being granted for superstructure works the applicant shall submit, to the reasonable satisfaction of the State Commission Assessment Panel, further details of the proposed traffic signal system to be incorporated in the development's car parking areas.

Reason for condition: to provide further details of the details of the operation and capability of the proposed traffic signal system

External Materials

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

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

Infrastructure

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

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

12. Any obsolete crossovers/accesses shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense. This work shall be completed prior to operation of the development.

Reason for condition: to ensure any obsolete or redundant vehicle crossovers closed and the associated kerb and gutter are reinstated to Council's requirements

ADVISORY NOTES

- a. This Development Plan Consent will expire after twelve (12) months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within one (1) year of the final Development Approval issued by Council and substantially completed within three (3) years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide (telephone number 8204 0289).
- d. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.
- e. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.
- f. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development including (but not limited to) permits issued under Section 221 of the *Local Government Act 1999* and payment of any associated fee/s.
- g. The applicant is reminded of their obligations under the *Local Nuisance and Litter Control Act 2016* and the *Environment Protection Act 1993*, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact the City of Holdfast Bay on (08) 229 9999 or email mail@holdfast.sa.gov.au.
- h. You are advised 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; and
 - (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.

- i. 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*.



**Ben Scholes
SENIOR PLANNING OFFICER
PLANNING AND LAND USE SERVICES
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



JETTY ROAD I OFFICE

CNR JETTY ROAD & BYRON STREET, GLENELG

PREPARED FOR : **ANDREW TAPLIN**

DESIGN : ALEXANDER BROWN ARCHITECTS

ISSUE DATE : 10.03.2020

	COVER PAGE		
PL001	EXTERNAL PERSPECTIVE	PL011	PROPOSED SECOND FLOOR
PL002	EXTERNAL PERSPECTIVE	PL012	PROPOSED THIRD FLOOR
PL003	INTERNAL + EXTERNAL PERSPECTIVE	PL013	PROPOSED FOURTH FLOOR
PL004	EXTERNAL NIGHT PERSPECTIVE	PL014	PROPOSED FIFTH FLOOR
PL005	EXISTING SITE CONTEXT PLAN	PL015	PROPOSED ROOF PLAN
PL006	EXISTING GROUND FLOOR	PL016	SOUTH + NORTH STREETSCAPE ELEVATION
PL007	STAGE 01 ELEVATIONS	PL017	WEST + EAST STREETSCAPE ELEVATION
PL008	PROPOSED GROUND FLOOR DEMOLITION	PL018	STAGE 02 SOUTH ELEVATION
PL009	PROPOSED GROUND FLOOR	PL019	STAGE 02 WEST ELEVATION
PL010	PROPOSED FIRST FLOOR	PL020	STAGE 02 NORTH ELEVATION
		PL021	STAGE 02 EAST ELEVATION
		PL022	EXTERNAL FINISHES PERSPECTIVE
		PL023	SOUTH STREETSCAPE COMPARISON
		PL024	NORTH STREETSCAPE COMPARISON
		PL025	WEST STREETSCAPE COMPARISON
		PL026	EAST STREETSCAPE COMPARISON

ABA

JETTY ROAD - OFFICE EXTERNAL PERSPECTIVES

VIEW OF JETTY RD / BYRON ST
INTERSECTION



VIEW FROM JETTY RD / PARTRIDGE ST
INTERSECTION



VIEW OF BYRON ST



VIEW OF JETTY ST



JETTY ROAD - OFFICE EXTERNAL PERSPECTIVES

JETTY RD LONGSHOT



BYRON ST LONGSHOT



JETTY RD



JETTY ST



JETTY ROAD - OFFICE INTERNAL + EXTERNAL PERSPECTIVES

INTERNAL FOYER VIEW



VIEW OF FOYER FROM BYRON ST



VIEW OF FOYER FROM BYRON ST



PUBLIC REALM AT JETTY RD / BYRON ST
INTERSECTION



JETTY ROAD - OFFICE EXTERNAL NIGHT PERSPECTIVES

VIEW OF JETTY RD / BYRON ST
INTERSECTION



VIEW FROM JETTY RD / PARTRIDGE ST
INTERSECTION



VIEW OF BYRON ST

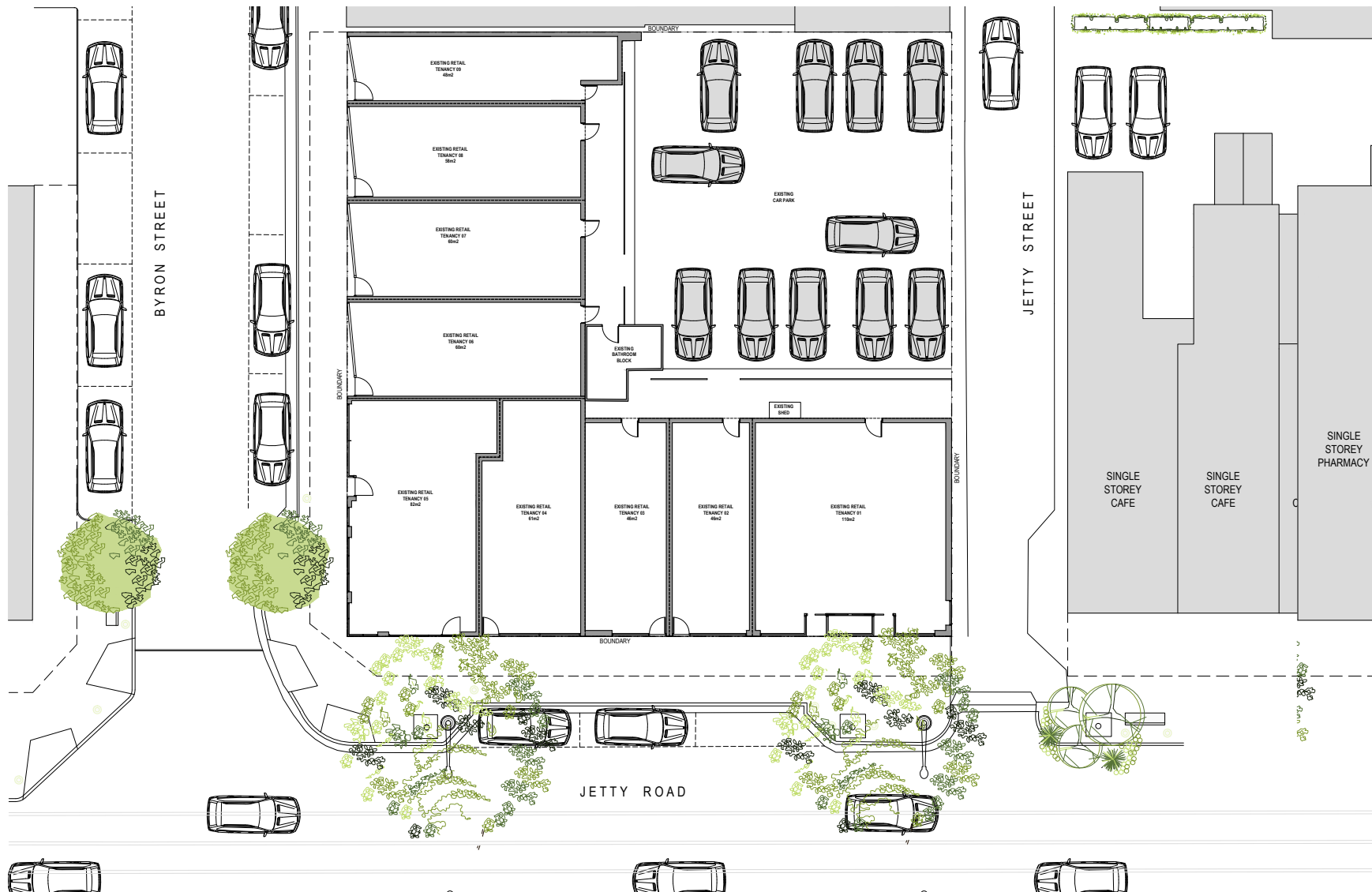


VIEW OF JETTY ST





**JETTY ROAD - OFFICE
PLAN**

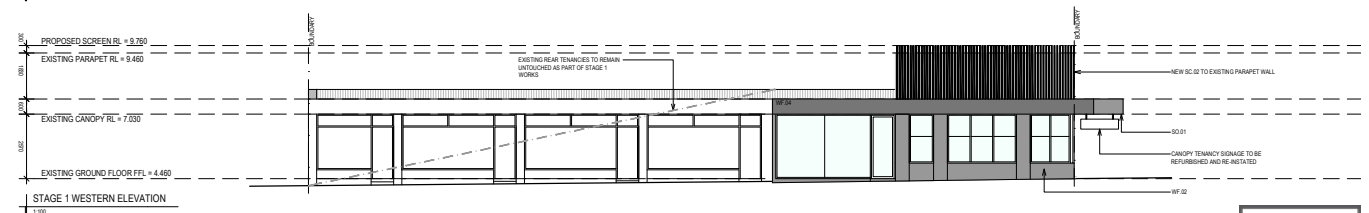
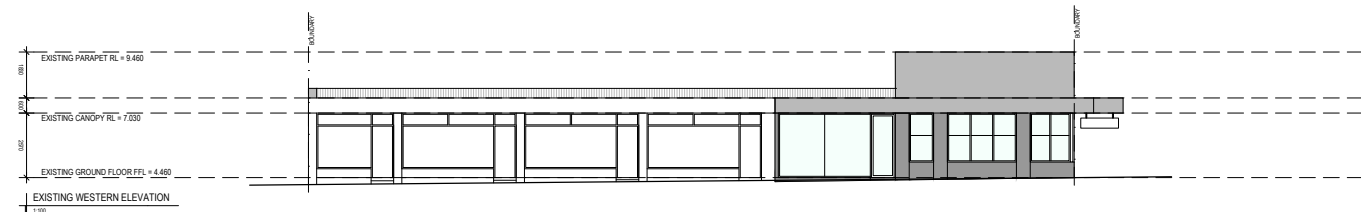
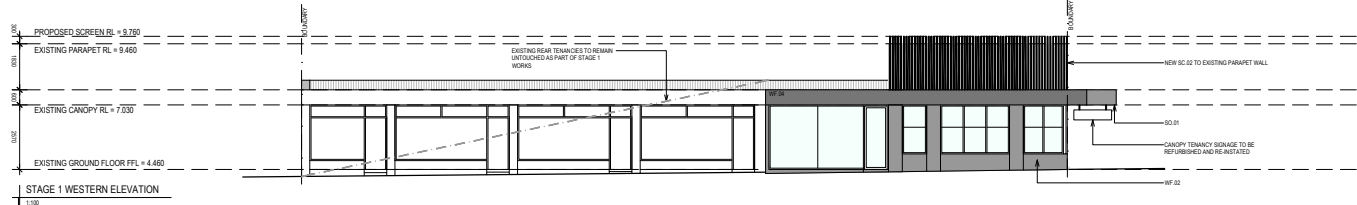
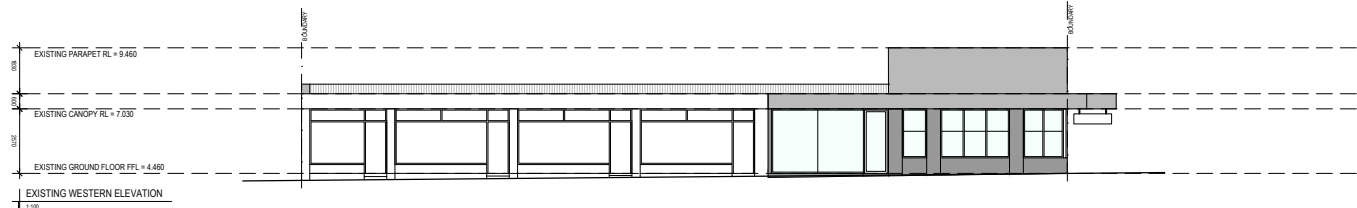
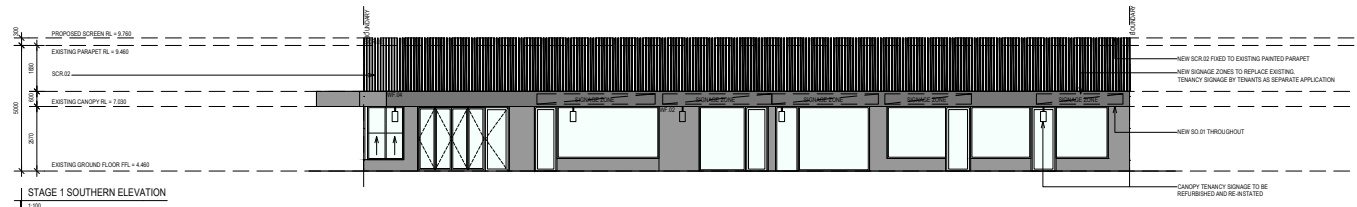
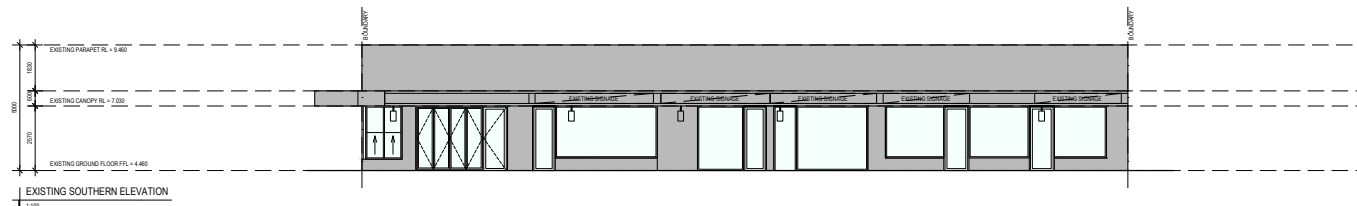


EXISTING RETAIL TENANCY 01	110m²
EXISTING RETAIL TENANCY 02	46m²
EXISTING RETAIL TENANCY 03	46m²
EXISTING RETAIL TENANCY 04	61m²
EXISTING RETAIL TENANCY 05	82m²
EXISTING RETAIL TENANCY 06	60m²
EXISTING RETAIL TENANCY 07	60m²
EXISTING RETAIL TENANCY 08	98m²
EXISTING RETAIL TENANCY 09	48m²
TOTAL EXISTING AREA	571m²

EXISTING GROUND FLOOR PLAN 1:100 @ A3

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JETTY ROAD - OFFICE ELEVATION - STAGE 01



EXTERNAL FINISHES SCHEDULE

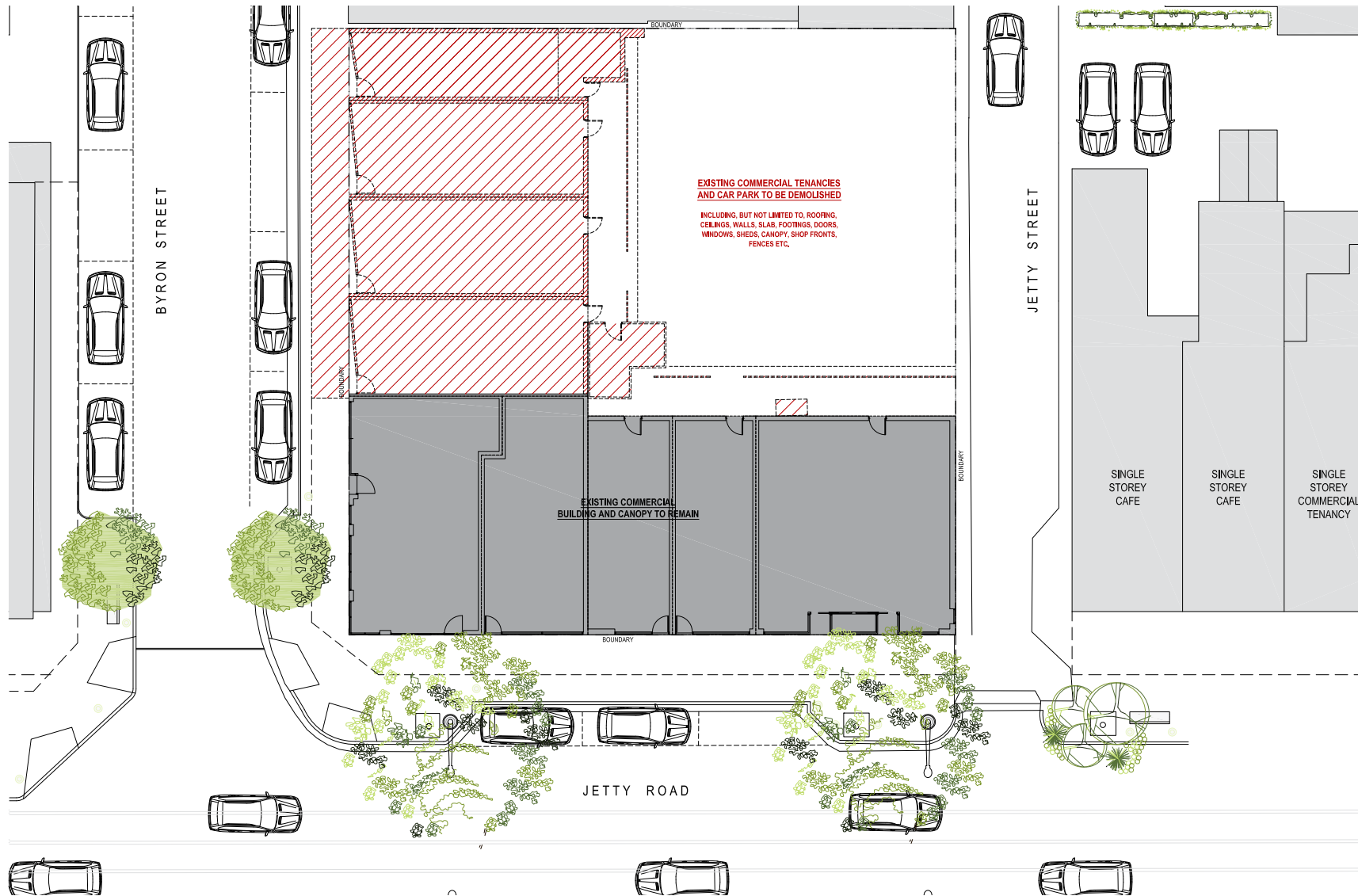
WF.01	PRE-CAST CONCRETE PANELS 120mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF.02	COLORBOND FOLDED METAL FLASHING/COLORBOND FINISH: RHT BRYL BLACK
WF.03	PRE-CAST CONCRETE PANELS TYPE 1 150mm wide x 350mm deep TYPE 2 220mm wide x 250mm deep TYPE 3 300mm wide x 250mm deep COLOUR: LIGHT GREY CONCRETE
WF.04	EXTENSION OF CONCRETE FLOOR SLAB WITH SMOOTH FINISH COLOUR: LIGHT GREY CONCRETE
WF.05	PRE-CAST CONCRETE PANELS 100mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF.06	PAINTED PRE-CAST CONCRETE PANELS COLOUR: NIGHT BRYL-BLACK
WF.07	PAINTED RENDERED FACADE COLOUR: OFF WHITE
WF.08	PAINTED PRE-CAST CONCRETE PANELS COLOUR: MONUMENT
WF.09	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
BAL.01	80mm STEEL BLADE BALUSTRADE HEIGHT: 1050mm
BAL.02	PRE-CAST CONCRETE WALL WITH FACADE GLAZING TO EXTEND UP EXTERNALLY HEIGHT: 1050mm
SCR.01	SCULPTFORM CLUCK ON ALUMINIUM BATTENS SIZE: 60x105 COLOUR: BLACK
SCR.02	SCULPTFORM CLUCK ON ALUMINIUM BATTENS SIZE: 60x45 COLOUR: BLACK
SCR.03	SCULPTFORM CLUCK ON ALUMINIUM BATTENS SIZE: 60x105 COLOUR: BLACK
SO.01	PANCHOCHO MINICOL SORTIT BRUSHED SPOTTED GUM FINISH
LVR.01	ALUMINIUM COVERS TO ROOF MOUNTED PLANT PLATFORM COLOUR: BLACK
FRAME.01	COMMERCIAL ALUMINIUM FRAMES GLASS TO SUITE ENERGY REQUIREMENTS

EXISTING + STAGE 01 ELEVATIONS 1:100 @ A3

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JETTY ROAD - OFFICE PLAN



GROUND FLOOR DEMOLITION PLAN 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL008 - REVISION 03 - ISSUED FOR PDPC

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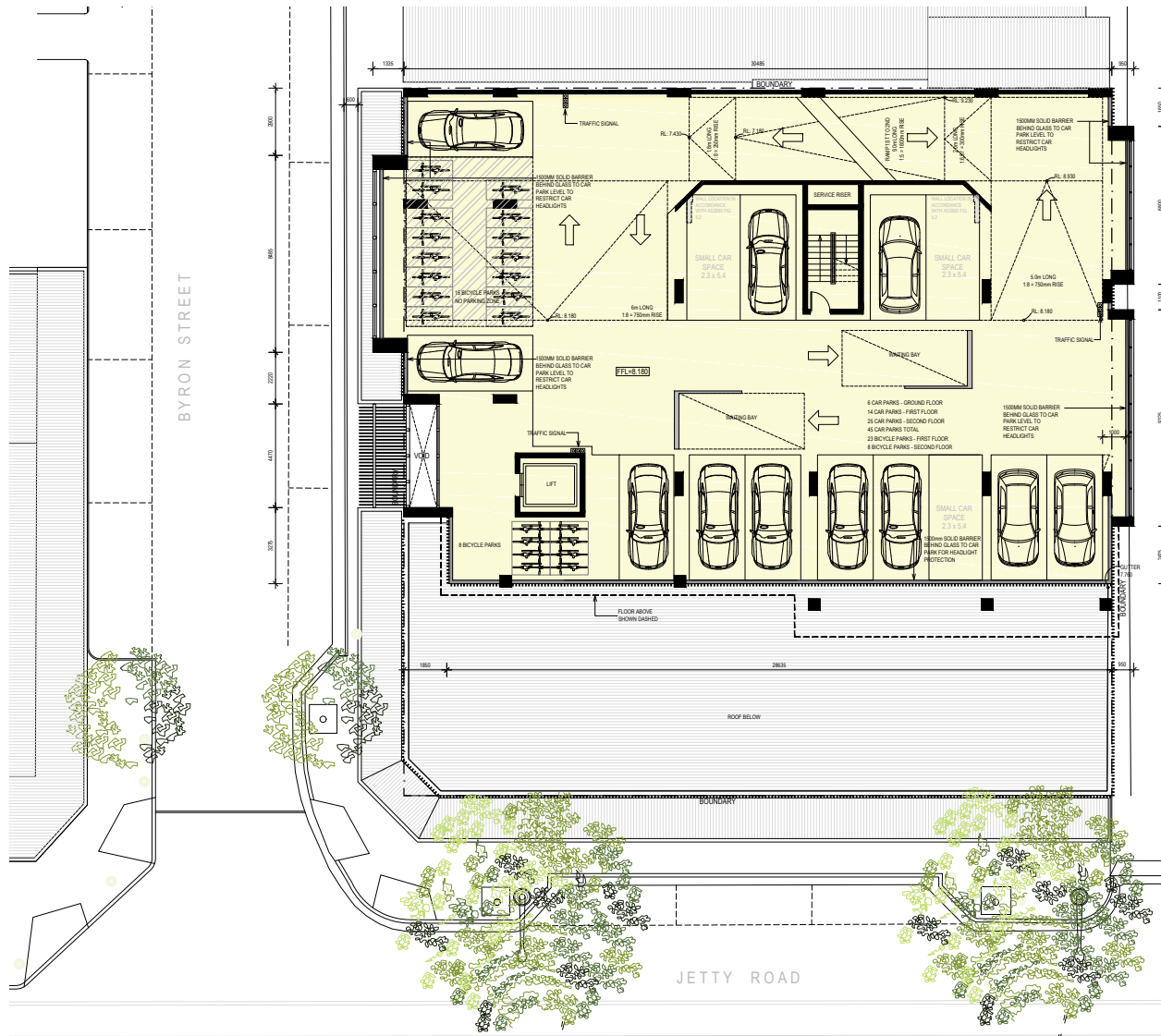
The diagram illustrates a proposed development layout. At the top, there is a row of three single-storey buildings. The first building on the left is labeled 'SINGLE STOREY CAFE'. The middle building is also labeled 'SINGLE STOREY CAFE'. The third building on the right is labeled 'SINGLE STOREY COMMERCIAL TENANCY'. In front of the first two buildings, there are two cars parked side-by-side. The entire layout is shown within a rectangular boundary.

TOTAL SITE	928.21±
LOBBY	17.25±
LIFT	8.25±
STAIR	12.21±
REFUSE	22.82±
EXISTING RETAIL TENANCY 01	110±
EXISTING RETAIL TENANCY 02	46±
EXISTING RETAIL TENANCY 03	46±
EXISTING RETAIL TENANCY 04	46±
EXISTING RETAIL TENANCY 05	82±
NEW RETAIL TENANCY	135±
NET LETTABLE GROSS FLOOR	480± 923±
NET LETTABLE GROUND FLOOR	480±
NET LETTABLE 3RD FLOOR	436±
NET LETTABLE 4TH FLOOR	436±
NET LETTABLE 5TH FLOOR	240±
TOTAL NET LETTABLE	1992±
GROSS FLOOR GROUND FLOOR	928±
GROSS FLOOR 1ST FLOOR	648±
GROSS FLOOR 2ND FLOOR	648±
GROSS FLOOR 3RD FLOOR	648±
GROSS FLOOR 4TH FLOOR	521±
GROSS FLOOR 5TH FLOOR	388±
TOTAL GROSS BUILDING AREA (excludes lift and stair)	3571±

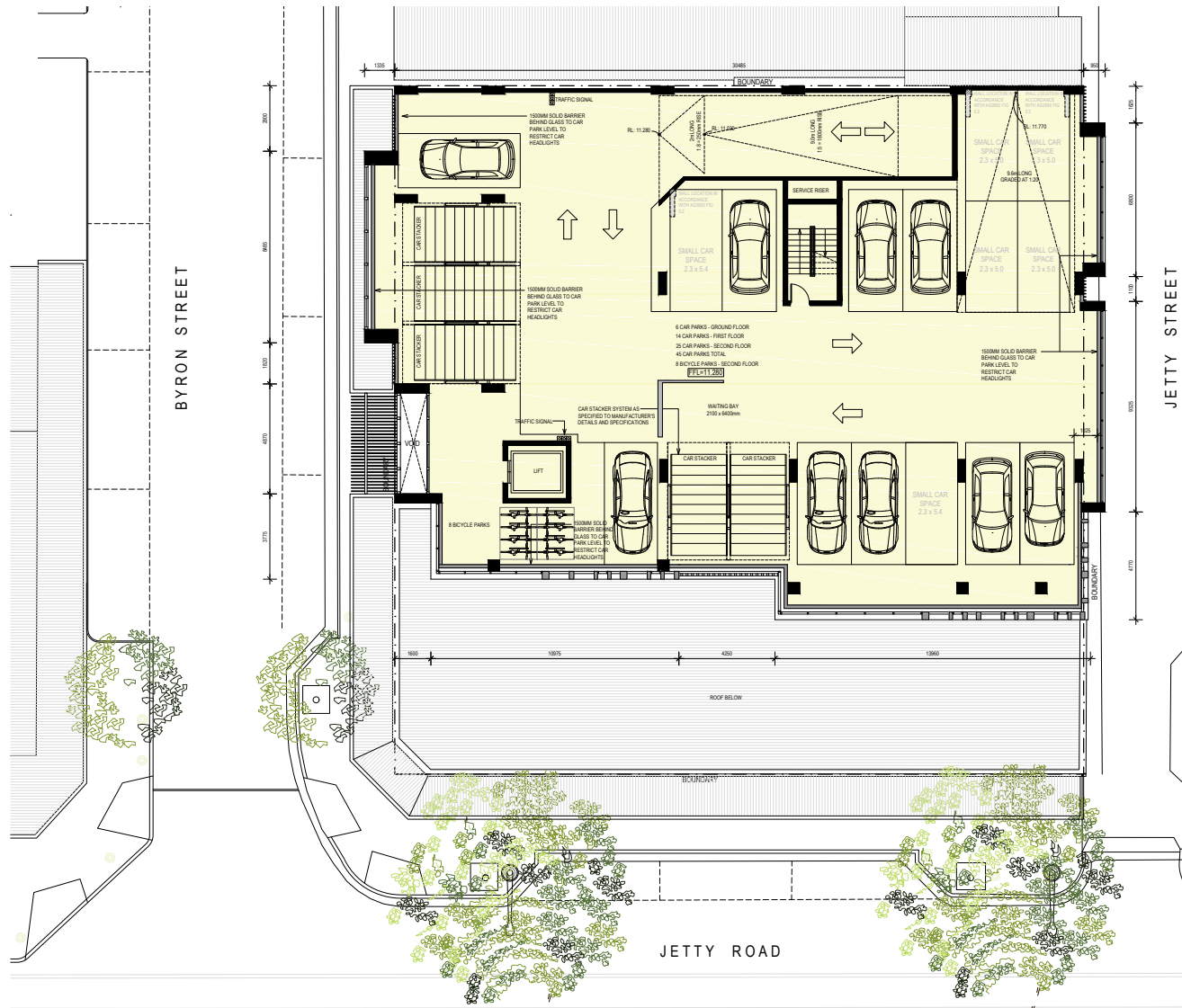


ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL009 - REVISION 10 - ISSUED FOR PDPC

The image contains two technical drawings of a stepped pyramid. The top drawing is a cross-section, showing a series of rectangular blocks stacked on top of each other, with a diagonal line indicating a cut. The bottom drawing is a perspective view of the same structure, showing the stepped sides and the top surface. The structure is composed of several rectangular blocks of varying sizes, creating a stepped profile. The top surface is flat, and the sides are vertical, with the steps creating a series of horizontal and vertical lines. The drawing is a simple line drawing with no shading or texture.



ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL010 - REVISION 10 - ISSUED FOR PDPC

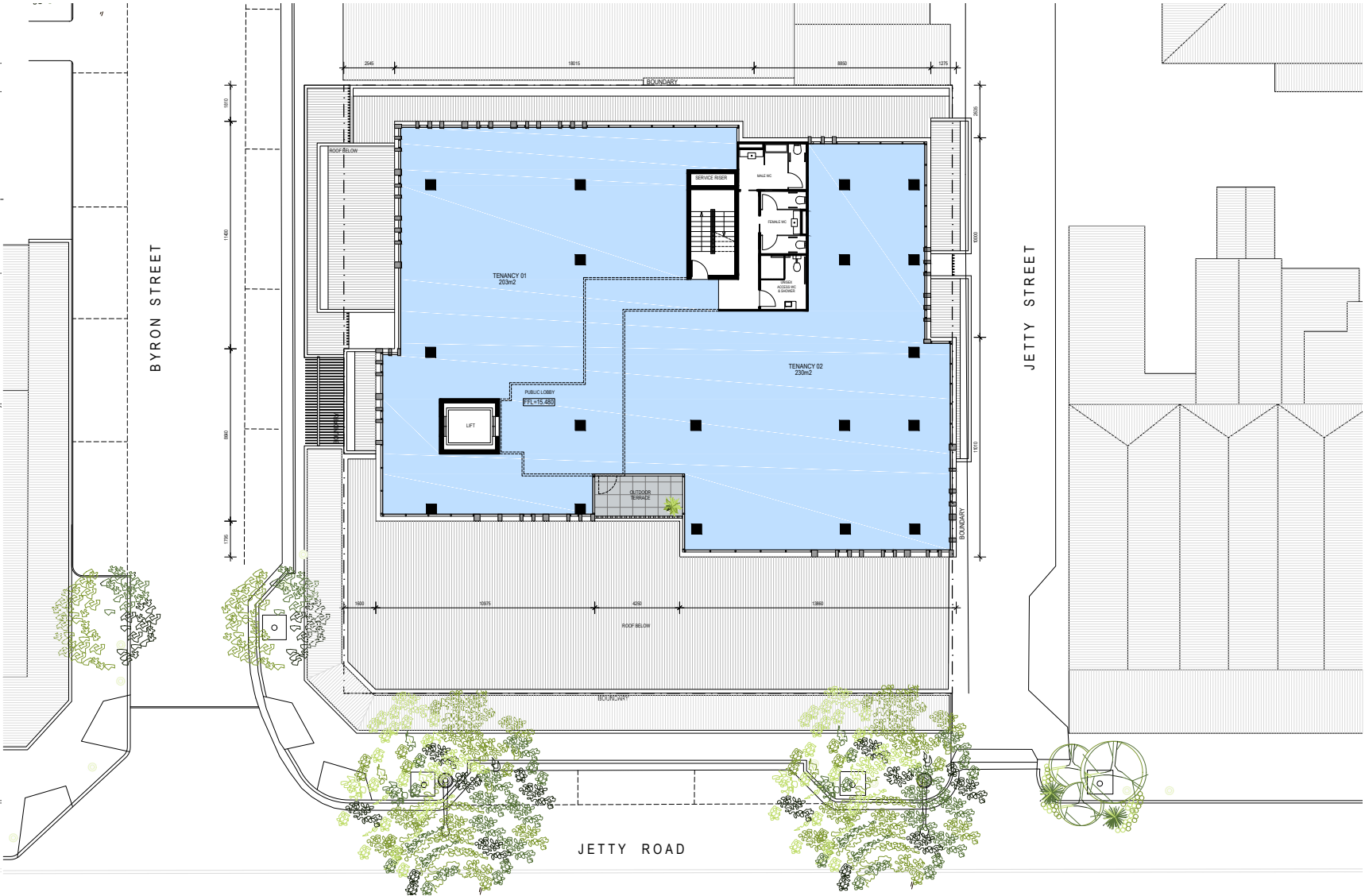


PROPOSED SECOND FLOOR PLAN 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL011 - REVISION 08 - ISSUED FOR PDPC



JETTY ROAD - OFFICE
PLAN



AREA SCHEDULE

TOTAL SITE	528.21sqm
LOBBY	46sqm
LIFT	8sqm
STAIR	14sqm
WET AREA	32sqm
TENANCY 01	203sqm
TENANCY 02	230sqm
OUTDOOR TERRACE	8sqm
TOTAL	541sqm
TOTAL NET LETTABLE	438sqm

PROPOSED THIRD FLOOR PLAN 1:100 @ A3

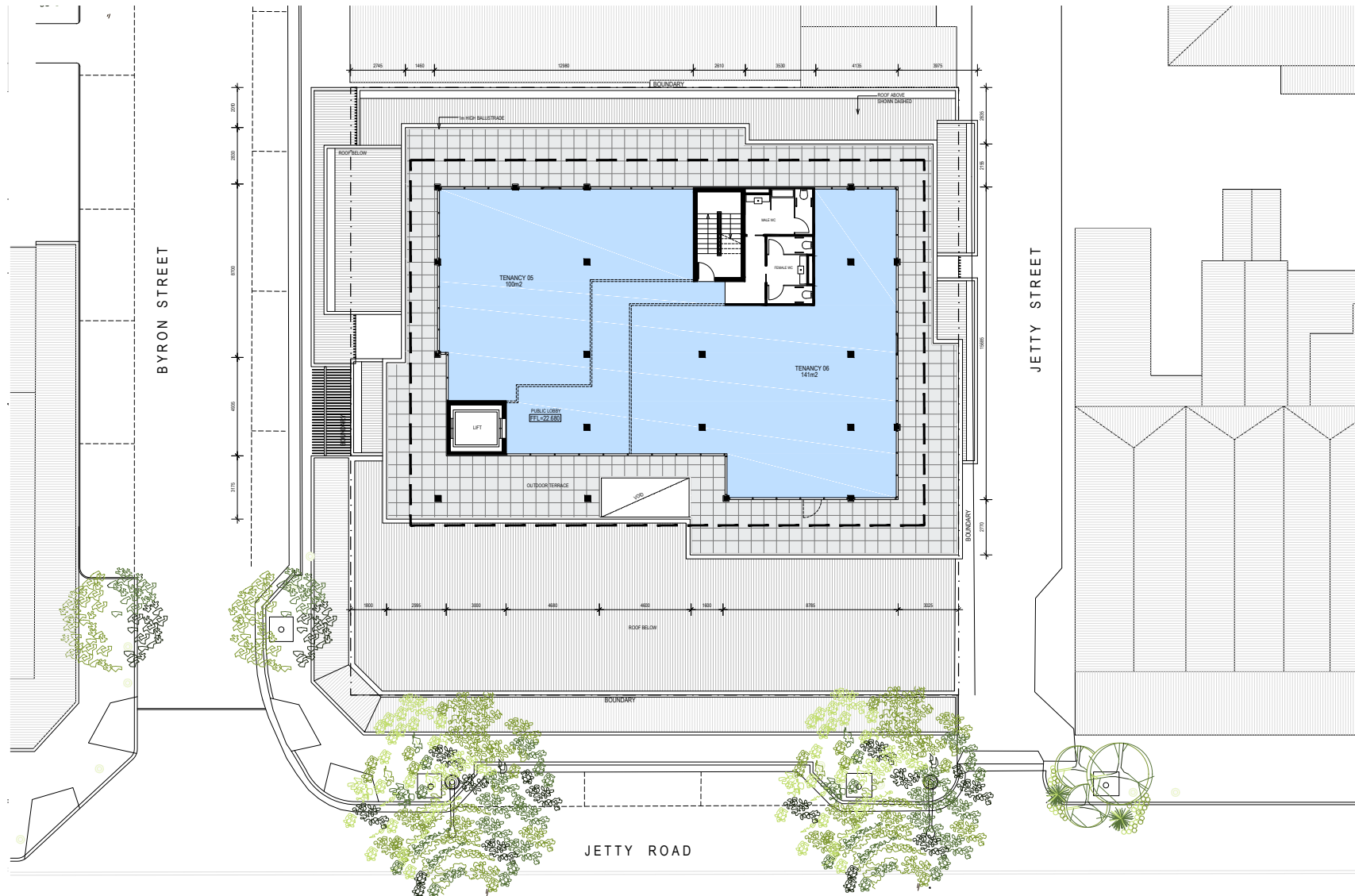
ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL012 - REVISION 09 - ISSUED FOR PDPC

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AREA SCHEDULE	
TOTAL SITE	929.21m ²
LOBBY	46m ²
LIFT	8m ²
STAIR	14m ²
WET AREA	32m ²
TENANCY 01	205m ²
TENANCY 02	230m ²
OUTDOOR TERRACE	8m ²
TOTAL	541m ²
TOTAL NET LETTABLE	435m ²



JETTY ROAD - OFFICE PLAN



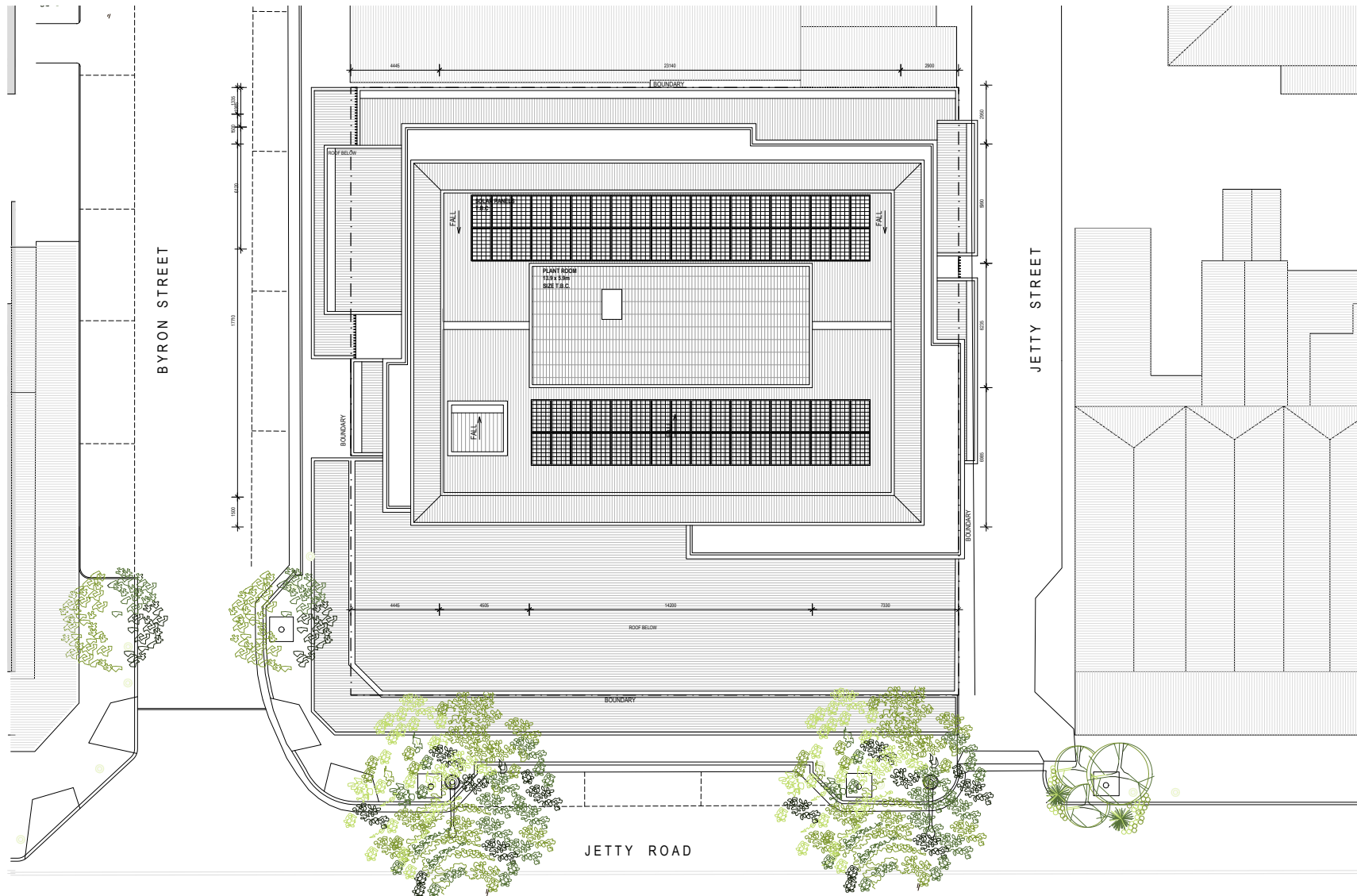
AREA SCHEDULE	
TOTAL SITE	939.21m²
LOBBY	38m²
LIFT	8m²
STAIR	12m²
WET AREA	22m²
TENANCY 05	98m²
TENANCY 06	141m²
OUTDOOR TERRACE	208m²
TOTAL	638m²
TOTAL NET LETTABLE	240m²

PROPOSED FIFTH FLOOR PLAN 1:100 @ A3

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ABA

JETTY ROAD - OFFICE PLAN



PROPOSED ROOF PLAN 1:100 @ A3

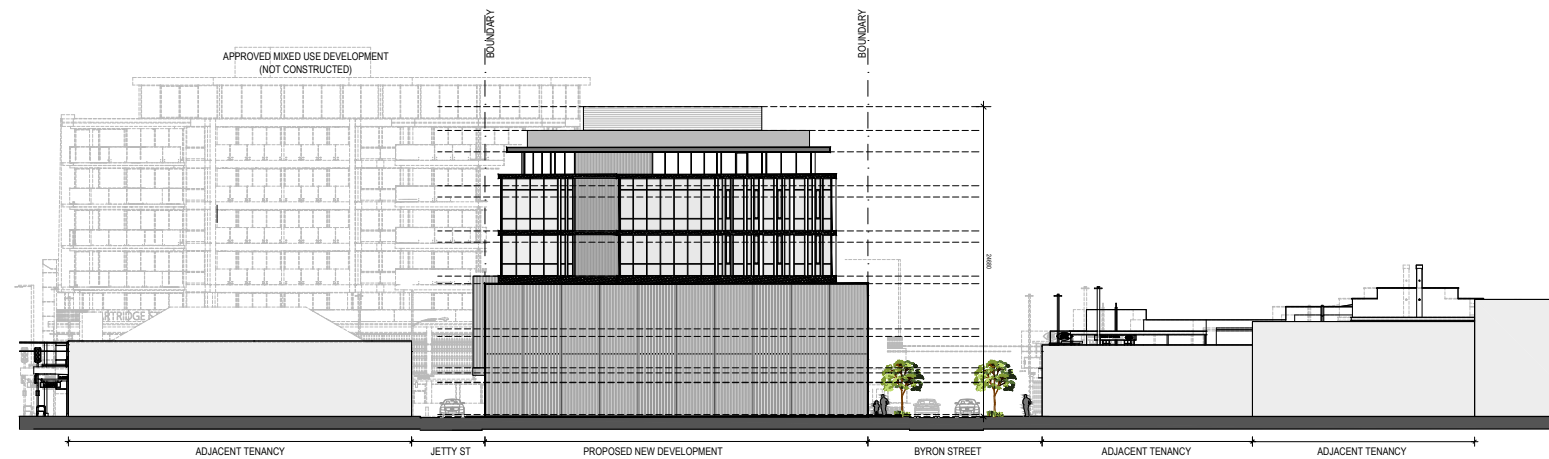
ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL015 - REVISION 06 - ISSUED FOR PDPC

ABA

JETTY ROAD - OFFICE STREETSCAPE



SOUTHERN STREETSCAPE 1:200 @ A3

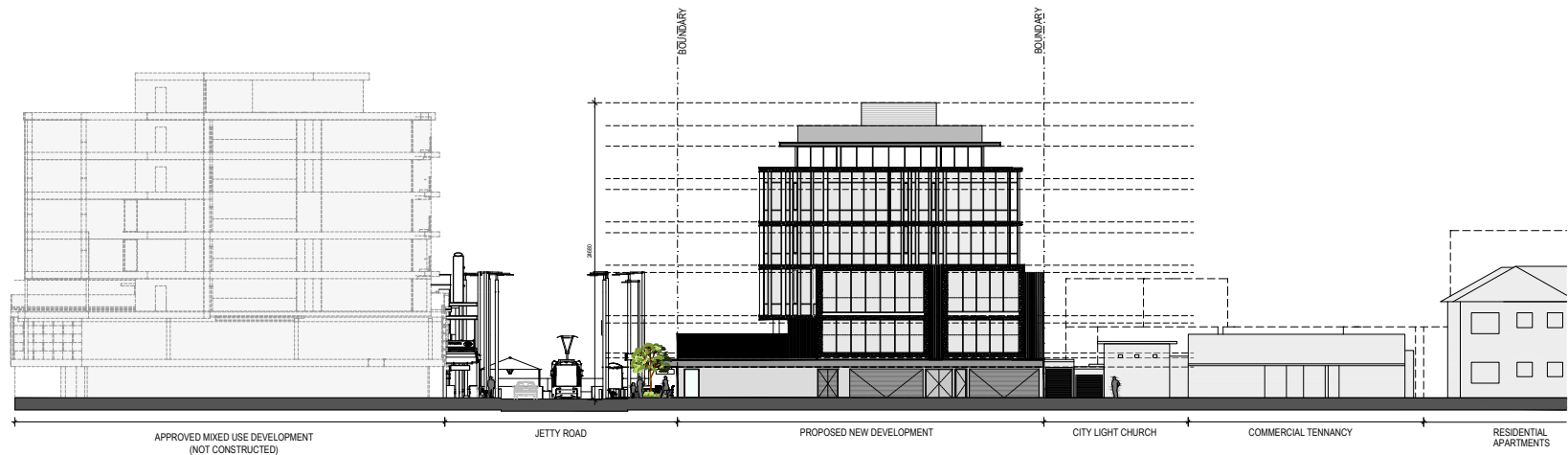


NORTHERN STREETSCAPE 1:200 @ A3

JETTY ROAD - OFFICE STREETSCAPE

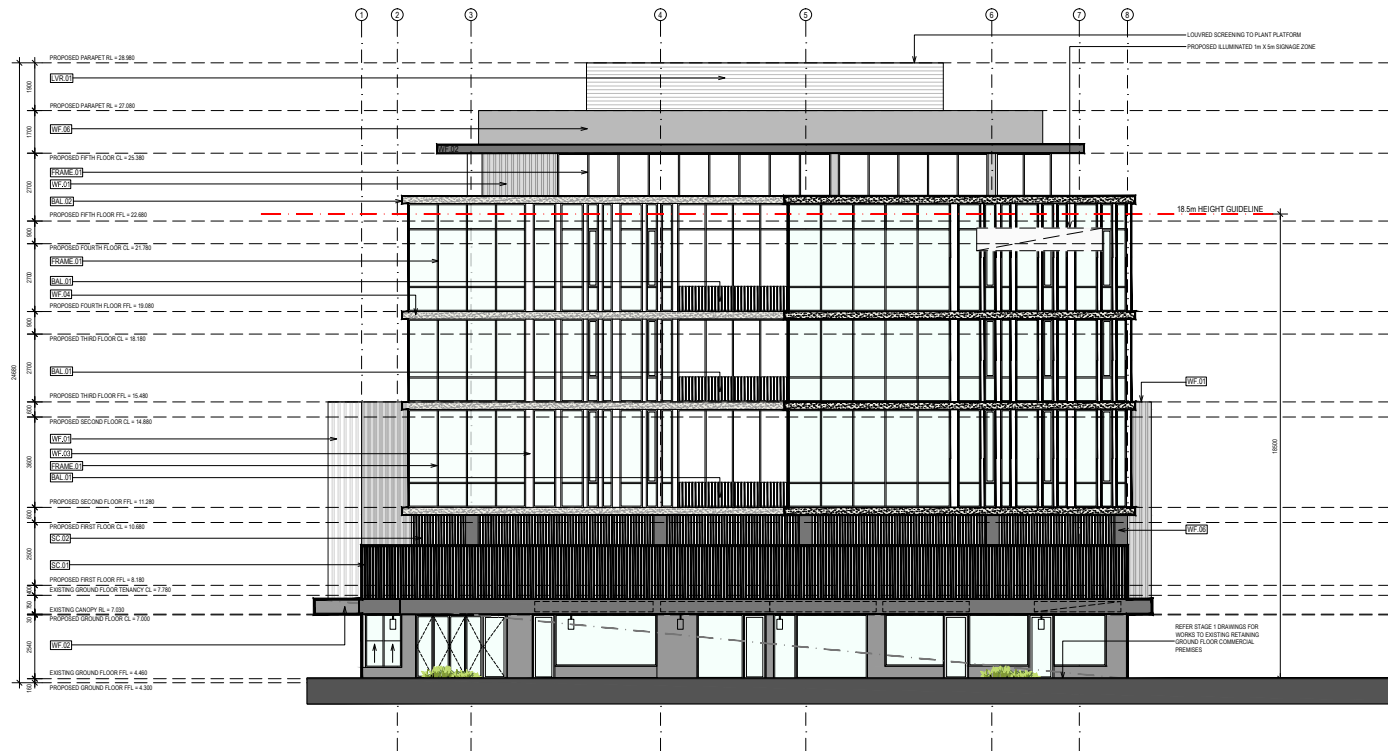


SOUTHERN STREETSCAPE 1:200 @ A3



NORTHERN STREETSCAPE 1:200 @ A3

JETTY ROAD - OFFICE ELEVATION - STAGE 02



EXTERNAL FINISHES SCHEDULE

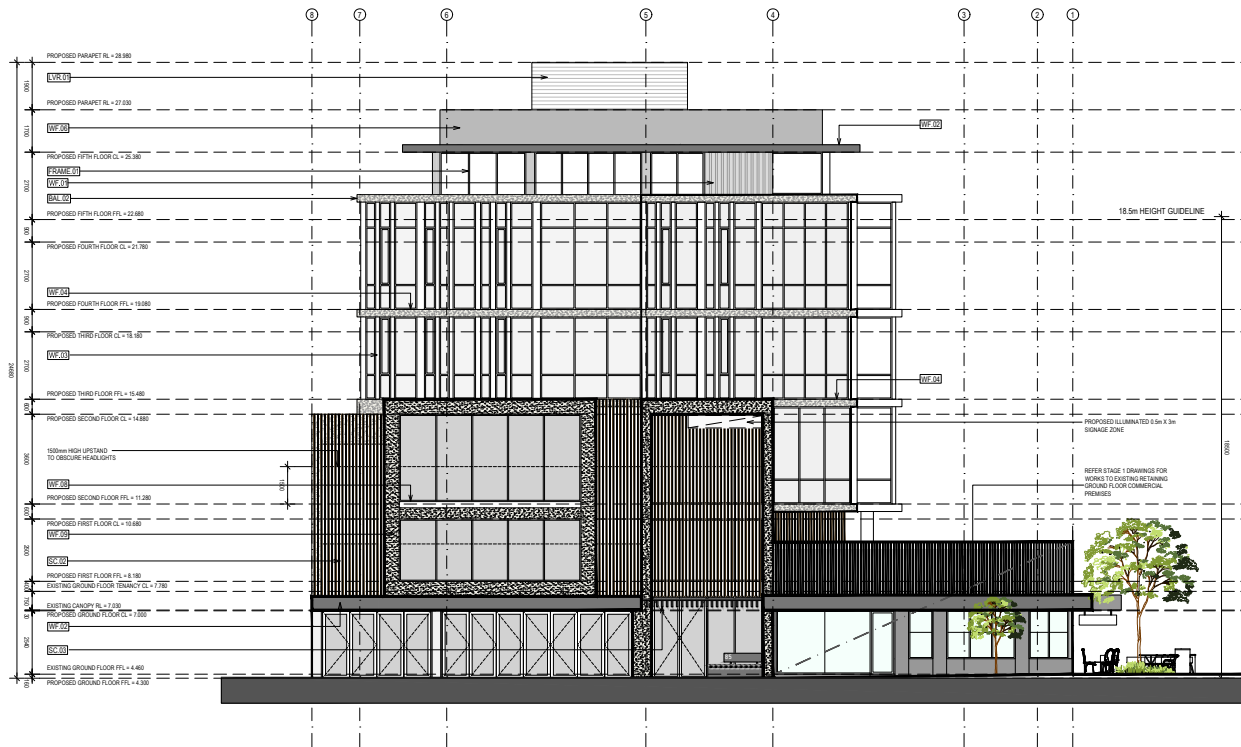
WF 01	PRE-CAST CONCRETE PANELS, 150mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF 02	COLORBOND FOLDED METAL FLASHING/GLAZING FINISH: MIGHT DRY BLACK
WF 03	PRE-CAST CONCRETE PANELS TYPE 1: 150mm wide x 100mm deep TYPE 2: 200mm wide x 100mm deep TYPE 3: 150mm wide x 150mm deep COLOUR: LIGHT GREY CONCRETE
WF 04	EXTENSION OF CONCRETE FLOOR SLAB WITH SMOOTH FINISH COLOUR: LIGHT GREY CONCRETE
WF 05	PRE-CAST CONCRETE PANELS, 150mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF 06	PAINTED PRE-CAST CONCRETE PANELS COLOUR: MIGHT DRY BLACK
WF 07	PAINTED RENDERED FACIOL COLOUR: OFF WHITE
WF 08	PAINTED PRE-CAST CONCRETE PANELS COLOUR: MONUMENT
WF 09	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
BAL 01	50mm STEEL BLADE BALUSTRADE HEIGHT: 1000mm
BAL 02	PRE-CAST CONCRETE WALL WITH FACIOL GLAZING TO EXTEND UP EXTERNALLY HEIGHT: 1000mm
SKL 01	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SKL 02	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SKL 03	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SD 01	INNOVATION PANELS, SOFT BRUSHED SPOTTED GUM FINISH
LVL 01	ALUMINUM COVERS TO ROOF MOUNTED PLANT PLATFORM COLOUR: BLACK
FRAME 01	COMMERCIAL ALUMINUM FRAMES GLASS TO SUITE ENERGY REQUIREMENTS

SOUTHERN ELEVATION - STAGE 02 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL018 - REVISION 08 - ISSUED FOR PDPC

ABA

JETTY ROAD - OFFICE ELEVATION - STAGE 02



EXTERNAL FINISHES SCHEDULE

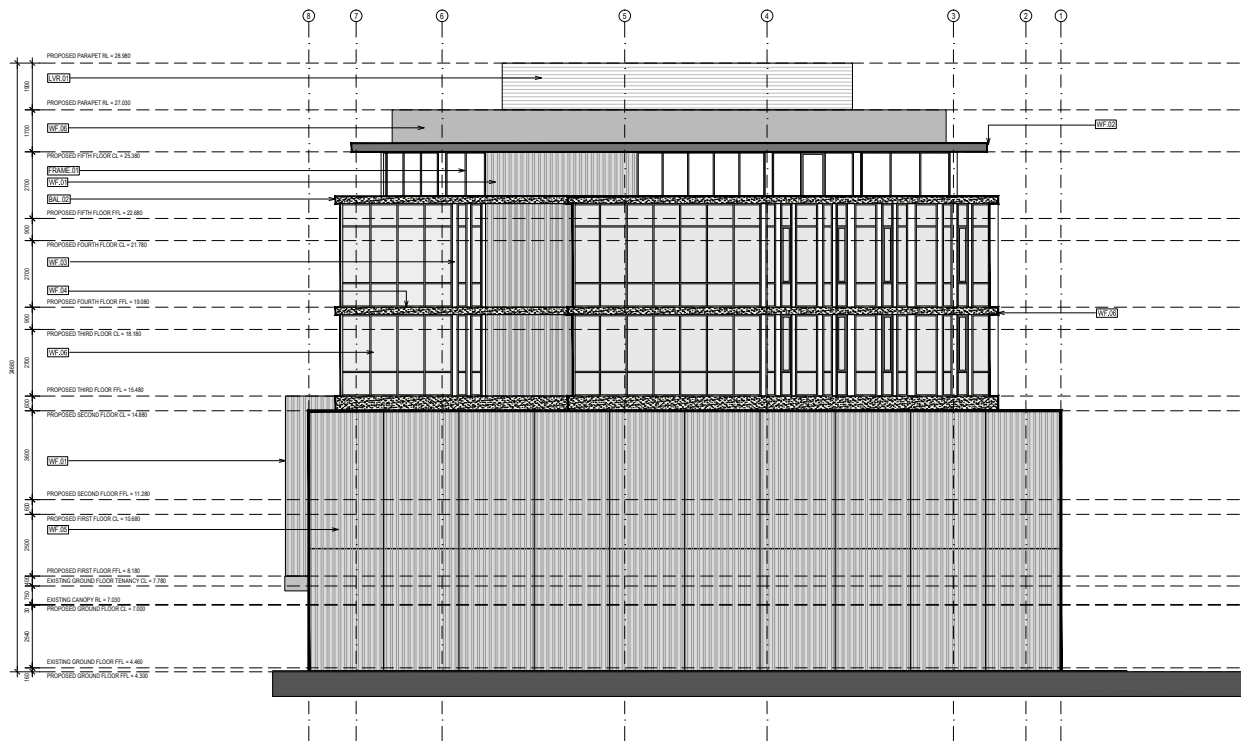
WF.01	PRE-CAST CONCRETE PANELS: 150mm WIDE RIBBED TEXTURE: COLOUR: LIGHT GREY CONCRETE
WF.02	COLORBOND FOLDED METAL FLUOROPOLYMER FINISH: NIGHT SKY / BLACK
WF.03	PRE-CAST CONCRETE PANELS TYPE 1: 150mm wide x 300mm deep TYPE 2: 300mm wide x 300mm deep TYPE 3: 300mm wide x 150mm deep COLOUR: LIGHT GREY CONCRETE
WF.04	EXTENSION OF CONCRETE FLOOR SLAB WITH SMOOTH FINISH COLOUR: LIGHT GREY CONCRETE
WF.05	PRE-CAST CONCRETE PANELS: 150mm WIDE RIBBED TEXTURE: COLOUR: LIGHT GREY CONCRETE
WF.06	PAINTED PRE-CAST CONCRETE PANELS COLOUR: NIGHT SKY / BLACK
WF.07	PAINTED RENDERED FACADE COLOUR: OFF WHITE
WF.08	PAINTED PRE-CAST CONCRETE PANELS COLOUR: MONUMENT
WF.09	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
BAL.01	50mm STEEL BLADE BALUSTRADE HEIGHT: 1000mm
BAL.02	PRE-CAST CONCRETE WALL WITH FACADE GLAZING TO EXTEND UP EXTERNALLY HEIGHT: 1000mm
SCR.01	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 30x100 COLOUR: BLACK
SCR.02	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 30x100 COLOUR: BLACK
SCR.03	SCULPTFORM CLUCK ON ALUMINUM BATTENS SIZE: 30x100 COLOUR: BLACK
SD.01	INNOVATION PANELS: SOFT BRUSHED SPOTTED SUEY FINISH
LVR.01	ALUMINUM COVERS TO ROOF MOUNTED PLANT PLATFORM COLOUR: BLACK
FRAME.01	COMMERCIAL ALUMINUM FRAMES GLASS TO SUITE ENERGY REQUIREMENTS

WESTERN ELEVATION - STAGE 02 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL019 - REVISION 08 - ISSUED FOR PDPC

ABA

JETTY ROAD - OFFICE ELEVATION - STAGE 02



EXTERNAL FINISHES SCHEDULE

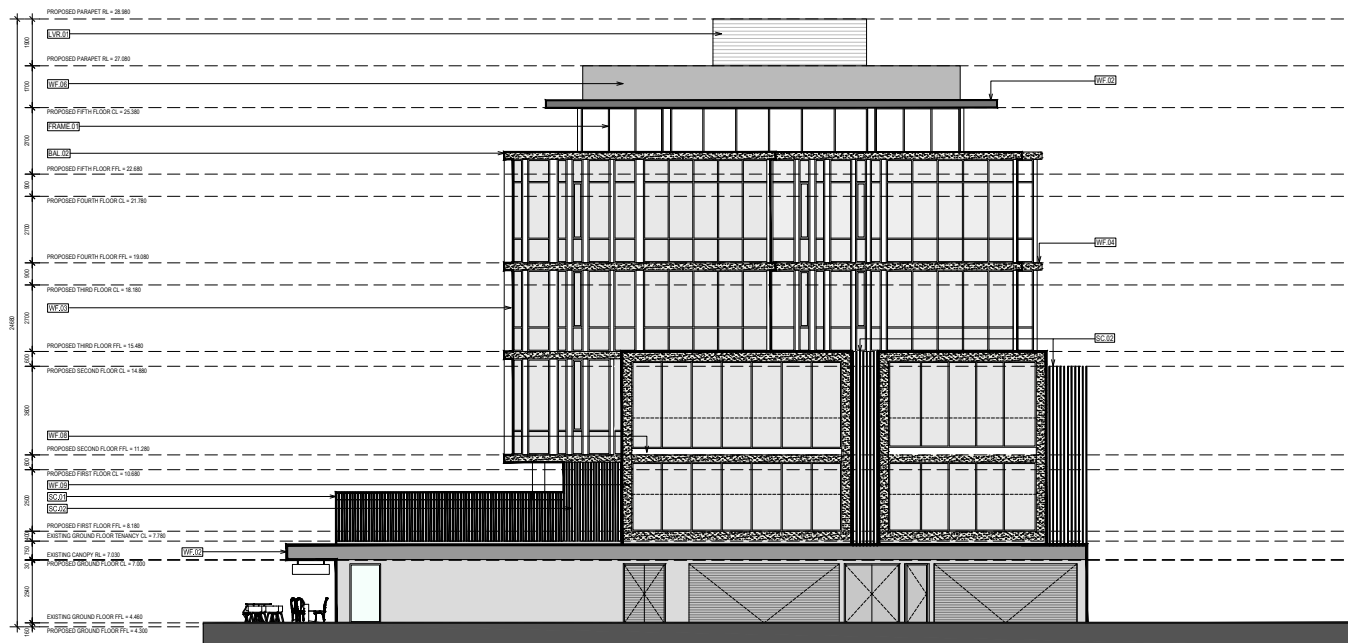
WF 01	PRE-CAST CONCRETE PANELS: 150mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF 02	COLORBOND FOLDED METAL FLUOROPOLYMER FINISH: NIGHT SKY / BLACK
WF 03	PRE-CAST CONCRETE PANELS TYPE 1: 150mm wide x 300mm deep TYPE 2: 300mm wide x 300mm deep TYPE 3: 300mm wide x 150mm deep COLOUR: LIGHT GREY CONCRETE
WF 04	EXTENSION OF CONCRETE FLOOR SLAB WITH SMOOTH FINISH COLOUR: LIGHT GREY CONCRETE
WF 05	PRE-CAST CONCRETE PANELS: 150mm WIDE RIBBED TEXTURE COLOUR: LIGHT GREY CONCRETE
WF 06	PAINTED PRE-CAST CONCRETE PANELS COLOUR: NIGHT SKY / BLACK
WF 07	PAINTED RENDERED FACADE COLOUR: OFF WHITE
WF 08	PAINTED PRE-CAST CONCRETE PANELS COLOUR: MONUMENT
WF 09	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
BAL 01	50mm STEEL BLADE BALUSTRADE HEIGHT: 1000mm
BAL 02	PRE-CAST CONCRETE WALL WITH FACADE GLAZING TO EXTEND UP EXTERNALLY HEIGHT: 1000mm
SCR 01	SCULPTFORM CONCRETE ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SCR 02	SCULPTFORM CONCRETE ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SCR 03	SCULPTFORM CONCRETE ON ALUMINUM BATTENS SIZE: 50x50 COLOUR: BLACK
SD 01	IRONWOOD RIVETS: SOFT BRUSHED SPOTTED SUEY FINISH
LVR 01	ALUMINUM COVERS TO ROOF MOUNTED PLANT PLATFORM COLOUR: BLACK
FRAME 01	COMMERCIAL ALUMINUM FRAMES GLASS TO SUITE ENERGY REQUIREMENTS

NORTHERN ELEVATION - STAGE 02 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL020 - REVISION 08 - ISSUED FOR PDPC

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JETTY ROAD - OFFICE
ELEVATION - STAGE 02



EXTERNAL FINISHES SCHEDULE

W1	PRE-CAST CONCRETE PANELS 100mm wide RIBBED TYPED COLOUR: LIGHT GREY CONCRETE
W10	COLORBOND FOLDED METAL FLAMING/CLADDING FINISH: NIGHT SKY BLACK
W11	PRE-CAST CONCRETE PANELS TYPE 1: 100mm wide x 1000mm deep TYPE 2: 200mm wide x 1000mm deep TYPE 3: 300mm wide x 1000mm deep COLOUR: LIGHT GREY CONCRETE
W16	EXTENSION OF CONCRETE FLOOR SLAB WITH SMOOTH FINISH COLOUR: LIGHT GREY CONCRETE
W18	PRE-CAST CONCRETE PANELS 100mm wide RIBBED TYPED COLOUR: LIGHT GREY CONCRETE
W19	PAINTED PRE-CAST CONCRETE PANELS. COLOUR: NIGHT SKYBLACK
W1	PAINTED REINFORCED FACE COLOUR: OFF WHITE
W18	PAINTED PRE-CAST CONCRETE PANELS. COLOUR: MONUMENT
W19	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
BAL.1	100mm STEEL BAL. BALUSTRADE HEIGHT: 1000mm
SCL.1	PRE-CAST CONCRETE WALL WITH FACE GLAZING TO STOP UP TO 100% RADIATION HEIGHT: 1000mm
SCL.1	EOLIFOLP CLICK ON ALUMINIUM BATTENS RISE IN BAL COLOUR: BLACK
SCL.2	EOLIFOLP CLICK ON ALUMINIUM BATTENS RISE IN BAL COLOUR: BLACK
SCL.3	EOLIFOLP CLICK ON ALUMINIUM BATTENS RISE IN BAL COLOUR: BLACK
SCL.1	INNOVWOOD INOXCEL SOFFIT BRUSHED SPOTTED GRAY FINISH
W16.1	ALUMINIUM CLAUVERS FOR ROOF MOUNTED PLANT
FRAME 01: CONCRETEAL ALUMINIUM FRAMES GLASS TO SUITE	

EASTERN ELEVATION - STAGE 02 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL021 - REVISION 08 - ISSUED FOR PDPC



JETTY ROAD - OFFICE FINISHES SCHEDULE



EXTERNAL FINISHES SCHEDULE

MP1	PRE-CAST CONCRETE PANELS, 15mm HIGH RISER COLOUR: LIGHT GREY CONCRETE
MP2	CONCRETE POLYURETHANE FLUOROPOLYMER FINISH FROM BOTTOM SLAY BACK
MP3	PRE-CAST CONCRETE PANELS TYPE 1500 x 3000 x 120mm THICKNESS TYPE 1500 x 400 x 120mm THICKNESS FROM BOTTOM SLAY BACK
MP4	EXTENSION OF CONCRETE FLOOR SLAB WITH BRICK/FIN FROM COLOUR LIGHT GREY CONCRETE
MP5	PRE-CAST CONCRETE PANELS, 15mm HIGH RISER COLOUR: LIGHT GREY CONCRETE
MP6	PAINTED PRE-CAST CONCRETE PANELS COLOUR: WHITE
MP7	PAINTED HOLLOW-PILE COLOUR: OFF WHITE
MP8	PAINTED PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE COLOUR: BURNING
MP9	SMOOTH PRE-CAST CONCRETE PANELS COLOUR: LIGHT GREY CONCRETE
MA10	STEEL STEEL-BEAM BALUSTRADE HEIGHT: 1050mm
MA11	STEEL STEEL-BEAM BALUSTRADE WITH GLASSING EXTEND IF NECESSARY
MA12	SCAFFOLD SCREED ON ALUMINUM BATTENS SIDE SLAB COLOUR: BLACK
MA13	SCAFFOLD SCREED ON ALUMINUM BATTENS SIDE SLAB COLOUR: BLACK
MA14	SCAFFOLD SCREED ON ALUMINUM BATTENS SIDE SLAB COLOUR: BLACK
MA15	WOODEN JOIST/SLOTT BRACING/STIFFENING
MA16	ALUMINUM JOIST/SLOT TO MOUNTED AT SIDE SLAB COLOUR: BLACK
FRAME	CONCRETE, ALUMINUM BRASS GLASS SLAB TO SUITE CONCRETE

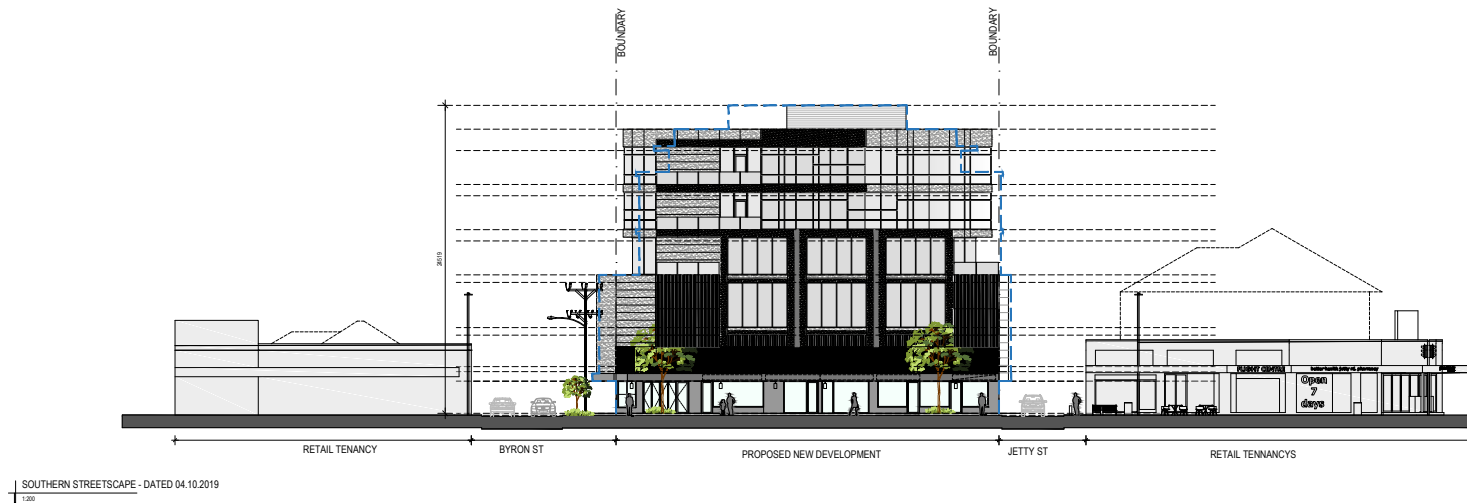


EXTERNAL FINISHES PERSPECTIVE N.T.S. @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL022 - REVISION 06 - ISSUED FOR PDPC



JETTY ROAD - OFFICE COMPARISON

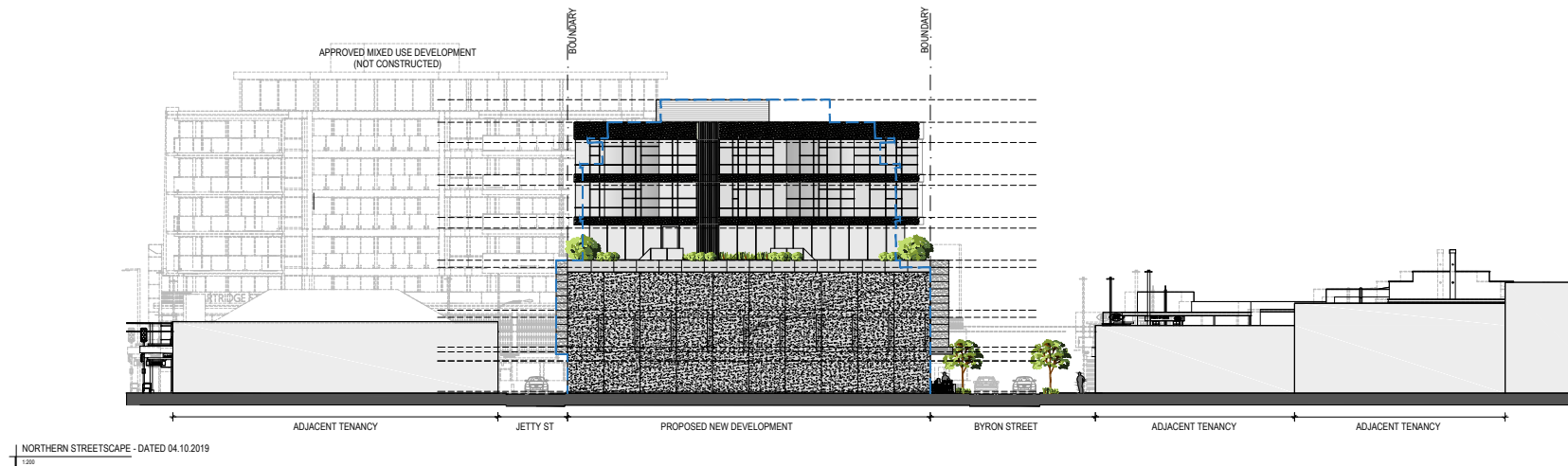
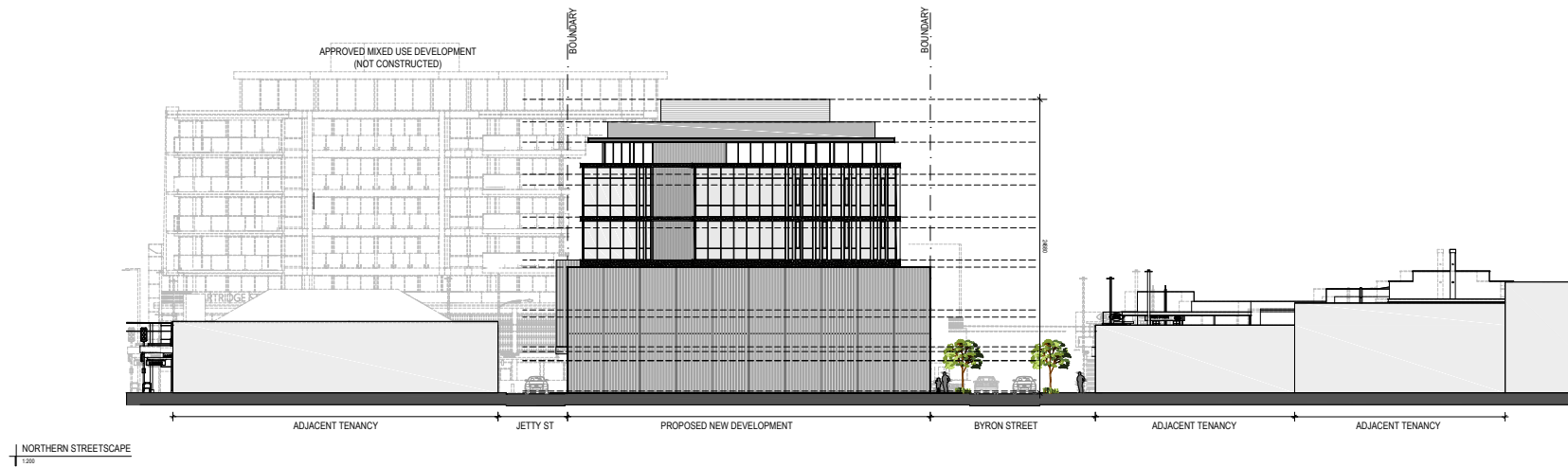


STREETSCAPE ELEVATION - COMPARISON 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL023 - REVISION 03 - ISSUED FOR PDPC

ABA

JETTY ROAD - OFFICE COMPARISON

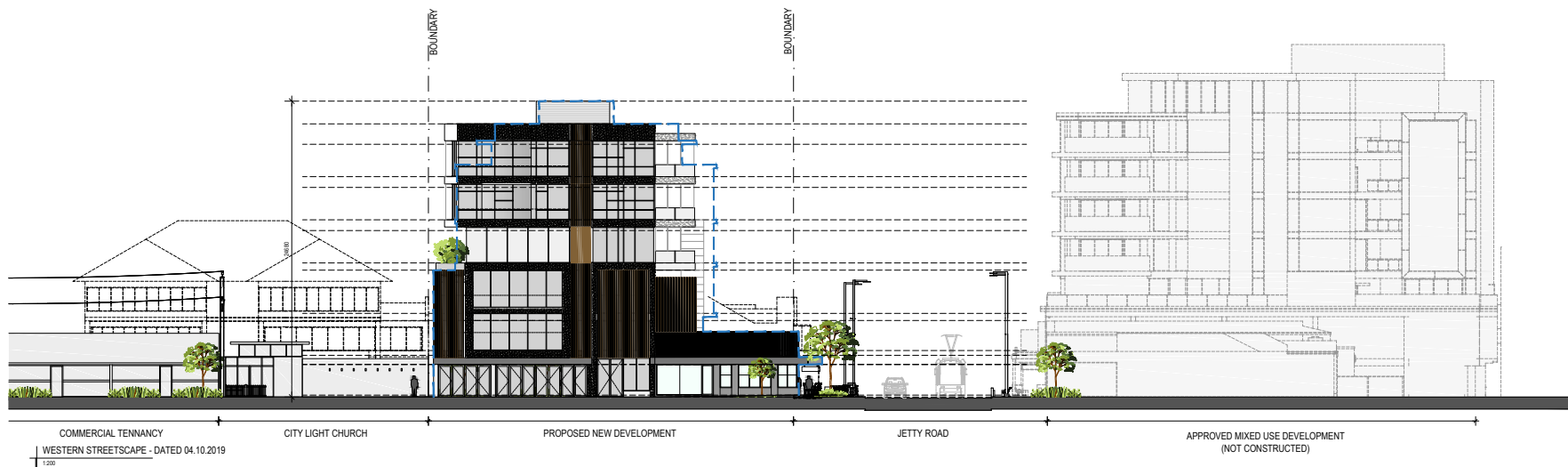


STREETSCAPE ELEVATION - COMPARISON 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL024 - REVISION 04 - ISSUED FOR PDPC



JETTY ROAD - OFFICE COMPARISON

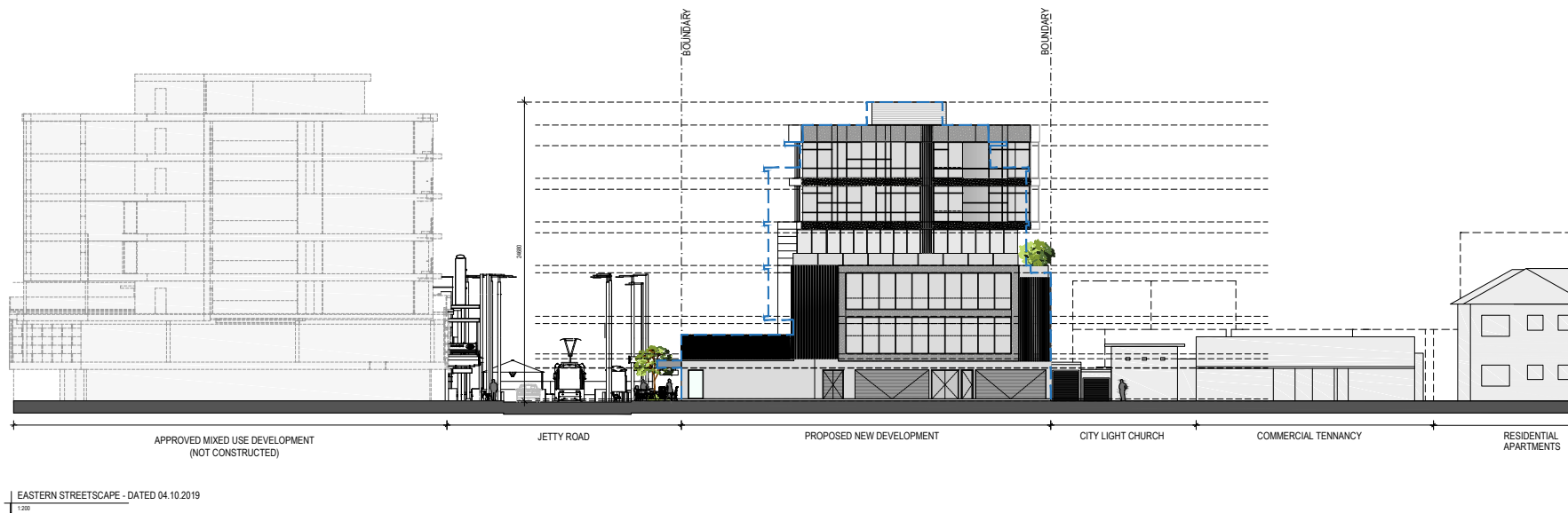
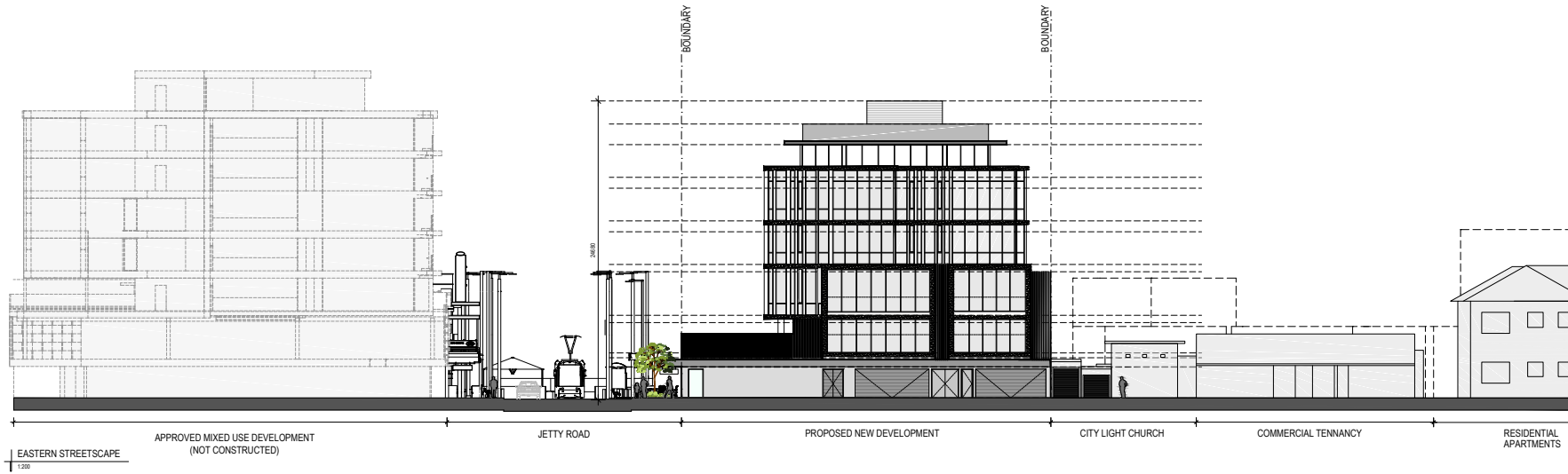


STREETSCAPE ELEVATION - COMPARISON 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL025 - REVISION 03 - ISSUED FOR PDPC



JETTY ROAD - OFFICE COMPARISON



STREETSCAPE ELEVATION - COMPARISON 1:100 @ A3

ALEXANDER BROWN ARCHITECTS | ISSUE - 10.03.2020 | 17.060.PL026 - REVISION 04 - ISSUED FOR PDPC

ABA



Subject Land – View from south west across Jetty Road



Subject Land – View from west on Byron Street



Subject Land – View from north west on Byron Street



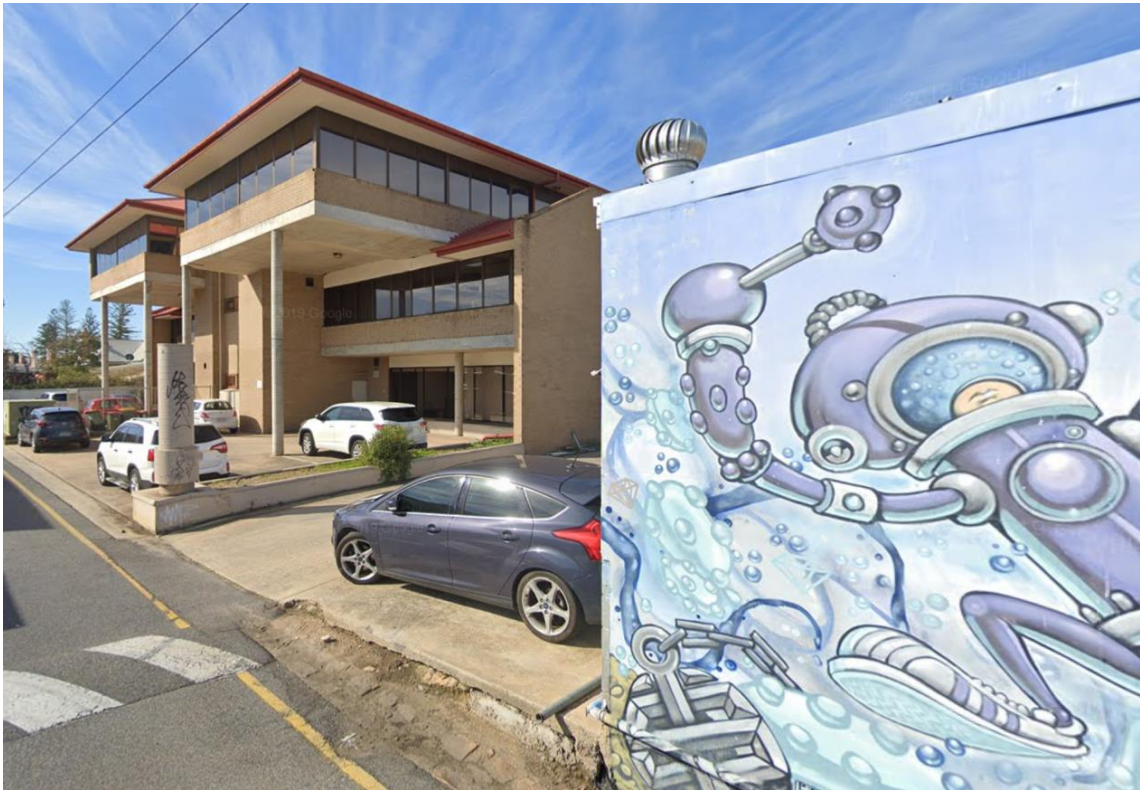
City Light Church Adelaide at 2 Byron Street, Glenelg – view from west on Byron Street



Subject Land – View from south east on Jetty Road



Car parking area on subject Land – view from north east / Jetty Street



3 storey development and street art on Jetty Street – View from south



Residential development in the Residential Character Zone – view from south on Jetty Street



Residential and commercial development in the Residential Character Zone – view from south on Byron Street



City Light Church Adelaide at 2 Byron Street, Glenelg – view from east on Jetty Street



Retail development opposite subject land on Byron Street, Glenelg – view from east



Retail development opposite subject land – view from north on Jetty Road

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: HOLDFAST BAY

APPLICANT: TAPLIN GROUP

Postal Address: PO BOX 541

GLENELG, SA, 5045

Owner: AS APPLICANT

Postal Address: _____

BUILDER: TBC

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: MATTHEW KING - URPS

Telephone: 8333 7999 [work] 0417 080 596 [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: _____

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

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

DESCRIPTION OF PROPOSED DEVELOPMENT: 6 STOREY COMMERCIAL BUILDING

LOCATION OF PROPOSED DEVELOPMENT: _____

House No: 85-87 Lot No: _____ Street: JETTY ROAD Town/Suburb: GLENELG

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

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

LAND DIVISION:

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

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

BUILDING RULES CLASSIFICATION SOUGHT: _____ Present classification: _____

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

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

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

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES ☐ NO ☒

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

DEVELOPMENT COST [do not include any fit-out costs]: \$ 7 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: 19 / 3 / 19

PHIL HARNETT - URPS

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



Government
of South Australia

To: SCAP

From: TAPLIN GROUP

Date of Application: 19/3/19

Location of Proposed Development: _____

House No: 85-87 Lot No: _____ Street: JETTY ROAD

Town/Suburb: GLENELG

Section No (full/part): _____ Hundred: _____

Volume: _____ Folio: _____ } →

6208/582
6208/583
6208/584
6208/585
6208/586
6208/587
6208/588
6208/589
6208/590

Nature of Proposed Development: 6 STOREY COMMERCIAL BUILDING

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

Signed: _____

Date: 19/3/19



**Government
of South Australia**

Note 1

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

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

Note 2

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

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

Note 3

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

Note 4

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

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

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

Note 5

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

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

Note 6

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

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 6208 Folio 582

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition 1	Edition Issued	07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 1 PTY. LTD. (ACN: 623 541 702)
OF 79 JETTY ROAD GLENELG SA 5045

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12894993	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 583

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 2 PTY. LTD. (ACN: 623 541 766)
OF 79 JETTY ROAD GLENELG SA 5045

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933514	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 584

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition 2	Edition Issued	07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 3 PTY. LTD. (ACN: 623 541 917)
OF 79 JETTY ROAD GLENELG SA 5045

Description of Land

ALLOTMENT 3 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933517	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 585

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 4 PTY. LTD. (ACN: 623 541 962)
OF 79 JETTY ROAD GLENELG SA 5045

Description of Land

ALLOTMENT 4 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933520	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 586

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 5 PTY. LTD. (ACN: 623 542 049)
OF 99 GOUGER STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 5 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933523	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 587

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 6 PTY. LTD. (ACN: 623 542 209)
OF 99 GOUGER STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 6 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933526	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 6208 Folio 588

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 7 PTY. LTD. (ACN: 623 542 272)
OF 99 GOUGER STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 7 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933529	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

REAL PROPERTY ACT, 1886



South Australia

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Certificate of Title - Volume 6208 Folio 589

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition 2	Edition Issued	07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 8 PTY. LTD. (ACN: 623 542 478)
OF 99 GOUGER STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 8 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933532	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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

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 6208 Folio 590

Parent Title(s)	CT 5491/10			
Creating Dealing(s)	RTU 12933511			
Title Issued	07/06/2018	Edition	2	Edition Issued 07/06/2018

Estate Type

FEE SIMPLE

Registered Proprietor

JETTY STREET HOLDINGS NO 9 PTY. LTD. (ACN: 623 542 629)
OF 99 GOUGER STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 9 DEPOSITED PLAN 118601
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12933535	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

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



Taplin Management
18ADL-0398
19 March 2019



PROPOSED SIX STOREY OFFICE BUILDING 85-87 JETTY ROAD, GLENELG

Planning Report



Six Storey Office Building

19 March 2019

Lead consultant	URPS
In association with	Alexander Brown Architects, Phil Weaver & Associates, SALT
Prepared for	Taplin Group of Companies
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URPS Ref	R001_v2_181129_87 Jetty Road offices

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1.0 Application summary

Attribute	Detail
Applicant	Taplin Management
Description of development	Modification and partial demolition of existing single-storey shop building and associated car park, and construction of a 6-storey building comprising ground floor shops, upper level offices, and 3-level car park.
Architect	Alexander Brown Architects
Subject land	<p>The site comprises 9 contiguous allotments described as follows:</p> <ul style="list-style-type: none"> • Lot 1 Byron Street, Glenelg, CT 6208/582 • Lot 2 Byron Street, Glenelg, CT 6208/583 • Lot 3 Byron Street, Glenelg, CT 6208/584 • Lot 4 Jetty Road, Glenelg, CT 6208/585 • Lot 5 Jetty Road, Glenelg, CT 6208/586 • Lot 6 Jetty Road, Glenelg, CT 6208/587 • Lot 7, 87B Jetty Road, Glenelg, CT 6208/588 • Lot 8, 87B Jetty Road, Glenelg, CT 6208/589 • Lot 9 Jetty Street, Glenelg, CT 6208/590
Site area	930m ² approximately
Development Plan	Holdfast Bay Council Development Plan (consolidated 2 June 2016)
Zone	District Centre
Policy Area	Glenelg Policy Area 2
Heritage	There are no forms of heritage listings on the site
Regulated trees	There are no regulated/significant trees on the site
Current land use	Single storey retail tenancies and associated ground level car parking
Relevant Authority	State Planning Commission
Kind of development	Merit
Public notification	Category 2
Referrals	City of Holdfast Bay; Government Architect or Associate.
Related applications	Nil
Contact person	Matthew King, URPS, 8333 7999



2.0 Introduction

URPS has been engaged by Taplin Management ("Taplin"), the applicant in this matter, to provide advice, liaise with relevant parties and prepare this planning report in respect of a proposed 6 storey office building located on the corners of Jetty Road, Jetty Street and Byron Street in Glenelg.

Taplin is an experienced developer who is proudly local to Glenelg. Taplin wishes to deliver a series of high quality, benchmark apartment and commercial developments that contribute to the precinct and assist with its revitalisation. Jetty Road has suffered from the expansion of Marion Shopping Centre. Its seasonal nature of trade and the increased use of internet shopping have also affected its trading.

Taplin's Glenelg Cinema project was one step toward the revitalisation of Glenelg. Increased residential occupancy will be another key driver to the economic performance of Glenelg. In this respect, Taplin has sought and obtained approvals for a number of landmark projects in Glenelg at Colley Terrace, Partridge Street and upon the Bayside Shopping Centre.

This proposed office development will further contribute to the revitalisation of Jetty Road and will support the other developments mentioned. This is the fifth major project Taplin has/is seeking to undertake within the precinct in the last 5 years.

This proposal presents an excellent opportunity to develop 9 contiguous allotments located in the heart of the Jetty Road precinct in Glenelg. The proposal will provide a high quality of urban design and streetscape activation, as strongly favoured by the provisions of the District Centre Zone and Glenelg Policy Area 2. The office space is ideally positioned in close proximity to tram and bus stops, ample open space, and a range of shops and cafes.

This planning report is prepared following our review of:

- The relevant certificates of title which form the subject land of this development - Appendix A
- Proposal plans prepared by Alexander Brown Architects - Appendix B
- Traffic and Car Parking Assessment prepared by Phil Weaver and Associates - Appendix C
- Waste Management Report prepared by SALT - Appendix D
- The subject land and locality including aerial mapping software - Appendix E
- The Holdfast Bay Council Development Plan consolidated 2 June 2016
- The Development Act 1993 and Development Regulations 2008



3.0 Proposal

3.1 Nature of development

The nature of development may be described as follows

Modification and partial demolition of existing single storey shop buildings and associated on-site car park, and construction of a 6-storey building comprising ground floor shops, upper level offices, and 3 level car park.

Expressed in another way, the proposal involves an increase in building height from 1 to 6 storeys, an introduction of office floor space to levels 4-6, and an increase in on-site car parking spaces.

3.2 Detailed description

The 4 retail tenancies facing Byron Street are proposed for demolition, while 5 retail tenancies facing Jetty Road will be retained, including their canopies. The existing open at-grade car park will be replaced with new driveways and servicing areas for the development.

Internally the proposed building will comprise:

- Ground floor shop tenancies totalling 446m² of gross leasable floor area. A new shop tenancy facing Byron Street is proposed as a 60-seat restaurant/café. A ground level lobby is positioned to gain access from Byron Street and provides lift access to the upper floors.
- A car parking area constructed across the ground, first and second floors, providing car parking for up to 45 cars. Some horizontal tandem parking is proposed, where 2 sets of tandem parking will provide 4 car parking spaces in total. 8 vertical car stackers are also proposed providing 16 car parking spaces.
- Office floor space totalling up to 1169m² of gross leasable area and split into 6 tenancies. Each floor of office space will also contain a centrally located and shared lobby, corridor, bathrooms and outdoor terrace. A generous outdoor terrace is proposed on the third floor.

The building has a height of 23.08m measured from the proposal finished floor level (ground) to the top of the parapet. A plant room is located on the roof above the parapet but is screened. It will be discreetly located near the centre of the roof and not visible from adjacent ground level.

The proposal comprises a range of modern and durable external materials including vertical battens, frameless louvre glass, and Colorbond folded metal cladding in dark Monument finish.



3.3 Design philosophy

The proposal has been designed by an award-winning firm of registered architects in Alexander Brown Architects.

The external form and design of the building is contemporary yet respectful of the existing streetscape character. In particular:

- The upper levels of the proposed building are generously set back from Jetty Road, and the existing single shop fronts are retained along the Jetty Road frontage. As a result, the proposal makes a significant effort to retain and respect the low scale character of Jetty Road. The facades of these Jetty Road shops will be upgraded.
- The proposal focuses the vehicle entry and exit points on a one-way side street (Jetty Street). This was considered the most appropriate location as Jetty Street already has a laneway and 'back of house' character, involving a narrow roadway, built form close to the street boundary, and a number of rear car parking areas along the Jetty Street frontage.
- The proposal focuses the office lobby on Byron Street, to respect the continuity, rhythm and character of existing shopfronts facing Jetty Road. The bulk and scale of the building is modulated on this smaller side street with low scale element set close to the street and the primary tower setback such that it provides a human scale for pedestrians using Byron Street.

3.4 Staging

The proposed development will be developed in the following stages.

Stage	Proposed Development
Stage 1	Façade upgrade to existing shops to be retained on Jetty Road.
Stage 2	Remainder of the proposed development.



4.0 Subject land and locality

The subject land, locality and surrounding land uses are identified by the enclosed locality plan, portion of which is copied below in Figure 4-2 for convenience. We describe the pertinent features of the land and locality below.

4.1 Subject land

The site is commonly known as 85-87 Jetty Road, Glenelg. More particularly, the subject land comprises 9 allotments known as Lots 1-3 Byron Street, Lots 4-8 Jetty Road, and Lot 9 Jetty Street in the suburb of Glenelg, contained within Certificates of Title Volume 6208 and Folios 583 to 590.

The land presently contains 9 single storey shop tenancies and a rear car park accessed via Jetty Street. The tenancies facing Byron Street, proposed for demolition, have flat roof forms and slightly angled facades consisting of plain render and large shop front windows. Architecturally, these tenancies are unremarkable. The tenancies facing Jetty Road have pitched roofs albeit partially concealed by a simple parapet that extends above the front verdant. This canopy/verandah is of a basic rectilinear form and wraps around both the Jetty Road and Byron Street frontages.

The site is in the shape of a square with 30.5m long boundaries/frontages approximately. The total land area is some 930m². The subject land is one of the largest 'development sites' zoned District Centre in the locality, and therefore presents an excellent opportunity for a significant redevelopment in the precinct.

Figure 4-1: Subject land





4.2 Locality

The locality primarily contains a wide range of non-residential land uses focussed around Jetty Road, as demonstrated by Figure 4-2. Residential land uses, including apartment, residential flat buildings, and semi-detached dwellings are observed however in the northern half of the locality, and are more separated from the land than nearby commercial development.

The height of built form varies considerably and includes the following:

- 4-storey 1960s or 70s apartment at 15 Byron Street,
- 3-storey commercial building with hipped roofing directly north-east of the subject land at 3-9 Gordon Street,
- Various 1 to 2-storey residential flat buildings and dwellings on side streets,
- Various 1 to 2-storey buildings generally fronting Jetty Road.

There is an approval for a taller, 28.9 metre or 8 storey storey residential apartment building directly opposite the proposed building on Jetty Road. Further, and while outside of the locality, it is important to recognise in a broader urban (main street) context the approval of 7 storey and 8 storey buildings at either end of Jetty Road, both by Taplin.

The locality has a mixed character given the various land uses, heights and ages of buildings in the locality. Jetty Road more particularly contains ribbon style development.

It could be described as having a 'high street' character with a human scale and pedestrian focus. It has two lanes for vehicular traffic, indented on-street parking, a tram line running along its centre, and a mix of 1 – 2 storey buildings (in various conditions) with minimal setbacks from the footpath. Traffic movement is generally steady and slow, with a high level of pedestrian and tram movements.

The land is directly adjacent the Adelaide to Glenelg tram line and is serviced by a tram stop located across Brighton Road. This connects the site to employment lands in the Adelaide CBD and to the western end of the precinct (Moseley Square), as well as their open space and recreational opportunities.

Figure 4-2: Locality and surrounding land uses





Figure 4-1: Jetty Road primary frontage



Figure 4-2: Jetty Street secondary frontage



Figure 4-3: Byron Street secondary frontage



5.0 Procedural matters

5.1 Zoning

The subject land is located within the **District Centre Zone** and **Glenelg Policy Area 2** as depicted on Maps HoB/4 (City of Holdfast Bay Development Plan Consolidated 2 June 2016).

5.2 Relevant authority

The State Planning Commission is the relevant authority as the building exceeds 4 storeys in height and is located within the part of Holdfast Bay Council defined as District Centre Zone, Glenelg Policy Area 2 (pursuant Schedule 10, clause 4C, (1)(c) of the *SA Development Regulations 2008*).

5.3 Kind of development

The proposal is neither a complying nor non-complying kind of development as listed under the Zone Procedural Matters. As such, the proposal is to be assessed on its planning merits.

5.4 Public notification category

The Procedural Matters section of the Zone provides no listings on public notification, and refers instead to Schedule 9 of the *Regulations*.

“Any kind of development” in a District Centre Zone is assigned to Category 1 by Schedule 9, clause 6(1)(h), except where the land is adjacent to a differing Zone. In this case, the proposed development is located in the District Centre Zone and adjoins the Residential Character Zone.

As such, the proposal is a Category 2 form of development in accordance with Schedule 9, clause 19.

5.5 Referrals

The proposal will be referred to the Government Architect or Associate Government Architect in accordance with Schedule 8, table item 25, as the proposal involves a building of over 4 storeys in height in Glenelg Policy Area 2 of Holdfast Bay. The referral has the power of “regard” (not direction), should be completed in a period of 8 weeks.

We also understand the proposal will be referred to the City of Holdfast Bay for comment.



6.0 Planning assessment

The following assessment addresses what we consider the most pertinent Development Plan issues relevant to this particular development.

6.1 Orderly and sustainable development

The following provisions are relevant under this sub-heading:

Glenelg Policy Area 2

Obj 2 An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide.

District Centre Zone

Des. Character Development of the District Centre Zone will achieve lively, vibrant places that provide for a wide range of retail, commercial, administrative, and community uses, services and functions.

PDC 5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

Orderly and Sustainable Development

Obj 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.

PDC 2 The economic base of the region should be expanded in a sustainable manner

The Jetty Road precinct is a highly important precinct which is to offer a wide range of shopping services and a 'business centre' where employment opportunities are offered.

The proposal will provide further investment by providing new and highly desirable office space within this sought-after location, contributing to the desire for the area to be a place of employment and business activity.

The development will assist in sustaining the local economy and expanding the economic base of the region by increasing the daily number of local workers, visitors and shoppers to the centre.

Accordingly, the proposal will "enhance the metropolitan significance of Moseley Square" as a shopping and business centre, per Policy Area Objective 2.

The proposal is also considered to add to the vibrancy and liveliness of the location as sought by the Policy Area Desired Character by increasing activity, investment and providing contemporary built form.

By retaining the ground level shops as part of the Jetty Road strip, the proposal maintains the existing linkages of shops within the centre and Jetty Road, per Zone PDC 5

The development actively contributes to the Development Plan's overall objectives which seek to achieve a compact urban form within City of Holdfast Bay and Greater Adelaide more generally, particularly in well serviced locations such as this.

The proposal maximises the use of existing services and infrastructure, via the existing tram line which will connect occupants to employment lands in the Adelaide CBD.

The development will not jeopardise the continuation of other land uses such as the range of commercial and retail uses within the local area, and retains the existing commercial tenancies at the base of the building.

6.2 Land use

The following provisions are relevant under this sub-heading:

Glenelg Policy Area 2

Des. Char Development within the policy area will integrate with the existing wide range of activities within this unique setting, providing for the day-to-day and weekly shopping needs and commercial functions of the surrounding community, to high-end and specialty retail, offices, consulting rooms, restaurants and entertainment establishments servicing the southern and western regions of Greater Metropolitan Adelaide.

Development of the policy area will evolve to meet the demand for new attractions, activities and uses that support the district and its role as terminus of the Glenelg tram line and a major tourist destination, while balancing those metropolitan roles with its local function and the amenity of adjacent residential areas.

Ground floor uses in the parts of a development that directly abut Jetty Road will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.

District Centre Zone

Obj 1 Centres that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.

PDC 1 The following forms of development are envisaged in the zone:

- Office [+ List of some 25 other uses]

PDC 3 Development comprising a variety of medium density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

Additionally, the above, Concept Plan Map HoB/1 designates the site as desirably comprising a “commercial” land use.

On our interpretation, the Zone and Policy Area generally seek (i) New development which integrates successfully with the various existing uses in the area; (ii) A wide range of land uses that support the district and its role as terminus of the Glenelg tram line, including offices; (iii) For Jetty Road, ground floor non-residential land uses with “compatible non-residential uses” on the floors above; and (iv) Residential components need not be provided in all new development.

The proposed use of the land is satisfactorily in line with the above provisions because:



- An 'office' use is expressly envisaged and desired in the Zone and Policy Area. A wholly non-residential development is entirely acceptable, as proposed.
- The Policy Area Desired Character expressly contemplates upper level non-residential uses facing Jetty Road, as proposed.
- Non-residential uses, and shops particularly, will be preserved along the Jetty Road.
- The proposed office and shop development will be compatible and will not unreasonably impact upon surrounding residential and non-residential land uses (as discussed in more detail below).
- The proposed uses are well suited to the site's location adjacent a tram stop and will contribute to the Zone's role as a public transport terminus (end-point).

6.3 Desired character

The following provisions are relevant under this sub-heading:

Glenelg Policy Area 2

- Obj 1** A policy area that has a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages
- Obj 3** A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- Des. Character** Buildings will provide visual interest for pedestrians and contain frequent pedestrian entries and clear windows to the street. Buildings will continue the established width, rhythm and pattern of façades that support a variety of tenancies generally with narrow footprints, while the height of buildings will increase.
- Buildings will be built with zero set back from the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but active spaces. The footpath will be sheltered with verandas and shelters to enhance the pedestrian experience. Safe, landscaped pedestrian walkways between buildings will encourage permeability to neighbouring streets and enhance the sense of place and identity of the policy area.
- Basement or undercroft car parking is contemplated where site circumstances allow appropriate design and integration with the streetscape / built form. Where ventilation is required for basement car parks, vehicles should be screened and landscaped.
- The boundaries of the policy area should create a clearly defined centre thereby minimising negative impacts on adjacent residential areas. All centre type activities will be contained within the defined policy area.
- Development will achieve the highest possible standards of urban design. In particular, development will acknowledge the increasing importance of pedestrian movements within the centre and access to the centre by bicycle through the provision of services, facilities and amenities aimed at specifically satisfying these users. Car parking will be enhanced progressively through the development of a number of strategically located sites, in both public and private ownership, to meet the car parking needs of the centre whilst encouraging more sustainable modes of transportation.
- PDC 3** The built-form of development should be compatible with and reinforce the traditional shopping strip character of the zone, including where appropriate, features that complement and conserve existing buildings which are of historic or streetscape significance
- PDC 4** Buildings should be sited to achieve continuity of building alignments to the street frontages.

PDC 6 Buildings should maintain a pedestrian scale at street level...

District Centre Zone

Des. Character Development of the District Centre Zone will... create inviting pedestrian and cycle friendly centres distinguished by historic architecture, high-quality functional spaces and ease of access.

PDC 9 Development should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre, providing public walkways and sheltered public and private space.

The Zone and Policy Area place particular importance on the shopping strip characteristics of Jetty Road comprising continuous nil street setbacks, shop front windows, narrow tenancy frontages, pedestrian shelters, linear spaces, and easy access which are combined to create vibrant and active public spaces.

The proposal achieves the important elements of the desired character we have identified above. In particular, the proposal retains the character of traditional strip shopping along Jetty Road by successfully integrating (yet upgrading) the new development with the existing single storey, narrow shopfronts.

The continuity of Jetty Road is maintained in terms of alignment, human scale and pedestrian shelter. Car parking is focused away from Jetty Road and Byron Streets and is instead access from the more minor, one-way laneway, where car parking already exists dominates the site. The proposal will create further activity facing Byron Street by providing a 40-seat eatery overlooking the street through large bi-fold doors.

Surrounding land uses mean, despite the zone boundary, negative impacts upon residential development are minimised.

The proposal achieves a 'high standard of urban design' in that:

- The proposal respects the importance of pedestrian movement in the area with continuity provided along Jetty Road in terms of alignment, pedestrian scale and shelter.
- Provides bicycle parking facilities and end of trip facilities that encourage this mode of transport
- There is an appropriate but not excessive number of car parking spaces which ensures other modes of transport are encouraged (i.e. such as tram, bus and bicycle).



6.4 Building height, bulk and scale

The following provisions are pertinent under this sub-heading:

Glenelg Policy Area 2

Des. Character Buildings will continue the established width, rhythm and pattern of façades that support a variety of tenancies generally with narrow footprints, while the height of buildings will increase.

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel.

PDC 6 Buildings should maintain a pedestrian scale at street level, and should:

- (a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height.
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

PDC 7 Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:

- (a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park.
- (b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development
- (c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys
- (d) where located on Strategic Development Sites (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).

The Desired Character of the Policy Area clearly acknowledges that “the height of buildings will increase”.

Policy Area PDC 7 suggests a building height guideline of 5 storeys “or” 18.5m above natural ground level. The proposed building has a height of 23.08m measured from the proposal finished floor level (ground) to the top of the parapet¹. This represents a height exceedance of 4.58m to this guideline.

As widely held in the courts a matter such as building height is, like any guideline, to be considered in the context of the intent and purpose of that guideline with consideration given to what planning impacts may arise from any non-compliance.

¹ For the purpose of our height assessment, we have not measured to the top of the plant room as the plant room does not provide gross leasable floor area, is centrally located, is screened and is unlikely to be visible or appreciable visible from adjacent ground level.

The Policy Area recognises that there are opportunities for higher built form to be achieved on 'strategic sites', being sites of at least 1500m² and facing Jetty or Brighton Road.

Policy Area PDC 20 states that:

Development on strategic development sites should...not exceed 7 storeys (25.5m) in height [and] ensure the massing of taller building elements above 5 storeys (or 18.5 metres) in height are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

As previously noted, there are three approvals for buildings of 7-8 storeys including on one site of less than 1500m². We consider the subject land to have 'strategic site' qualities in that:

- It has three road frontages and comprises 9 contiguous allotments under single ownership.
- It does not have an adjoining southern neighbour (most affected by overshadowing) as the ~20m wide roadway adjoins the southern boundary of the land. Overshadowing impacts are mitigated.
- The adjoining Residential Character Zoned land is located to the north, ensuring minimal overshadowing impact to the Residential Character Zone.
- The subject land is entirely surrounding by non-residential uses, meaning that the proposal building height does not result in any actual physical impact upon existing residential amenity.
- The land sits immediately adjacent a strategic development site where there is an approval for a 8 storey building, 2 storeys higher than this proposal.

Turning to the bulk, scale and form of the building, we conclude this is appropriate in that:

- The proposal does not exceed 7-storey (25.5m) and successfully minimises impacts on the streetscape and residential uses, per Policy Area PDC 20. It is also smaller than the three approvals previously mentioned on Jetty Road.
- The building will not impede any notable views or vistas, particularly those identified in Concept Map HoB/1 – Jetty Road and Mosely Square.
- The proposal complies with PDC 6 of the Policy Area in that it includes a clearly defined podium fronting the main road (Jetty Road). The street walls is well below 8.5m high (5.3mH), while the portions of walling above are setback a generous 8.5m from the street, over 4 times the minimum setback sought (2m). The design has substantially limited bulk and scale impact on Jetty Road.
- An alternative, whole-site redevelopment could be proposed involving greater massing, height and impact closer to the Jetty Road frontage.
- The building has a high quality of architecture and appearance. It emphasises the lower 2-3 storeys of the built form by using bold/dark colours and a greater proportion of solid materials. In contrast, the upper 3 storeys have a significantly softer/lighter external appearance comprising more substantial amounts of transparent glazing, while the upper levels are also generally setback from the lower levels. We have highlighted this contrast in Figure 6-1 below. This design approach successfully minimises the visual bulk of the building in our view.

Figure 6-1: Bolder, heavier lower levels contrast with lighter, more recessive upper levels



6.5 Design and appearance

In addition to the General Section provisions relating to Design and Appearance and Medium and High Rise Development, the following provisions are pertinent:

Glenelg Policy Area 2

- Des. Character** Basement or undercroft car parking is contemplated where site circumstances allow appropriate design and integration with the streetscape / built form.
- PDC 15** Development should provide on-site car parking areas to the rear of the site and where possible, be linked to form shared parking areas which have access from side streets.

District Centre Zone

- PDC 8** Buildings should display:
- (a) articulated surfaces to visible walls
 - (b) traditional pattern of wall areas and window spaces
 - (c) use of materials and colour finishes which blend with or complement, without copying, those used on the predominant historic buildings
 - (d) clearly and appropriately defined public entry points.

On our assessment of the proposal against the provisions above:

- The proposed car parking is concealed from Jetty Road and Byron Street behind active shop frontages. While the car parking access point is visible to Jetty Street, this is a narrow laneway environment which is characterised by a number of vehicle parking areas including on the site of the development. The proposal will considerably improve this aspect and Policy Area PDC 15 is satisfied.

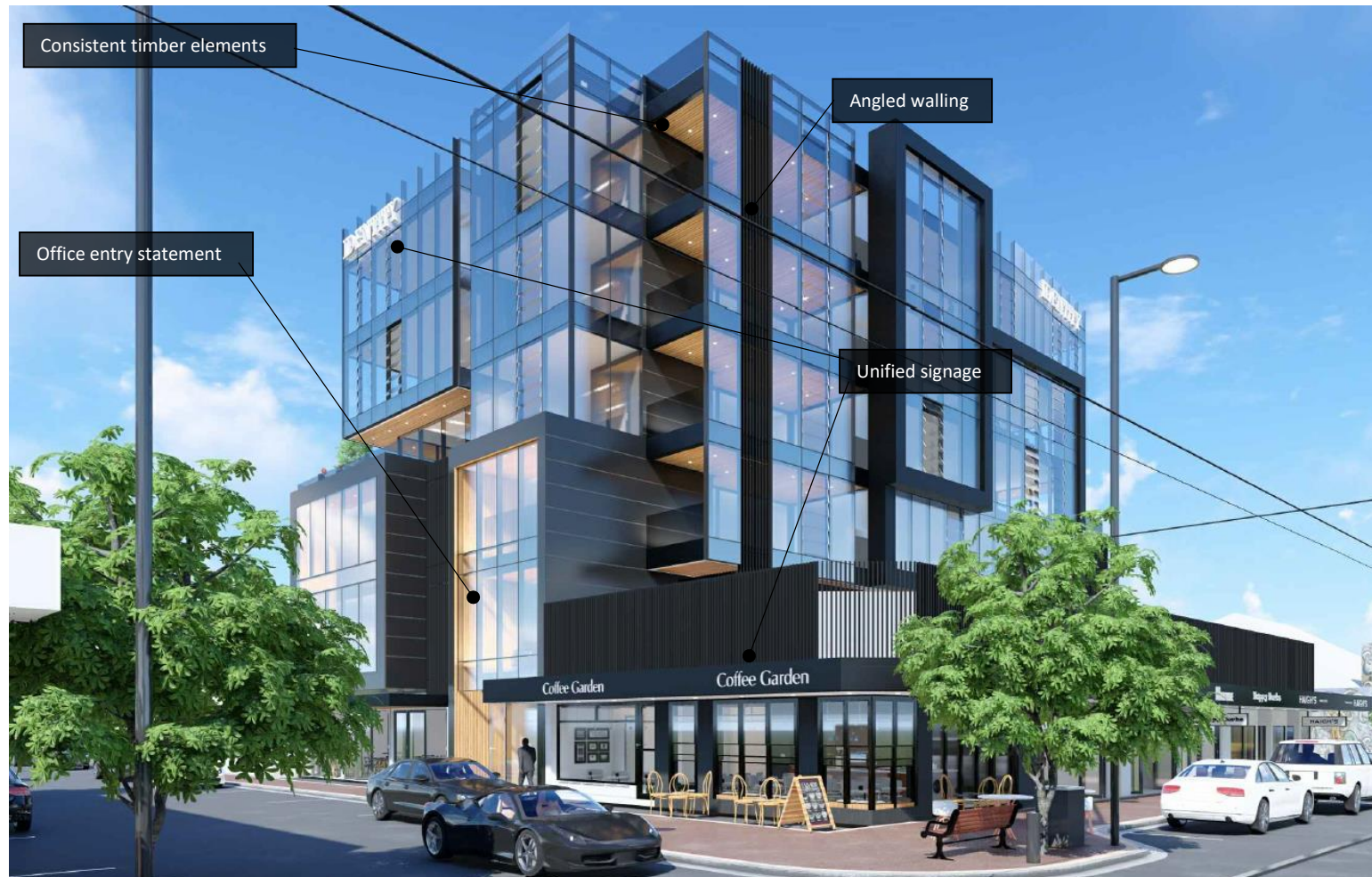
Figure 6-2: Photo of existing at-grade car park on the site as viewed from Jetty Street



- The Desired Character of the Policy Area acknowledges that circumstances will not always allow basement car parking. In this case, given the site may achieve vehicle access via a minor one-way laneway, there is no 'streetscape character' reason for a basement car park to be provided.
- The proposal provides a clear entry point for the office component on Byron Street, comprising a vertical building element that has a distinct appearance to the surrounding shop tenancies. Each ground level shop has a suitable and identifiable frontage to the street. Zone PDC 8(d) is met.
- The design involves durable and attractive materials. The ceilings of the upper level terraces/balconies will be clad in a timber element, which articulates the building and provides a material of softer, natural appearance.
- Dark external colours and finishes are proposed to blend in with, and be visually recessive when viewed against, surrounding historic buildings, per Zone PDC 8(c).
- External walls are well articulated by changes in material as well as variations in setbacks (i.e. the avoidance of flat wall surfaces). Upper level external walls are also angled at various locations which provide increased visual interest (compared to a typically straight wall). Zone PDC 8(a) is considered to be met,
- The signage on the building will be unified in a consistent them of colours and style, which represents a notable improvement on the existing and varied signage (shown previously in Fig 4-1).
- We've previously described how the proposal provides an attractive shopping strip character with sheltered footpaths, which is highly desired in this Policy Area.
- Overall, we believe the proposal will substantially improve the quality of built form and architecture currently evident in the locality.



Figure 6-2: Planning comments on design and appearance.



6.6 Interface, overshadowing and visual privacy

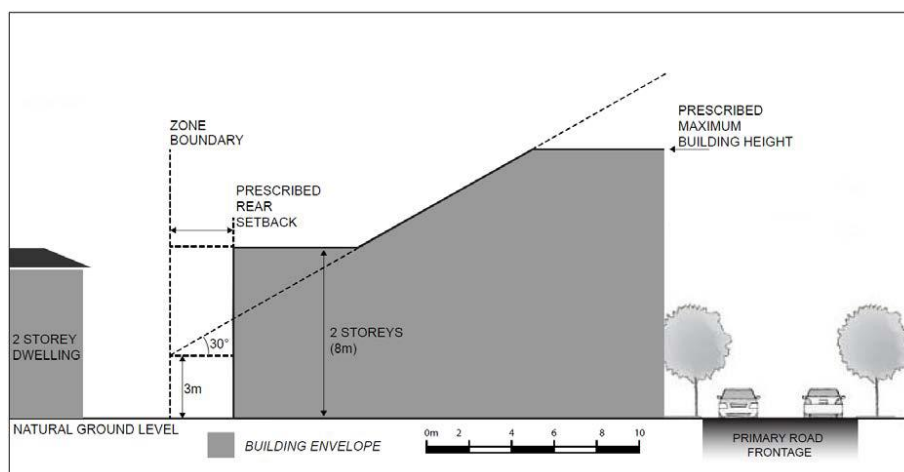
Given the site is separated from its southern neighbours by Jetty Road, and as adjacent land uses are predominantly **non-residential**, the proposal will not unreasonably impact residential land.

While the upper levels have been sited toward the northern boundary (closer to the Residential Character Zone), this has allowed overshadowing and streetscape bulk impacts to be minimised for Jetty Road and the adjacent land to the south and not at the cost of residential amenity.

The following 'interface' provisions are relevant to consider:

Glenelg Policy Area 2

PDC 8 Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary with the Residential / Residential Character Zone (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:



The proposed building breaches a 30-degree plane extending from the site's northern boundary however PDC 8 expressly allows such a breach to occur where "the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development"

The proposal does not already adjoin residential development therefore we believe the 30-degree plane may be set aside in this matter, as contemplated by PDC 8.

Importantly, the proposal does not obtain any meaningful, direct or unreasonable view of adjacent private space, mainly because the subject land is surrounded by non-residential uses. The following figure demonstrates there is separation of some 35m and 60m from the nearest residential private courtyards.



Figure 6-3: Approximate separation from nearest areas of residential private open space



6.7 Car parking

We have enclosed an expert traffic and parking report prepared by Phil Weaver and Associates. This report calculates the following:

- The site has an existing embedded shortfall of 5 car parking spaces (which ought not be recouped in this subsequent development of the site²).
- The proposal generates an additional parking demand of 33 car parking spaces (based on the additional gross leasable area of 1093m² and a minimum car parking rate of 3/100m² GLA).
- The proposal provides an additional 33 car parking spaces, bringing the total amount of on-site car parking to 45 spaces. The proposed parking supply therefore complies with the Table HoB/1A.

In addition, we consider the provision of 18 bicycle parking spaces to be ample for a development of this nature and scale. By way of comparison, a rate of only 1 bicycle parking space per 200m² of office GLA is suggested by the District Centre Zone (albeit in a differing Policy Area - Brighton and Hove Policy Area 16 PDC 13). The proposal provides 12 bicycle spaces more than required in a related Policy Area.

6.8 Traffic and access

The Phil Weaver report confirms the following:

- When balancing the reduction in retail floor space against the increase in office floor space, only 70 additional weekday vehicle trips including approximately 19 additional evening peak hour vehicle trips. This is considered a minor increase for a development of this nature. Further, given the site's proximity to high frequency public transport, car reliance may be even lower than calculated.
- Furthermore, all traffic entering and exiting the site will consist of left turn entry and exit movements [meaning there is little opportunity for vehicle conflict].
- All traffic exiting the site will travel in a northbound direction along Jetty Street (one-way) away from Jetty Road which will minimise the impact on Jetty Road during peak evening periods.
- Traffic signals and waiting bays are provided within the multi-storey car park component so that conflicts do not occur within the one-way sections of ramp.
- Given the tidal nature of such a development (i.e. predominantly entry in the morning periods and exit in the evening periods), the potential for conflict during peak hour arrival and departure periods would be low.

In our view, the proposal provides for safe and convenient access in the context of the Development Plan and relevant Australian Standards.

² When determining car parking requirements for a new development, any shortfall in car parking associated with the existing use is lawful and cannot be added to any shortfall created by the subject proposal for the purpose of planning assessment: *Stamopoulos Pty Ltd v City of Holdfast Bay* [2004] SAERDC 45; *SAJ v City of Holdfast Bay* [2005] SAERDC 71 at [30].



6.9 Crime prevention

Crime Prevention Objective 1 seeks a safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

The development incorporates well-lit pedestrian pathways, entrances and entrance areas (including the use of CCTV and motion sensor lights) which will ensure a safe environment for workers and visitors accessing the building. Roller doors will restrict access to the car park outside of operating hours.

The building provides active frontages to Jetty Road and Byron Street which will assist in maintaining casual surveillance.

6.10 Waste management

An expert waste management report has been prepared by 'SALT' who specialise in waste engineering among other matters. SALT has confirmed that:

- Waste will be collected by a private contractor.
- The supply of bins and their collection rate will involve:
 - > 3 x 1100L general waste bins (collected two times per week)
 - > 2 x 1100L recycling waste bins (collected two times per week)
 - > 4 x 360L organics bins (collected 4 times per week due to nature of waste).
 - > 2 x 240L bins, one for paper and one for E-Waste (collected as needs).
- There is sufficient space provided on-site for storage of the 11 bins specified above. The space will be screened and
- Waste bin wash down area does not connect into the stormwater drainage system.
- The waste truck will store in Jetty Street (one-way) during collection at off-peak times. As per the Phil Weaver report, it is expected that the truck will store for approximately 2-4 minutes during collection (depending on Waste Stream) and is therefore low probability to cause vehicles to queue and overspill onto Jetty Road. We note that it is not unusual or unreasonable in our experiences for vehicles to occasionally wait behind a waste collection truck.

Based on the above, our view is that the proposal complies with the pertinent waste-related provisions of the Development Plan, including:

Waste 2

- | | |
|--------------|---|
| PDC 5 | Development should include <u>appropriately sized area to facilitate the storage of receptacles</u> that will enable the efficient recycling of waste. |
| PDC 6 | Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are: <ul style="list-style-type: none">(a) <u>screened and separated from adjoining areas</u>(b) located to <u>avoid impacting on adjoining sensitive environments</u> or land uses(c) designed to <u>ensure that wastes do not contaminate stormwater</u> or enter the stormwater collection system |

- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner

6.11 Ecologically sustainable development (ESD)

The Development Plan contains various provisions which seeks development designed and sited to conserve energy and water resources, to maximise natural light of proposed and adjacent buildings, to site outdoor areas to face north, and to minimise south and west facing window surfaces (except where coastal views are obtained (Energy Efficiency Objective 1 and PDCs 1, 2 and 3).

As permitted by PDC 3, it is not desirable in this case to minimise the western glazing as this elevation has coastal views toward Glenelg Beach. That said, the design attempts to provide minimise heat gain by

- Providing ground level verandah which will significantly shade ground level windows facing west.
- Providing solid walling along the western side of the car parking area (first and second floors), behind the glass exterior wall.
- Siting the office tenancy spaces generally to the northern and eastern half of the site, and minimising the west-facing office windows (see floor plans).
- Providing an overhanging canopy to shade the west facing office windows on the third floor.

In addition to the above, the proposal incorporates the following sustainable design measures:

- A significant outdoor terrace is provided on the entire northern side of the building (third floor).
- Northern sunlight and natural light to the office floors is maximised by the provision of ample northern glazing.
- Openable louvre windows are proposed to the office floor space on all elevations to facilitate cross ventilation.
- Sunlight to adjacent land to the south is maximised by the provision of significant upper floor setbacks from Jetty Road.



6.12 Wind tunnelling

Medium and High Rise Development PDC 11 suggests that development of 5+ storeys (21+ metres) should be designed to minimise the risk of wind tunnelling. The architect has incorporated the design solutions suggested by PDC 11 by:

- Providing a podium at the base of the building to deflect wind away from the street
- Providing verandahs above footpaths to deflect wind away from pedestrians.

7.0 Conclusion

The proposal will provide an architecturally designed office building on top of existing retail floor space and a proposed café.

In summary, the development:

- Supports the ongoing revitalisation of the Jetty Road precinct by the introduction of high-quality built form and additional workers and visitors to the area.
- Provides an appropriate and envisaged composition of office and shop land uses, including the desirable retention of existing Jetty Road shops. The proposed land uses will support and complement other residential and mixed-use projects in the precinct (existing and proposed).
- Contributes to the desired 'shopping strip' character of Jetty Road, and minimised impacts on the character and scale of Jetty Road by significantly setting back the upper levels of the building.
- While exceeding the building height guideline by 1 storey, the proposed height is considered to be reasonable as:
 - > It involves a site of strategic qualities given its size, amalgamation and location on 3 street frontages
 - > Impacts on Jetty Road and southern neighbours are minimised by the proposed setbacks.
 - > The land is surrounded by non-residential uses in any event, ensuring that residential impacts are minimised.
 - > The building has been designed in a manner that reduces/minimises the bulk of its upper levels.
 - > It is an appropriate height when considered in its broader locality and zoning context where approvals exist for development between 7-8 storeys.
- Provides a sufficient number of on-site car parking space, ensures safe and convenient traffic movements, provides appropriate waste management storage and management, and has been designed to minimise wind impacts.

For the reasons outlined above, we are of the view that the proposal is a highly desirable form of development that satisfies the majority of the pertinent Development Plan provisions so as to be worthy of Development Plan Consent.



LAND USES

- 1 MEDICAL CONSULTING ROOMS
- 2 MEDICAL CONSULTING ROOMS
- 3 MEDICAL CONSULTING ROOM / BEAUTY
- 4 MEDICAL CONSULTING ROOMS
- 5 CLOTHING STORE / BANK
- 6 REAL ESTATE AGENCY
- 7 BANK
- 8 PHARMACY
- 9 LEARNING SERVICE / HEARING CENTRE
- 10 PATHOLOGY / REAL ESTATE AGENCY
- 11 RESIDENTIAL
- 12 APARTMENT BUILDING
- 13 APARTMENT BUILDING
- 14 APARTMENT BUILDING
- 15 PHYSIO
- 16 CHURCH
- 17 CLOTHING STORE
- 18 CAFE / EATERY
- 19 TRAVEL AGENCY
- 20 PHARMACY
- 21 CONSULTING / OFFICES
- 22 RESIDENTIAL
- 23 RESIDENTIAL
- 24 APARTMENT BUILDING
- 25 MEDICAL CONSULTING ROOMS
- 26 MEDICAL CONSULTING ROOMS
- 27 CAFE / EATERY
- 28 TRAVEL AGENCY / FLORIST
- 29 HEALTH FOODS / PATHOLOGY
- 30 CLOTHING STORE
- 31 JEWELLER / HOMEWARES / OPTOMETRIST



0 10 20 m
SCALE: 1:750 @ A3

SURROUNDING LAND USES

87 JETTY ROAD,
GLENELG

JOB REF. insert
PREPARED BY. MP
DATE. 15.10.18
REVISION. 1
DATA SOURCE. Google Streetview,
City of Holdfast Bay
Development Plan



0460-001



Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
F: 08 8271 5666
E: mail@philweaver.com.au

File: 18-171

18 March 2019

Mr Matthew King
Director
URPS
Suite 12, 154 Fullarton Road
ROSE PARK SA 5067

Dear Matthew,

PROPOSED MIXED USE DEVELOPMENT – 85-87 JETTY ROAD, GLENELG – TRAFFIC AND PARKING ASSESSMENT

I refer to our recent discussions with respect to the proposed construction of a mixed-use development on the above site. I understand that it is proposed to construct a six-storey building with retail / commercial and office tenancies together with on-site car parking.

As requested, I have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site is located on the northern side of Jetty Road, between Byron Street and Jetty Street, with frontages of approximately 30.5m to all three of these roadways. A church abuts the northern boundary of the site.

The subject site currently accommodates various retail and commercial tenancies totalling 571m² gross floor area (gfa) as part of a single-storey development. Twelve at-grade carparking spaces are located in the north-eastern corner of the site with vehicular access provided off Jetty Street. These spaces are only used by staff of the various tenancies.

Jetty Road and Byron Street, adjacent to the site, are both two-lane two-way roadways, albeit Jetty Road also incorporates additional road reserve accommodating the Adelaide-Glenelg tram line.

Jetty Street, adjacent to the site is a one-way roadway facilitating a northbound traffic flow only. The kerb-to-kerb width of Jetty Street, adjacent to the site, is approximately 5.6m. However, the width of this roadway is narrowed to approximately 4.7m by an existing threshold treatment at the intersection with Jetty Road.

Three car parking spaces are provided on the northern side of Jetty Road directly adjacent to the subject site. These spaces are restricted to one-hour periods between 9:00am and 5:00pm, on both weekdays and weekends, but are otherwise available for unrestricted parking.

Additional one-hour parking spaces are located on both sides of Byron Street, five of which are located directly adjacent to the subject site. These spaces are also restricted to one-hour parking between 9:00am and 5:00pm every day. The southernmost space on the western side of Byron Road is a designated accessible (disability) space. 'No Stopping Anytime' restrictions apply on both sides of Jetty Street.

Parking is prohibited on both sides of Jetty Street within the vicinity of the subject site, given the narrow road width of approximately 5m. The speed limit on Jetty Street is signposted as 50km/h. However, vehicle speed on this road is controlled by a series of road humps along the length of this roadway.

Tram stop 16 is located to the immediate south (westbound) and to the west (eastbound) of the subject site on Jetty Road.

PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans prepared by Alexander Brown Architects labelled project 17-060 (PL001 – PL018), dated 13th March 2019.

The proposed development will provide:

- Ground Floor: Existing retail tenancies fronting Jetty Road, a café on the south-west corner of the site, a 136m² retail tenancy in the north west corner of the site, a refuse storage area, an accessible parking space and associated shared area, one standard parallel parking space, 18 bicycle parking spaces, and vehicular access to the ramp for the first and second floor levels;
- 15 car parking spaces on the first floor;
- 28 car parking spaces on the second floor, including two pairs of 'stacked' car parks and 8 car stackers each with the ability to accommodate two cars; and
- Six office tenancies over floors three to five providing a total gross leasable floor area of 1169m².

The gross leasable floor areas for the subject site will alter as follows:

Component	Existing	Proposed	Net Change
Retail	571m ²	487m ²	-84m ²
Office	0m ²	1169m ²	+1169m ²
Total	571m ²	1656m ²	+1085m ²

The design of the car parking area on the ground floor will provide:

- An aisle width of 5.8m;
- A parallel parking space of 2.1m in width and 6.5m in length; and
- An accessible (disability) space and shared area each of 2.4m in width and 5.4m in length.

The design of the car parking areas on the first and second floors will provide:

- Standard car parking spaces of 2.4m in width and small car parking spaces of 2.3m in width;
- Standard car parking spaces of 5.4m in length and small car parking spaces of 5.0m in length;
- Aisle widths of generally 5.8m; and
- Single width ramps with widths of at least 3.6m.

The above dimensions would conform to the minimum requirements of a User Class 1a facility, i.e. long-term parking associated with a commercial development as proposed on-site. Although up to 8 spaces will be designated as small car spaces, I note that a portion of these small spaces (particularly the four 'stacked' spaces) will be occupied by small company vehicles associated with the land owner / tenant.

The proposed development will also incorporate two-level car stackers on the second floor, accommodating a total of 16 parking spaces, i.e. 8 spaces on each level of the stackers. Half of these stackers will be constrained by structural elements to a maximum 5.4m in width and should therefore be double units in order to maximise space efficiency. An example of such a unit is a 5.35m wide '*Wohr Parklift 411-2,6*' which provides a clear platform width of 5.0m for two vehicles and would allow access for both drivers and passengers even when a vehicle is parked in the adjacent stacker position. Details of this specific design are provided in an appendix to this report. However, other proprietary units would provide similar dimensions.

The remaining stackers would be located between columns spaced 7.3m apart. As such, either individual or dual platform stackers could be used in these areas. In the event that single width units are used, this could provide clear platform widths of at least 2.7m (e.g. the 3.05m wide '*Wohr Parklift 411-2,0*'). Such a clear width would allow for door opening opportunities, even in the event that the adjacent stacker is in use.

The car stackers should strictly be assigned such that one tenancy is allocated both the upper and lowers of an individual stacker system. This will be critical given the inability to access a vehicle parked in the upper space in the event that the lower space is occupied. Such an arrangement is not uncommon for one tenant but would be unreasonable for shared use between tenancies. The combination of low traffic volumes, particularly on the second level, and the tidal nature of the proposed development would facilitate efficient rotation of vehicles within the stackers.

As such, I consider that the design of the on-site car parking areas would generally conform to the spatial requirements of the relevant off-street car parking standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009).

The location and design of the columns would be subject to detailed structural design. However, the spatial requirements of the relevant off-street parking standard should be met including the requirements of clearance around parked vehicles as per *Figure 5.2* within the relevant car parking standard (AS/NZS 2890.1:2004) as per the proposed plans.

Vehicular access to the car park will be provided off Jetty Street via a ramp located adjacent to the northern boundary of the site. This ramp has been designed as a single width ramp but widens at the eastern end (bottom) of the ramp to provide a passing opportunity between cars entering and exiting the car park to and from Jetty Street. This would address any potential for drivers to queue on Jetty Street when entering the car park.

There are no pedestrian facilities (i.e. footpaths) on the adjacent section of Jetty Street. However, inspections of the locality have indicated very low levels of pedestrian movement on this roadway. Hence, the potential for conflict between cars and pedestrians will remain low.

Pedestrian vehicular sight distance to the north along Jetty Street for drivers exiting the upper level car park will be restricted by the presence of a high wall on the northern boundary of the site. It is therefore recommended that a mirror is installed on each side of the access point in order to assess sight distance between exiting traffic and pedestrians / vehicular traffic on Jetty Street.

The design of the proposed ramp will provide a minimum kerb to kerb width of 3.0m widening to 5.5m between kerbs at the bottom of the ramp. The width of each kerb will be a least 300mm.

A minimum vertical clearance of 2200mm will be achieved over the length of the ramps and within the on-site car parking area.

The design of the various car park ramps will provide for:

- A maximum grade of 1 in 5;
- Transition grades of generally 1 in 8 with one sag transition of 1:6.67;
- A maximum grade with perpendicular car parking of 1:16; and
- A maximum grade with parallel (to the grade) parking of 1:20.

The 1:8 grade over the first 6m into the subject site satisfies the following three requirements from the relevant standard:

- i) The grade is downgrade for traffic leaving the property and entering the frontage road;*
- ii) The user is Class 1, 1A or 2 only; and*
- iii) The maximum car park size is – for entry onto a local road – 100 car spaces.*

The grades within the car parking areas will therefore comply with the relevant off-street car parking standard (AS/NZS 2890.1:2004).

TRAFFIC ASSESSMENT

Trip Generation

The '**Guide to Traffic Generating Developments**' report produced by the (former) Roads and Traffic Authority (RTA) of NSW identifies trip generation rates for offices and retail areas as shown in the table below (Assuming the retail components are classified as 'Specialty Stores'):

Component	Daily vehicle trips (per 100m ² gla)	Resultant daily vehicle trips	Evening peak hour vehicle trips (per 100m ² gla)	Resultant evening peak hour vehicle trips
<i>Existing</i>				
Retail (571m ²)	55.5	317	5.5	32
<i>Proposed</i>				
Retail (487m ²)	55.5	270	5.5	27
Office (1169m ²)	10	117	2	23
Total		387		50
<i>Net change</i>				
		+70		+18

On the above basis, the proposed development would result in only 70 additional weekday vehicle trips including approximately 18 additional evening peak hour vehicle trips. Such an increase in vehicular trip generation is relatively minor considering the scale of the development. Furthermore, all traffic entering and exiting the site will consist of left turn entry and exit movements to / from Jetty Street. Considering the high frequency public transport services directly adjacent to the subject site and potential for shared trips associated with other land uses in the locality, I consider that vehicular trip generation rates would likely be lower than the rates identified within the RTA report. For example, there would currently not be 32 trips in peak hour periods to / from the existing car parking area, which has a capacity to accommodate 12 spaces and typically comprises all day staff parking.

Not all of the forecast traffic movements will access the on-site car parking areas, or for that matter Jetty Street, given that the subject car park will be used primarily by office staff and tenants of the retail areas. It is expected that there will be at most 30 vehicle movements associated with the on-site car parking areas during the am and pm peak hour periods. In the am peak hour these would mostly comprise entry movements. In the pm peak hour, the majority of these movements would relate to exiting traffic.

All traffic exiting the car parking areas will travel in a northbound direction along Jetty Street (one-way), away from Jetty Road, which will minimise the impact on Jetty Road during peak evening periods.

Waste Collection

A Waste Management Plan has been prepared by *Salt3* dated 18th March 2019 which identifies that waste will continue to be collected in the same manner as the existing development, i.e. vehicles will stop on Jetty Street adjacent to the subject site in order to collect waste. The following weekly waste collection frequency has been identified within the Waste Management Plan:

- General waste – 2 collections per week;
- Recycling – 2 collections per week;
- Organics – 3 collections per week; and
- Paper / E-waste / Hard waste – As required.

As such, there would typically be 7 collection movements per week associated with the proposed development, with a total collection time of 22 minutes. As such, each collection would take on average 3 minutes and 20 seconds. The *Salt3* report also identifies that:

“Waste collections should occur at times and frequencies which minimises traffic and noise impacts to the surrounding residents and the public.

Waste collection vehicles would prop safely along Jetty Street adjacent to the subject site to perform collections. This is the current practice for other tenancies backing onto Jetty Street”

Consistent with the Waste Management Plan, I consider that collections should occur on weekdays outside of peak hour periods, ideally prior to business opening hours (e.g. between 6:00am and 8:00am). The relatively short collection times would minimise adverse impacts on Jetty Street if undertaken during these times, noting again that such collection movements currently occur on this roadway.

Jetty Street Queue Analysis

Traffic signals and waiting bays are proposed within the multi-storey car park in order to address any potential conflicts within the one-way sections of ramp. Due to the tidal nature of the anticipated traffic movements (i.e. predominantly entry in the morning periods and exit in the evening periods), I consider that the potential for conflict even during peak hour arrival and departure periods would be low.

The provision of a one-way ramp between the ground and first level, and first and second levels of the car park would be consistent with Section 3.2.2 of *AS/NZS 2890.1:2004* which relates to low volume (Category 1) access driveways and connecting roadways. This section confirms the provision of single width driveways for developments generating up to 30 trips in any one hour on the basis that passing opportunities are provided at least every 30m apart for those developments fronting a low volume roadway such as Jetty Street. The proposed development would meet the above criteria.

The subject development should generate no more than 21 entry movements in any one hour (approximately one every 3 minutes). An assessment based upon queueing theory indicate that there should be a queue of only one vehicle at the 98th percentile level, when drivers are waiting

to enter the car park. In order to minimise any queueing onto Jetty Street, it is recommended that the default position of the traffic signals should be for entering traffic.

PARKING ASSESSMENT

Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas within the Holdfast Bay Council Development Plan identifies car parking provisions as follows:

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

The existing development on the subject site (571m² retail) would have a theoretical minimum requirement for 17 on-site parking spaces. As such, there is an existing shortfall of 5 parking spaces associated with the subject land.

On the basis of the proposed additional 1085m² gross leasable floor area, there would be a requirement to provide a minimum 33 additional car parking spaces. Such a requirement will be met with a total provision of 45 car parking spaces, i.e. 33 more than is currently provided on-site.

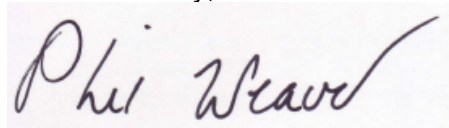
I therefore consider that the provision of 45 on-site car parking spaces would be appropriate for the proposed development.

SUMMARY AND CONCLUSIONS

In summary, I consider that the proposed development will:

- Provide 45 on-site car parking spaces, satisfying the off-street car parking requirements within Council's Development Plan;
- Not result in adverse traffic impacts on the adjacent road network; and
- Provide a design standard which is appropriate and essentially meets the requirements of the relevant Australian / New Zealand Standard for off-street car parking areas.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd



PROPOSED COMMERCIAL DEVELOPMENT

85-87 JETTY ROAD, GLENELG

WASTE MANAGEMENT PLAN

RECEIVED

23 May 2019

SCAP

SALT³

PROPOSED COMMERCIAL DEVELOPMENT, 85-87 JETTY ROAD, GLENELG

Client: URPS

Report Reference: 18731W

File Path: X:\PROJECTS\2018\18731W - Taplin Office\Reports\18731WREP01F01.docx

Thursday, May 23, 2019

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:
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F02	Jasreena Kaur	Environmental Scientist	18 March 2019	Jarrold Wicks	Associate	18 March 2019
F03	Jasreena Kaur	Environmental Scientist	23 May 2019	Jo Garretty	Director	23 May 2019

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EXECUTIVE SUMMARY

SALT has been engaged by URPS to prepare a Waste Management Plan (WMP) for a proposed commercial development located at 85-87 Jetty Road, Glenelg.

SALT understands that the proposal would involve the development of six office tenancies and a new retail tenancy in addition to five existing retail tenancies.

Waste would be stored on-site in the refuse room located at ground level.

Waste would be collected by private contractor, with:

- Three 1,100L garbage bins collected two times per week;
- Two 1,100L recycle bins collected two times per week;
- Four 360L organics bin collected three times per week;
- One 240L paper bin collected as required; and
- One 240L e-waste bin collected as required.

Waste vehicles would stop safely along Jetty Street. Vehicle operators would ferry waste bins from the refuse room to the collection vehicle and return upon emptying.

Hard and difficult waste would be collected on an as required basis.

In the opinion of SALT the enclosed Waste Management Plan would provide efficient waste management for the proposed development.



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1 INTRODUCTION

SALT has been requested by URPS to prepare a Waste Management Plan for a proposed commercial development located at 85-87 Jetty Road, Glenelg.

This Waste Management Plan (WMP) has been prepared based on the Holdfast Bay Council *Development Plan* and South Australia *Waste Management for Residential and Mixed-Use Developments Better Practice Guide (2014)*.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at 85-87 Jetty Road, Glenelg. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Ventilation, washing and vermin-prevention;
- Noise reduction;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Planning application number: to be allocated

Land Development Plan Zone: District Centre Zone

Land use type: Mixed use office and retail

Number of levels: 6

Commercial Space:

- 1169m² new office spaces;
- 142m² new café tenancy and
- 345m² existing retail tenancies.



4 WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Commercial waste generation rates are shown in Table 1. Calculations are based on 7 days per week operation for the new retail tenancy and existing retail tenancies. Calculations for the office spaces are based on 5 days per week operation.

Generation rates have been adopted from commercial waste generation rates enclosed in the South Australia *Waste Management for Residential and Mixed-Use Developments Better Practice Guide* (2014).

Office or consulting room waste generation rates are adopted for tenancies 1 to 6.

Café/restaurant (café) generation rates are adopted for the new retail tenancy on ground level.

Retail (less than 100m²) generation rates are adopted for existing retail tenancies 2 to 5.

Retail (greater than 100m²) rates are adopted for existing retail tenancy 1.

Table 1 Waste Generation Rates

Use	Garbage (L/10m ² /week)	Recycling (L/10m ² /week)	Organics (L/10m ² /week)
Office	10.71L	10.71L	1.78L
Café	210L	140L	280L
Retail (less than 100m ²)	35L	17.50L	1.75L
Retail (greater than 100m ²)	42L	42L	2.10L

A commercial waste generation assessment is provided in Table 2.

Table 2 Waste Generation Assessment

Use	Area	Waste Per Week		
		Garbage	Recycling	Organics
Offices	1,169m ²	1,252L	1,252L	209L
Cafe	142m ²	2,982L	1,988L	3,976L
Retail (less than 100m ²)	235m ²	823L	412L	42L
Retail (greater than 100m ²)	110m ²	462L	462L	24L
Total Waste Generated per Week		5,519L	4,114L	4,251L



4.2 WASTE SYSTEMS

Waste would be sorted on-site by staff and cleaners as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Organics
- Paper;
- E-waste; and
- Hard waste and difficult waste

4.2.1 GARBAGE (GENERAL WASTE)

The commercial spaces would be furnished with plastic lined bins for the temporary holding of garbage waste. These bins would have the minimum cumulative capacity to hold the waste generated in one day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 1,100L bin provided within the ground level refuse room, accessed via the carpark (refer to Appendix 1).

Garbage is to be disposed of bagged.

4.2.2 COMMINGLED RECYCLING

The commercial spaces would be furnished with plastic lined bins for the temporary holding of recyclable waste. These bins would have the minimum cumulative capacity to hold the waste generated in one day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 1,100L bin provided within the ground level refuse room, accessed via the carpark (refer to Appendix 1).

Commingled recycling would be disposed of loosely.

4.2.3 ORGANICS

The commercial spaces would be furnished with bins lined with compostable bags for the temporary holding of organics. These bins would have the minimum cumulative capacity to hold the waste generated in one day.

Staff/cleaners would dispose of organics from these bins directly into the appropriate 360L bins provided within the ground level refuse room, accessed via the carpark (refer to Appendix 1).

Organics are to be disposed of using a compostable liner or as required by the waste contractor.

4.2.4 PAPER

Paper generated by the commercial spaces would be stored in individual tenancies and deposited directly into the provided 240L paper bin located within the ground level refuse room.

Paper bins would be collected on an as required basis.

4.2.5 E-WASTE

E-waste generated by the commercial spaces would be stored in individual tenancies and deposited directly into the 240L e-waste bin located within the ground level refuse room.

E-waste bins would be collected on an as required basis.

4.2.6 HARD WASTE AND DIFFICULT WASTE

A hard waste area of 1m² has been allocated within the ground floor refuse room. The area would be clearly marked and staff would access this room via the car park, as shown in Appendix 1.

Building management would arrange hard waste collections with a private contractor.



4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

The bin quantity, size and the frequency of collection are shown below in Table 3 and Table 4.

Three waste collections per week is recommended for organics given the volume and nature of organic waste generated by the proposed development.

Table 3 Garbage Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
Garbage	2	1,100L	3	6,600L	5,519L
Commingled Recycling	2	1,100L	2	4,400L	4,114L
Organics	3	360L	4	4,320L	4,251L
Paper	As required	240L	1	-	-
E-waste	As required	240L	1	-	-

Table 4 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m ²)
1,100	1240	1070	1330	1.33
360	680	848	1100	0.58
240	585	730	1060	0.43

4.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. Bin colours would be designated as identified in the Australian Standard, as defined below:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body;
- Organics have lime green lids with dark green or black body; and
- Paper have blue lids with dark green or black body.

Note, private contractors often supply bins for collection.



4.5 WASTE STORAGE AREA

Table 5 demonstrates the cumulative space requirements and provision of waste areas in the proposed development.

Space within the storage location will allow for bin rotation and safe service provision.

The scaled drawing shown in APPENDIX 1 demonstrates the location of the refuse room. Please refer to the scaled drawing attached in APPENDIX 2 for the proposed bin room layout.

Table 5 Waste Area Space Requirements

Stream	Space Required (excluding circulation)	Space Provided
General Waste	3.99m ²	22.82m ²
Commingle Recycling	2.66m ²	
Organics	2.32m ²	
Paper	0.43m ²	
E-waste	0.43m ²	
Hard and difficult waste	1.00m ²	
TOTAL	10.83m²	22.82m²

The transfer route from the bin area to the collection zone should be free of obstructions and steps.

Storage area design should prevent and mitigate fire risks and prevent entrapment areas for staff members.

Waste management would be overseen by building management.

4.6 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with the industry standard signage based on examples provided in Figure 1. The typical Sustainability Victoria signage is illustrated in Figure 1

Figure 1 Example Signage



4.7 WASTE COLLECTION

Commercial waste would be collected by private contractor, as follows:

- Three 1,100L garbage bin collected two times per week; and
- Two 1,100L commingled recycling bin collected two times per week.
- Four 360L organics bin collected three times per week.

Paper, e-waste, hard waste and difficult waste would be collected as required.

General waste would be collected by a private contractor as follows:

All waste bins would be stored on-site in the refuse room provided on the ground level.

General waste collections would occur via a 10.8m collection vehicle. E-waste, hard waste and difficult waste collections would be performed by a utility vehicle or AustRoads B99 design vehicle equivalent.

Waste collections should occur at times and frequencies which minimises traffic and noise impacts to the surrounding residents and the public.

Waste collection vehicles would prop safely along Jetty Street adjacent to the subject site to perform collections. This is the current practice for other tenancies backing onto Jetty Street.

Vehicle operators would ferry waste bins from the refuse room and return upon emptying.

Building management would ensure that waste vehicle operators are able to access the refuse room.

Commercial waste bins would not be presented to street kerb at any point.

5 VENTILATION, WASHING AND VERMIN-PREVENTION

Ventilation would be provided in accordance with Australian Standard AS1668.

An appropriately drained wash down area would be provided within the refuse room in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must not discharge into the stormwater collection system.

Alternatively, a third party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing

apparatus so as to not impact on the drainage provisions of the site.

6 NOISE REDUCTION

All waste areas would meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.



7 SUPPLIER CONTACT INFORMATION

Table 6 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

SALT does not warrant (or make representations for) the goods/services provided by these suppliers.

7.1 EQUIPMENT SUPPLIERS

- Sulo MG3 Australia (bin supplier) – 1300 364 388

7.2 WASTE COLLECTORS

7.2.1 GARBAGE, RECYCLING AND ORGANICS

- Cleanaway – 1300 683 931
- Integrated Waste Services (IWS) – 08 8348 5100
- Signal Waste and Recycling – 08 8162 5544
- SUEZ Environment – 13 13 35
- VISY Waste Management – 03 9369 7447
- Veolia Environmental Services – 132 955
- Waster – 1300 927 837

7.2.2 HARD WASTE

- 1800-GOT-JUNK – 1800 468 586
- 1300RUBBISH – 1300 782 247

7.2.3 E-WASTE

- Electronic Recycling Australia – 08 8374 2276

7.3 BIN WASHING SERVICES

- All Purpose Solutions – 08 8471 0494
- Binforce – 0414 742 700
- OZ Bin Cleaning – C468 324 228

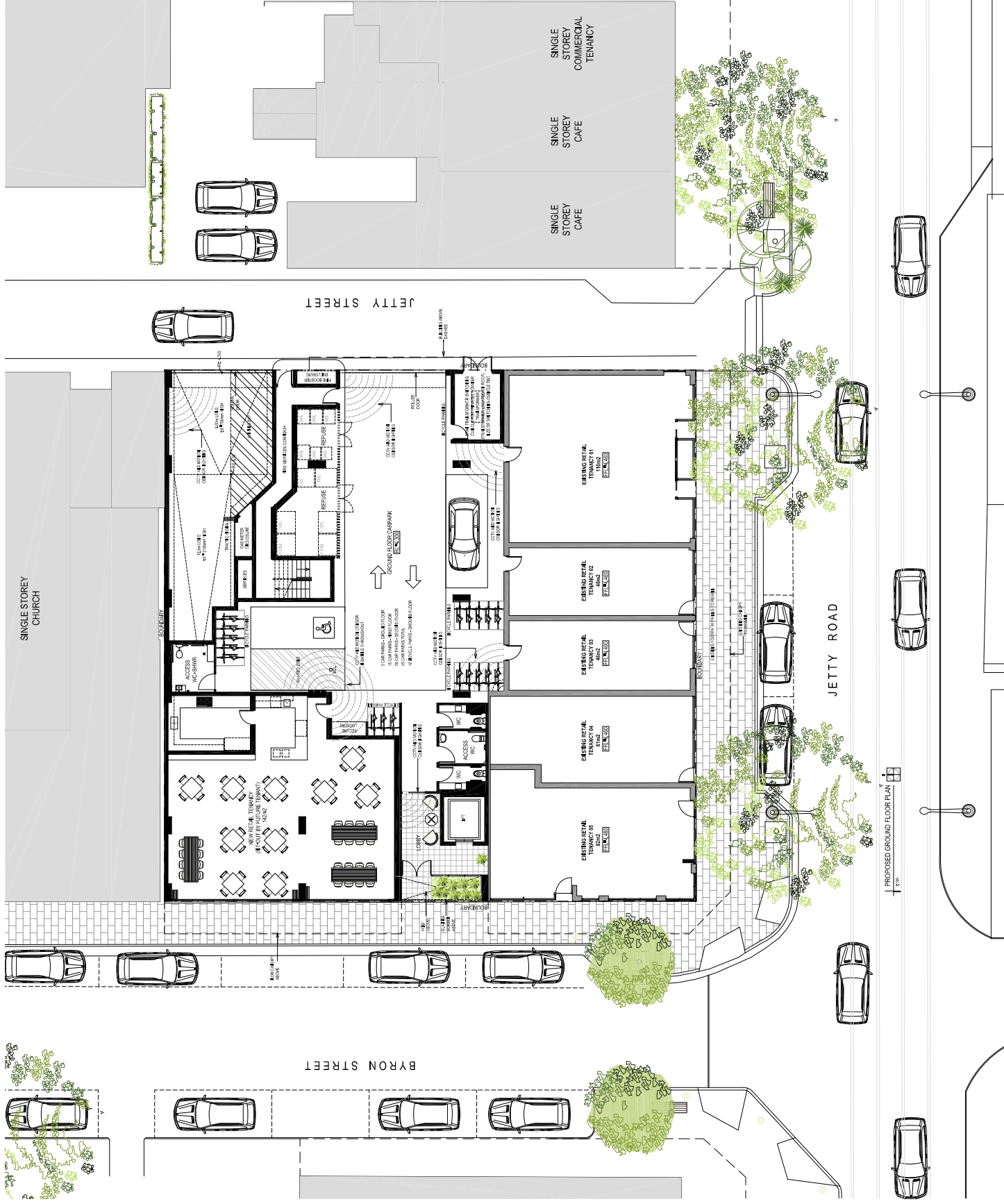
Table 6 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
1,100L Bins	5	Private Supplier*	3 x 1,100L bins for garbage* 2 x 1,100L bins for commingled recycling
360L Bins	4	Private Supplier*	4 x 360L bin for organics
240L Bins	2	Private Supplier*	1 x 240L Paper Bin 1 x 240L E-waste Bin
*Private waste collection contractors often supply their own bins for collection.			

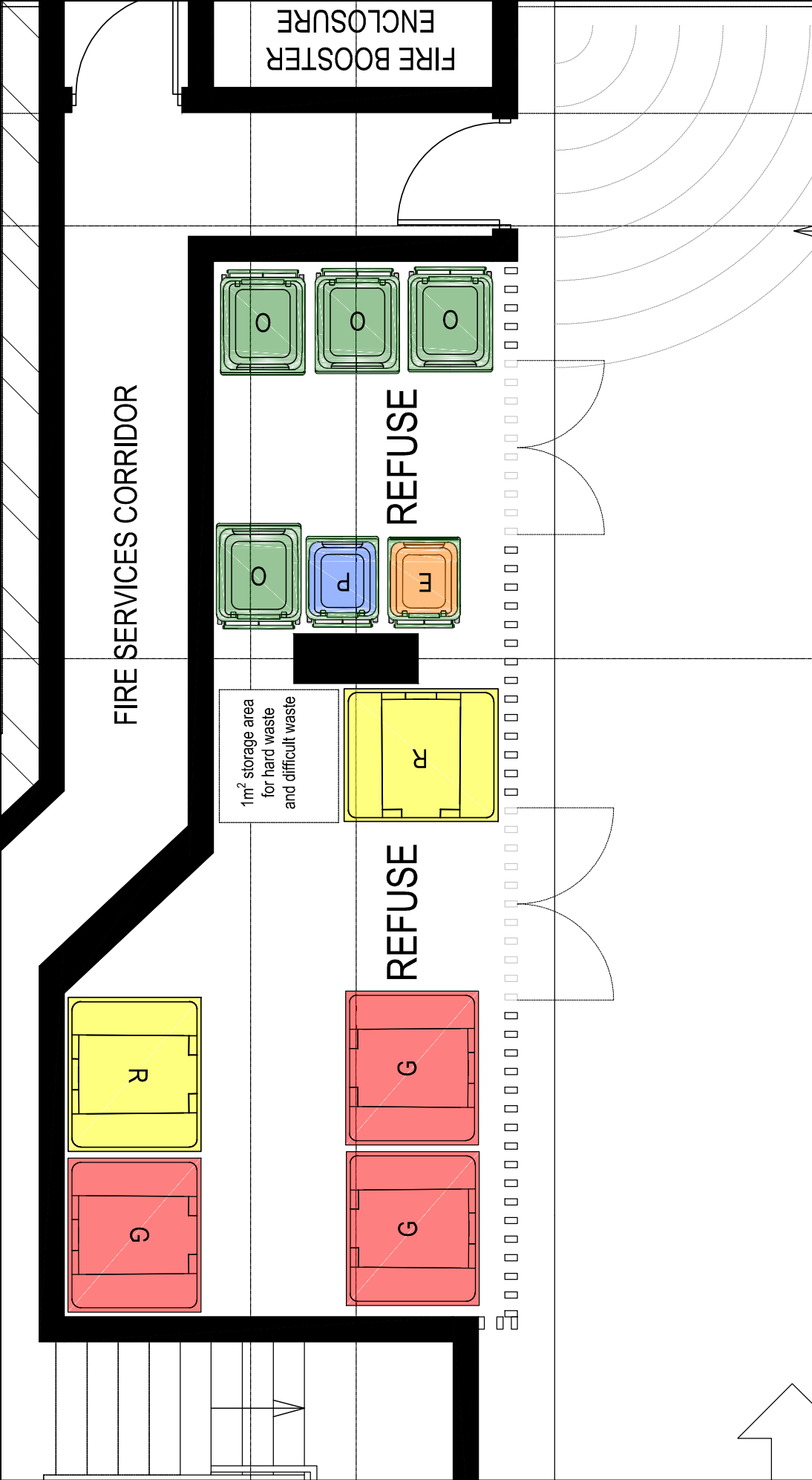


APPENDIX 1 DESIGN DRAWINGS



[illegible]

APPENDIX 2 PROPOSED REFUSE ROOM LAYOUT



BINS

- 3 X 1100L GARBAGE BINS
- 2 X 1100L COMMINGLED RECYCLE BINS
- 4 X 360L ORGANICS BINS
- 1 X 240L PAPER BIN
- 1 X 240L E-WASTE BIN

BIN DIMENSIONS

- 1100L : 1240W X 1070D X 1330H
- 360L : 680W X 848D X 1100H
- 240L : 585W X 730D X 1060H

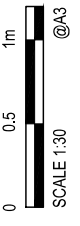
LEGEND

- 1100L GARBAGE BIN
- 1100L COMMINGLED RECYCLING BIN
- 360L ORGANICS BIN
- 240L PAPER BIN
- 240L E-WASTE BIN

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PROPOSED REFUSE ROOM LAYOUT

J.K. 23.05.2019





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	COVER PAGE
PL001	EXTERNAL PERSPECTIVE
PL002	EXISTING SITE CONTEXT PLAN
PL003	EXISTING GROUND FLOOR
PL004	STAGE 1 ELEVATIONS
PL005	GROUND FLOOR DEMOLITION PLAN
PL006	PROPOSED GROUND FLOOR
PL007	PROPOSED FIRST FLOOR
PL008	PROPOSED SECOND FLOOR
PL009	LEVEL THIRD FLOOR
PL010	LEVEL FOURTH FLOOR
PL011	LEVEL FIFTH FLOOR
PL012	PROPOSED ROOF PLAN
PL013	SOUTH STREETSCAPE ELEVATION
	NORTH STREETSCAPE ELEVATION
PL014	WEST STREETSCAPE ELEVATION
	EAST STREETSCAPE ELEVATION
PL015	STAGE 2 SOUTH ELEVATION
PL016	STAGE 2 WEST ELEVATION
PL017	STAGE 2 NORTH ELEVATION
PL018	STAGE 2 EAST ELEVATION

17-060 TAPLIN OFFICE

85-87 JETTY ROAD, GLENELG

**ALEXANDER
BROWN
ARCHITECTS**

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p 0364 6447 www.alexanderbrown.com.au

The architect shall be responsible for ensuring that the design
complies with all applicable laws, regulations, codes of practice and
standards. The architect shall also ensure that the design is in
accordance with the requirements of the relevant planning
authorities. The architect shall be responsible for ensuring that the
design is in accordance with the requirements of the relevant
planning authorities. The architect shall be responsible for ensuring
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relevant planning authorities.

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ABA



VIEW FROM JETTY ROAD - JETTY ROAD INTERSECTION



VIEW FROM JETTY ROAD - PARTRIDGE STREET INTERSECTION



VIEW FROM JETTY ROAD



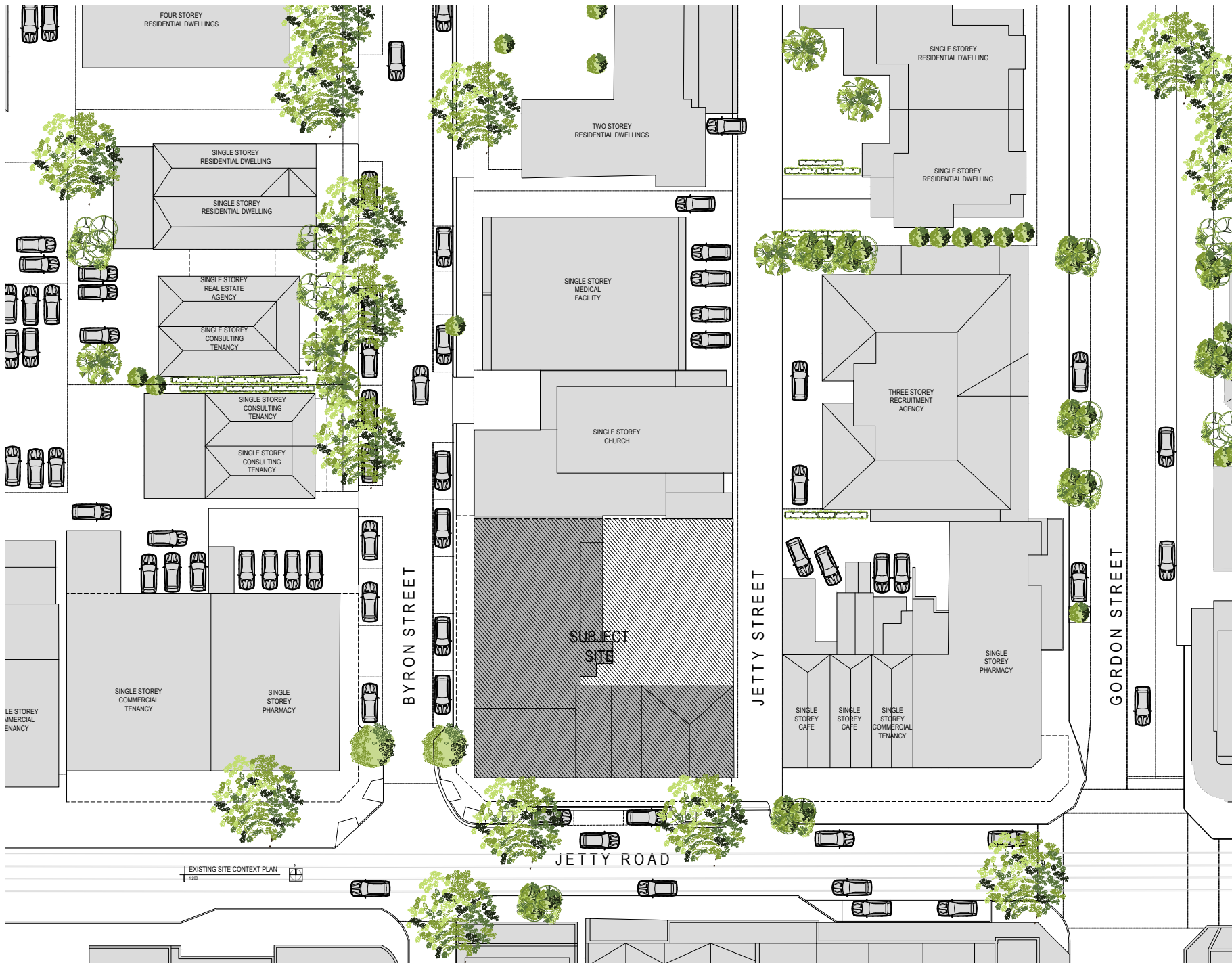
VIEW FROM BYRON STREET



VIEW FROM JETTY STREET



VIEW FROM JETTY STREET



AREA SCHEDULE

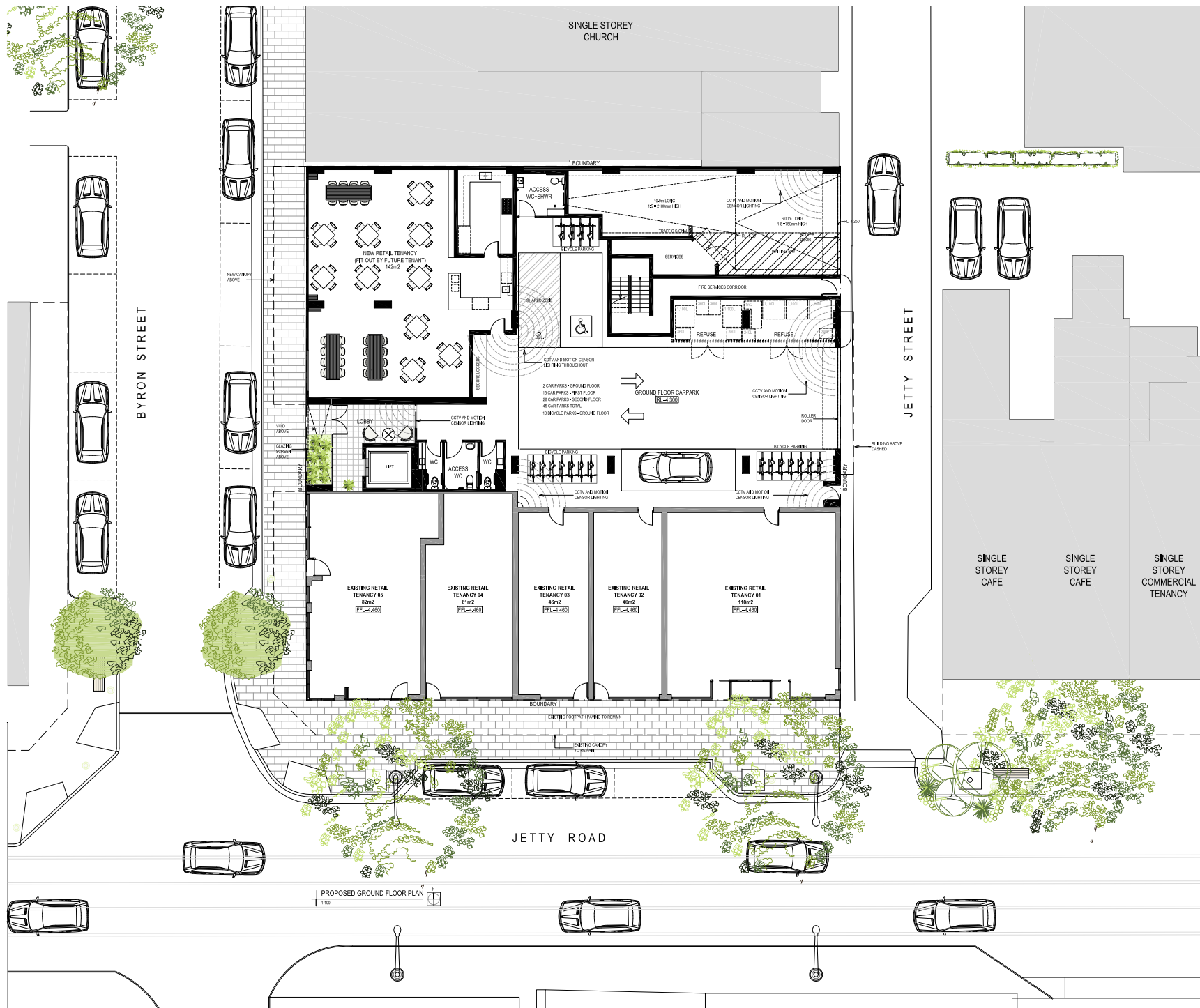
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CAR PARK	271.33m ²
EXISTING RETAIL TENANCY 01	110m ²
EXISTING RETAIL TENANCY 02	48m ²
EXISTING RETAIL TENANCY 03	48m ²
EXISTING RETAIL TENANCY 04	61m ²
EXISTING RETAIL TENANCY 05	82m ²
EXISTING RETAIL TENANCY 06	60m ²
EXISTING RETAIL TENANCY 07	60m ²
EXISTING RETAIL TENANCY 08	58m ²
EXISTING RETAIL TENANCY 09	48m ²
TOTAL EXISTING AREA	571m ²



WF 01	LIGHT GREY PRE-CAST CONCRETE PANELS
WF 02	EDGE/ONE CLADDING SYSTEM FINISH: TECTA T20
WF 03	EDGE ARCHITECTURAL V-MAX CURTAIN WALL GLAZING SYSTEM
WF 04	COLORBOND FOLDED METAL FLASHING/GLAZING FINISH: MONUMENT
BAL 01	SEMI FRAMELESS GLASS BALUSTRADE
LO 01	FRAMELESS GLASS LOUVER SYSTEM
SCR 01	XPRESS VERTICAL AL BATTENS 70x30 WHITE FINISH
SCR 02	XPRESS VERTICAL ALUMINIUM 70x30, POWDERCOATED BLACK
SO 01	INNOWOOD INNOCEAL SOFFIT BRUSHED SPOTTED GUM FINISH







AREA SC

TOTAL SITE
LOBBY
LIFT
STAIR
REFUSE
EXISTING RETAIL TENANCY 01
EXISTING RETAIL TENANCY 02
EXISTING RETAIL TENANCY 03
EXISTING RETAIL TENANCY 04
EXISTING RETAIL TENANCY 05
NEW RETAIL TENANCY
NET LETTABLE GROSS FLOOR
NET LETTABLE GROUND FLOOR
NET LETTABLE 3RD FLOOR
NET LETTABLE 4TH FLOOR
NET LETTABLE 5TH FLOOR
TOTAL NET LETTABLE
GROSS FLOOR GROUND FLOOR
GROSS FLOOR 1ST FLOOR
GROSS FLOOR 2ND FLOOR
GROSS FLOOR 3RD FLOOR
GROSS FLOOR 4TH FLOOR
GROSS FLOOR 5TH FLOOR
TOTAL GROSS BUILDING AREA

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17-060.PL006.01

**PROJECT
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CLIENT
Taplin management

DRAWING TITLE
Proposed Ground Floor Plan

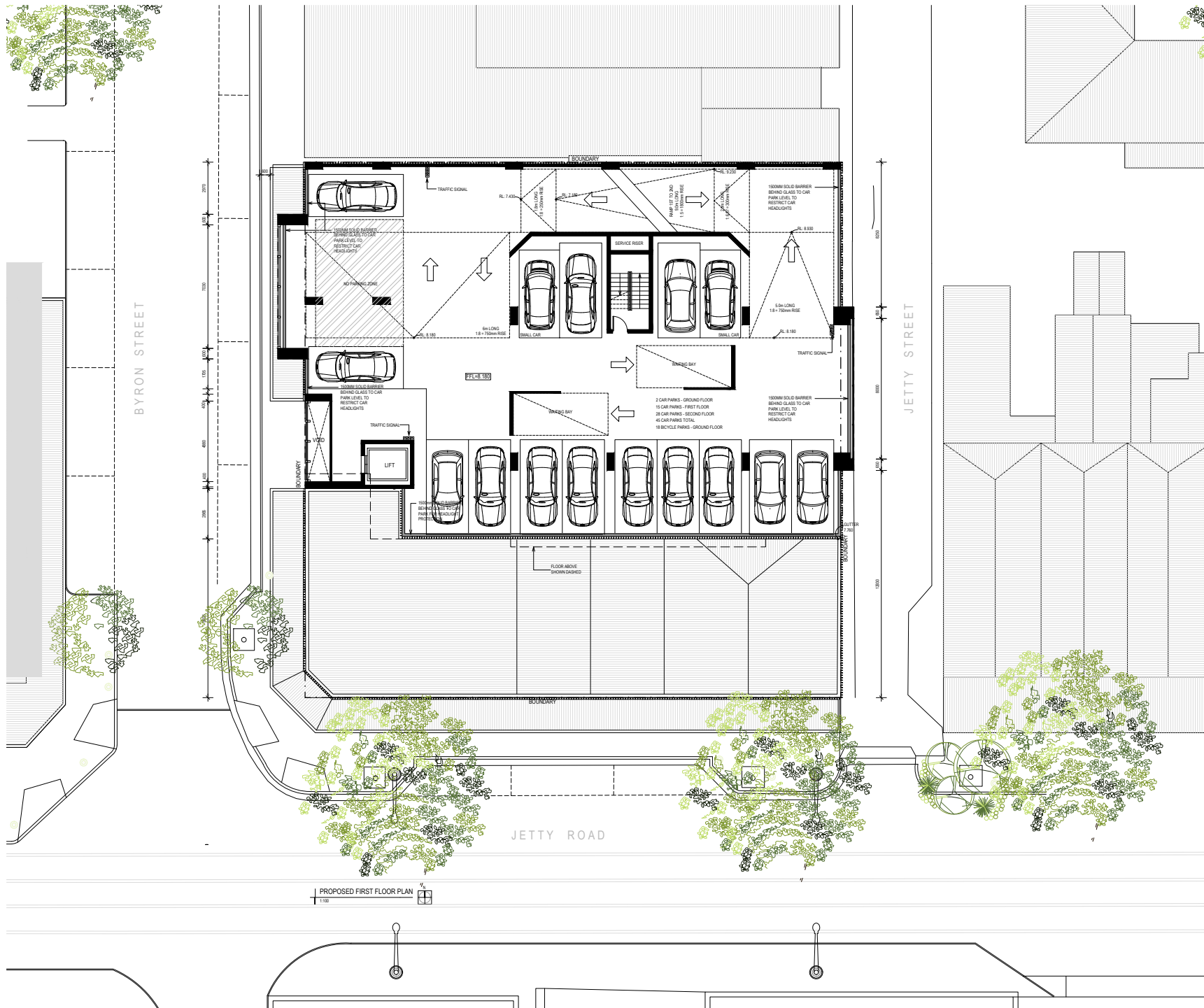
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Drawn AD / AP / SP
Scale 1:100 @ A1
Date October 2018



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AREA SCH

TOTAL SITE
LIFT
STAIR
CAR PARK
GROSS INTERNAL FLOOR



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APPROVAL**

17-060.PL007.01

PROJECT
TAPLIN OFFICE

85-87 Jetty Road, Glenelg, SA 5045

CLIENT
Taplin management

DRAWING TITLE
Proposed First Floor Plan

DETAILS

Drawn AD / AP / SP

Scale 1:100 @ A1

Date October 2018

TOTAL SITE

LIFT
STAIR

CAR PARK

GROSS FLOOR



17-060.PL008.01

PROJECT
TAPLIN OFFICE

CLIENT
Taplin management

DRAWING TITLE
Proposed Second Floor Plan

DETAILS
Drawn AD / AF / SP

Scale 1: 100 @ A1
Date October 2018

The author takes no responsibility for dimensions added from direct correction to use within dimensions w_1 , w_2 , w_3 , and w_4 respectively. Items to be added by the author prior to commencement on site, any discrepancy to be reported to the office immediately if prior any work being undertaken. Close to be with conjunction with the specification.

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AREA SCH

TOTAL SITE	
LOBBY	
LIFT	
STAIR	
WET AREA	
TENANCY 01	
TENANCY 02	
OUTDOOR TERRACE	
TOTAL	
TOTAL NET LETTABLE	

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PROJECT
TAPLIN OFFICE

85-87 Jetty Road, Glenelg, SA 5045

CLIENT
Taplin management

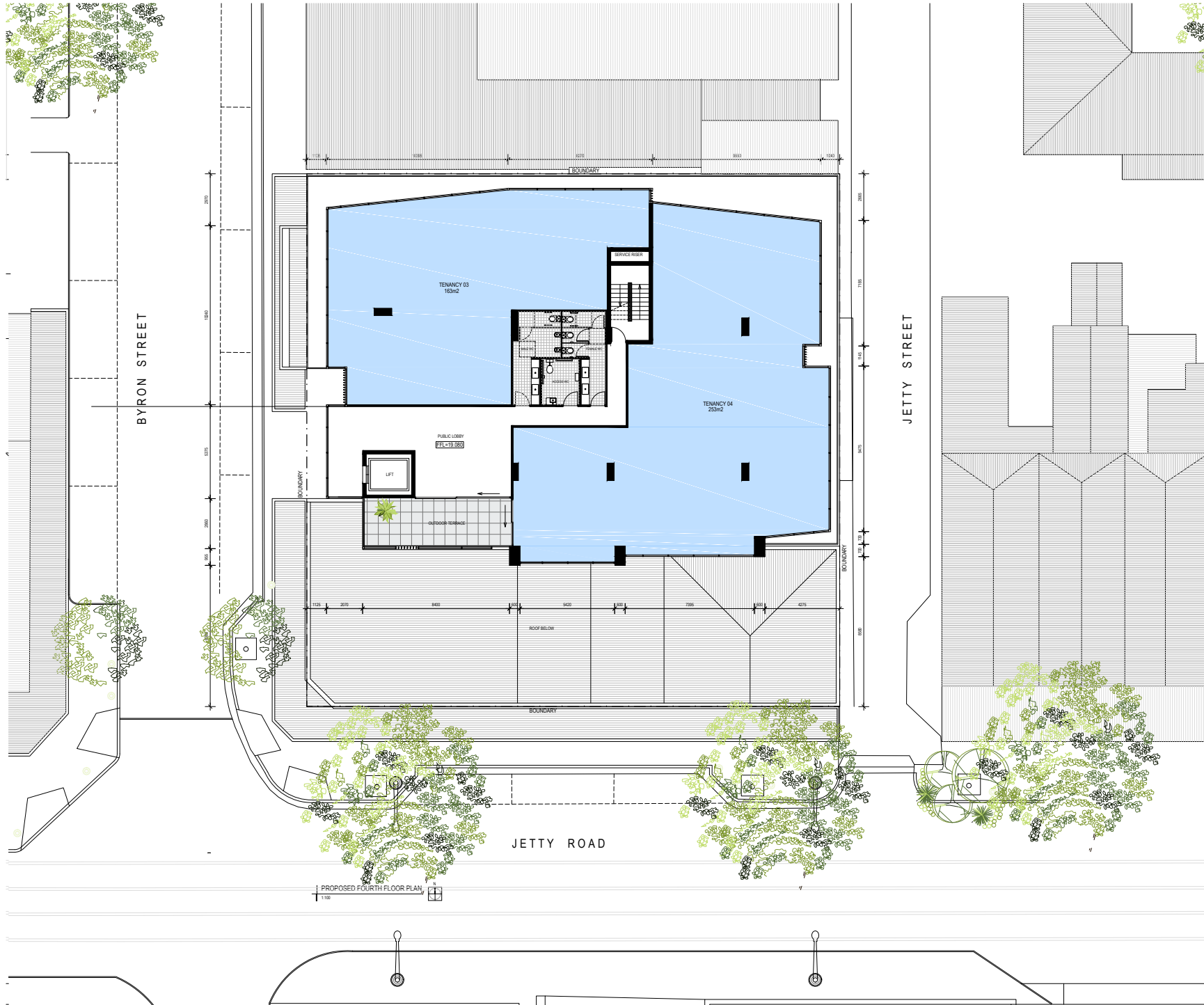
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Proposed Third Floor Plan

DETAILS
Drawn AD / AP / SP
Scale 1:100 @ A1
Date October 2018

AREA SCH

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LOBBY
LIFT
STAIR
WEST AREA
TENANCY 03
TENANCY 04
OUTDOOR TERRACE
TOTAL

TOTAL NET LETTABLE



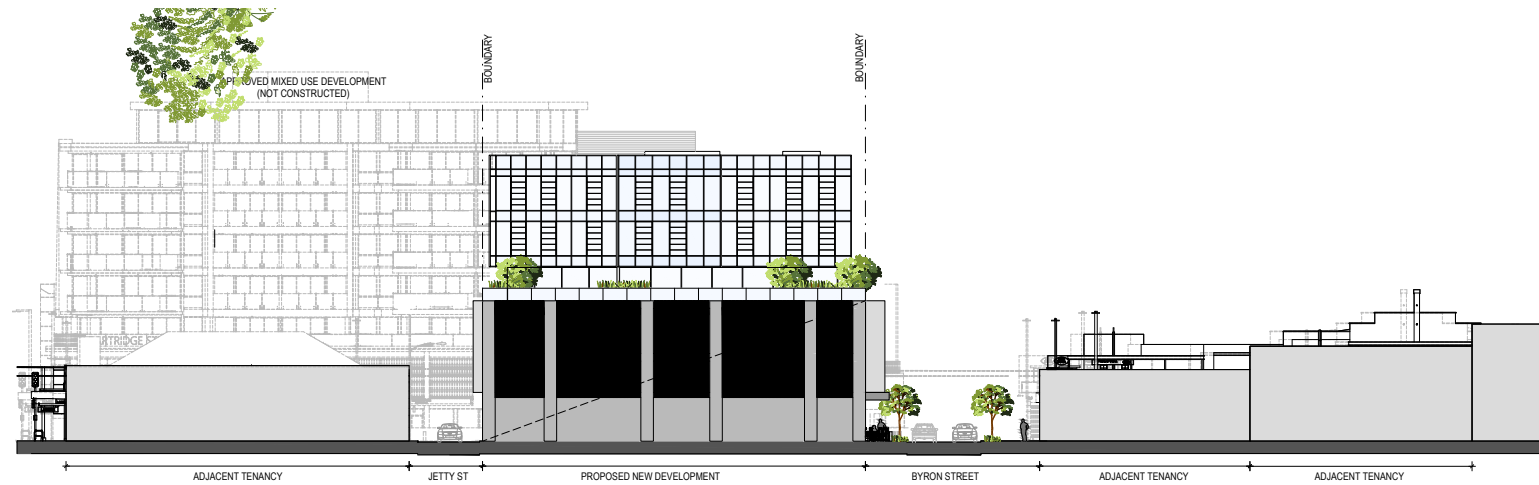
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LOBBY	
LIFT	
STAIR	
WET AREA	
TENANCY 05	
TENANCY 06	
OUTDOOR TERRACE	
TOTAL	

TOTAL NET LETTABLE





SOUTHERN STREETSCAPE
1:200



NORTHERN STREETSCAPE
1:200

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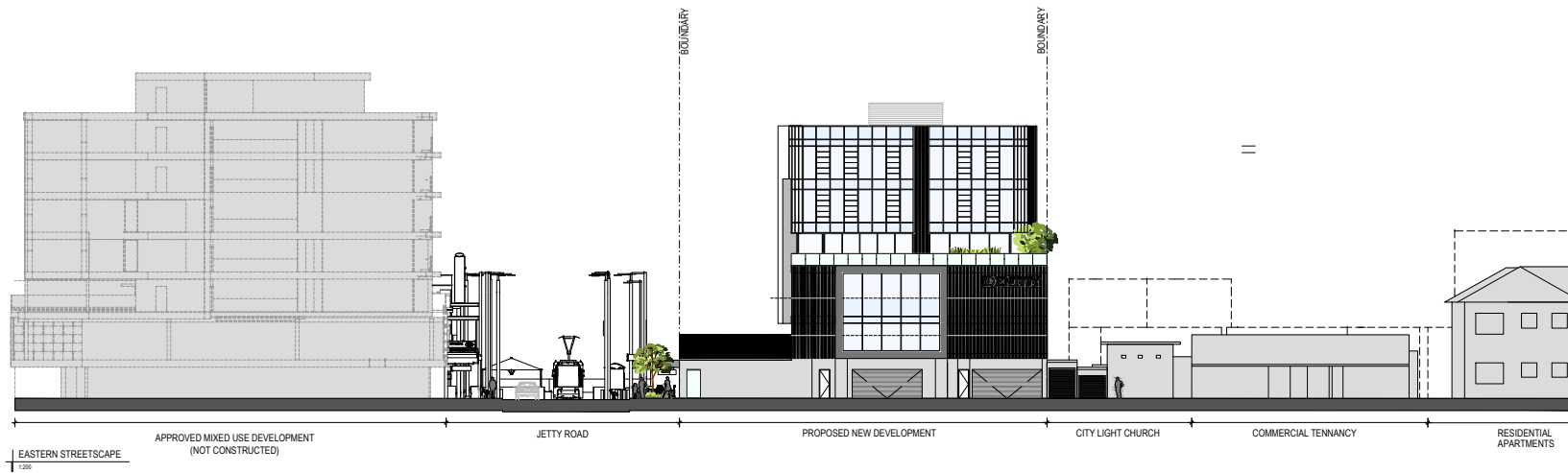
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APPROVAL**

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PROJECT
TAPLIN OFFICE
85-87 Jetty Road, Glenelg, SA 5045

CLIENT
Taplin management
DRAIVING TITLE
Streetscape Elevations

DETAILS
Drawn AD / AF / SP
Scale 1:200 @ A1
Date October 2018



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**PLANNING
APPROVAL**

17-060, PL014.01

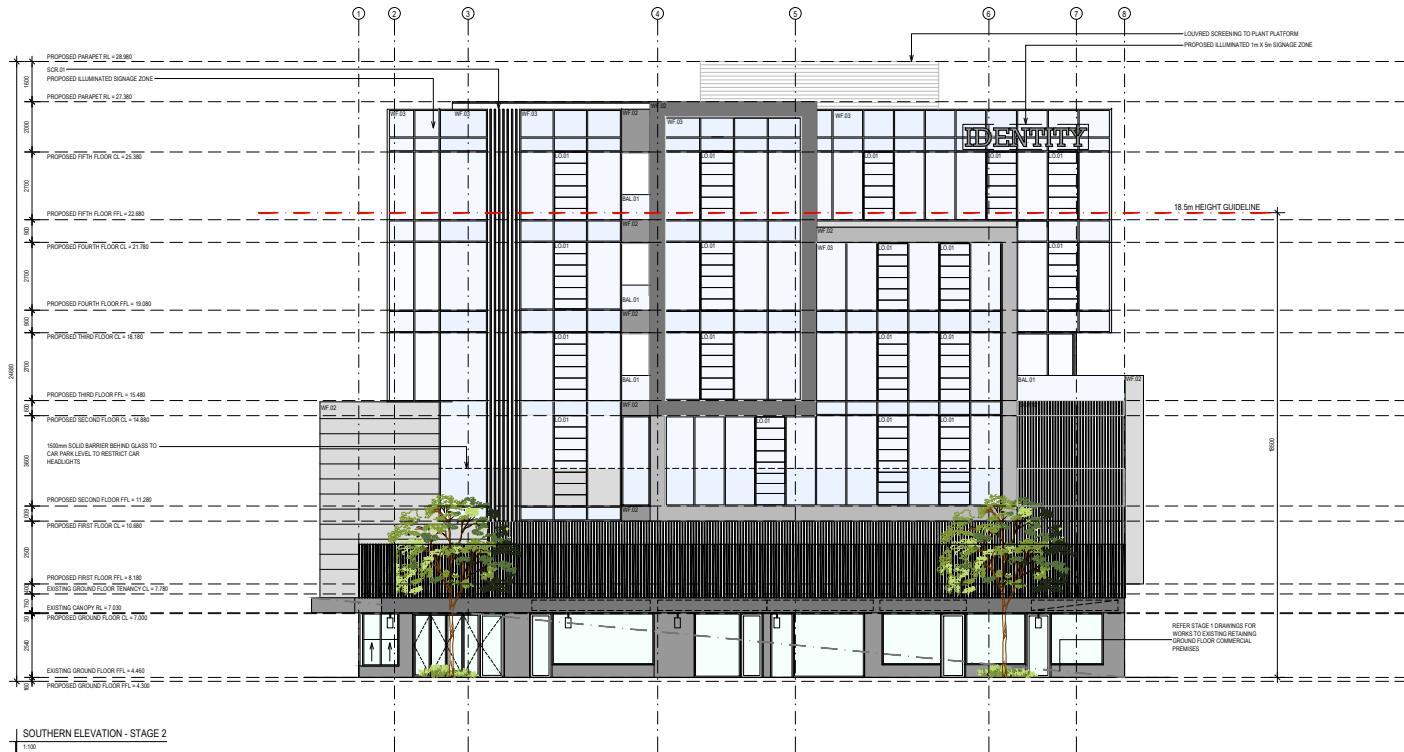
PROJECT
TAPLIN OFFICE
85-87 Jetty Road, Glenelg, SA 5045

CLIENT
Taplin management
DRAWING TITLE
Streetscape Elevations

DETAILS
Drawn AD / AF / SP
Scale 1:200 @ A1
Date October 2018

EXTERNAL FINISHES SCHEDULE

WF 01	LIGHT GREY PRE-CAST CONCRETE PANELS
WF 02	EQUATORIAL CLADDING SYSTEM FINISH: TECTA TESS
WF 03	EDGE ARCHITECTURAL V-MAX CURTAIN WALL GLAZING SYSTEM
WF 04	COLORBOND FOLDED METAL FLAMING CLADDING FINISH: MONUMENT
BAL 01	SEMI FRAMELESS GLASS BALUSTRADE
LO 01	FRAMELESS GLASS LOUVER SYSTEM
SCR 01	BRUSHED VERTICAL AL. SLATTS 7000 WHITE FINISH
SCR 02	V-PRESS VERTICAL ALUMINUM 7000 POLYMER COATED BLACK
SO 01	IRONWOOD ANI-COOL SCOFFIT BRUSHED SPOTTED GRAY FINISH



01 - 13/02/2019 ISSUED FOR PPC

PLANNING
APPROVAL

17-060.PL015.01

PROJECT
TAPLIN OFFICE

85-87 Jetty Road, Glenelg, SA 5045

CLIENT
Taplin management

DRAWING TITLE
Stage 2 Southern Elevation

DETAILS

Drawn AD / AF / SP

Scale 1:100 @ A1

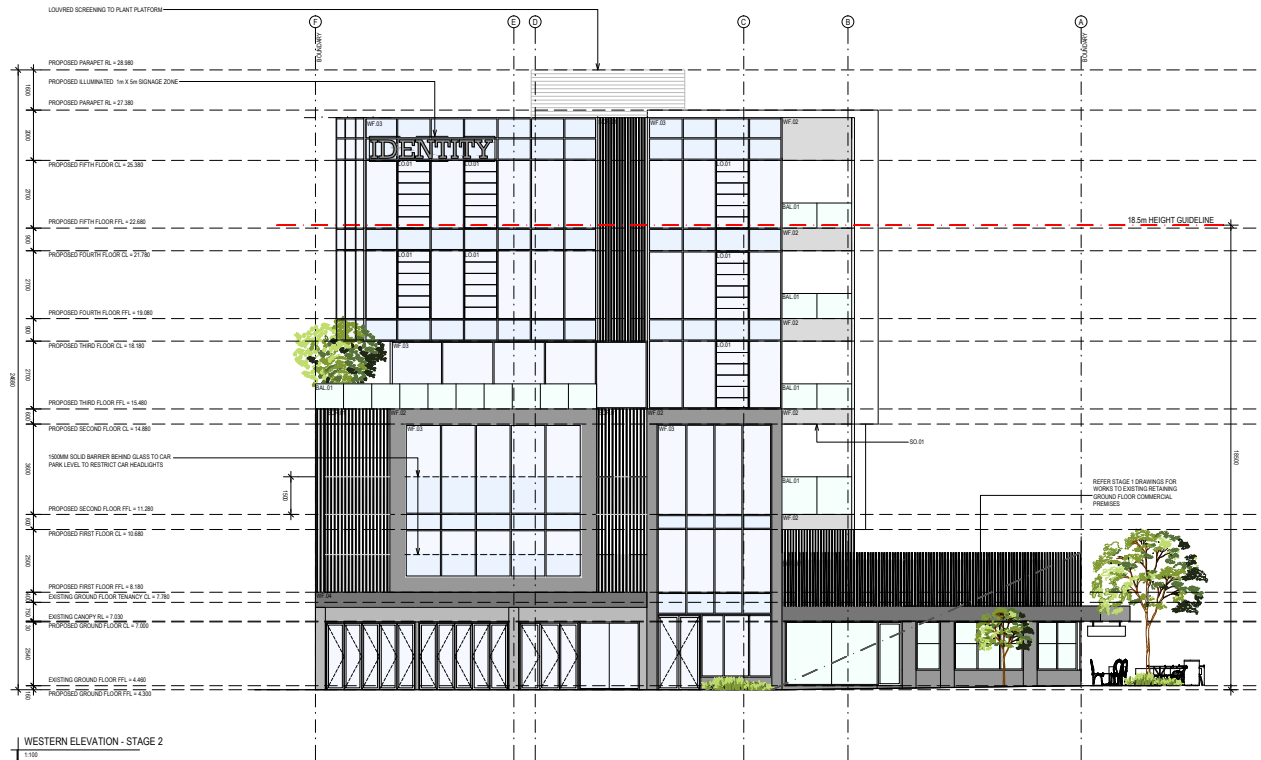
Date October 2018

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EXTERNAL FINISHES SCHEDULE

WF 01	LIGHT GREY PRE-CAST CONCRETE PANELS
WF 02	EQUITONE CLADDING SYSTEM FINISH: TECTIVA TESS
WF 03	EDGE ARCHITECTURAL V-MAX CURTAIN WALL GLAZING SYSTEM
WF 04	COLORBOND FOLDED METAL FLAMING CLADDING FINISH: MONUMENT
BAL 01	SEMI FRAMELESS GLASS BALUSTRADE
LO 01	FRAMELESS GLASS LOUIRE SYSTEM
SCR 01	BRUSHED VERTICAL AL. BATTENS 7000 WHITE FINISH
SCR 02	V-PRESS VERTICAL ALUMINUM 7000 POWDER COATED BLACK
SO 01	IRONWOOD ANGIOCEL SCOFFIT BRUSHED SPOTTED GRAY FINISH



01 13/02/2019 ISSUED FOR PPC

PLANNING
APPROVAL

17-060.PL016.01

PROJECT
TAPLIN OFFICE

85-87 Jetty Road, Glenelg, SA 5045

CLIENT

Taplin management

DRAWING TITLE

Stage 2 Western Elevation

DETAILS

Drawn AD / AF / SP

Scale 1:100 @ A1

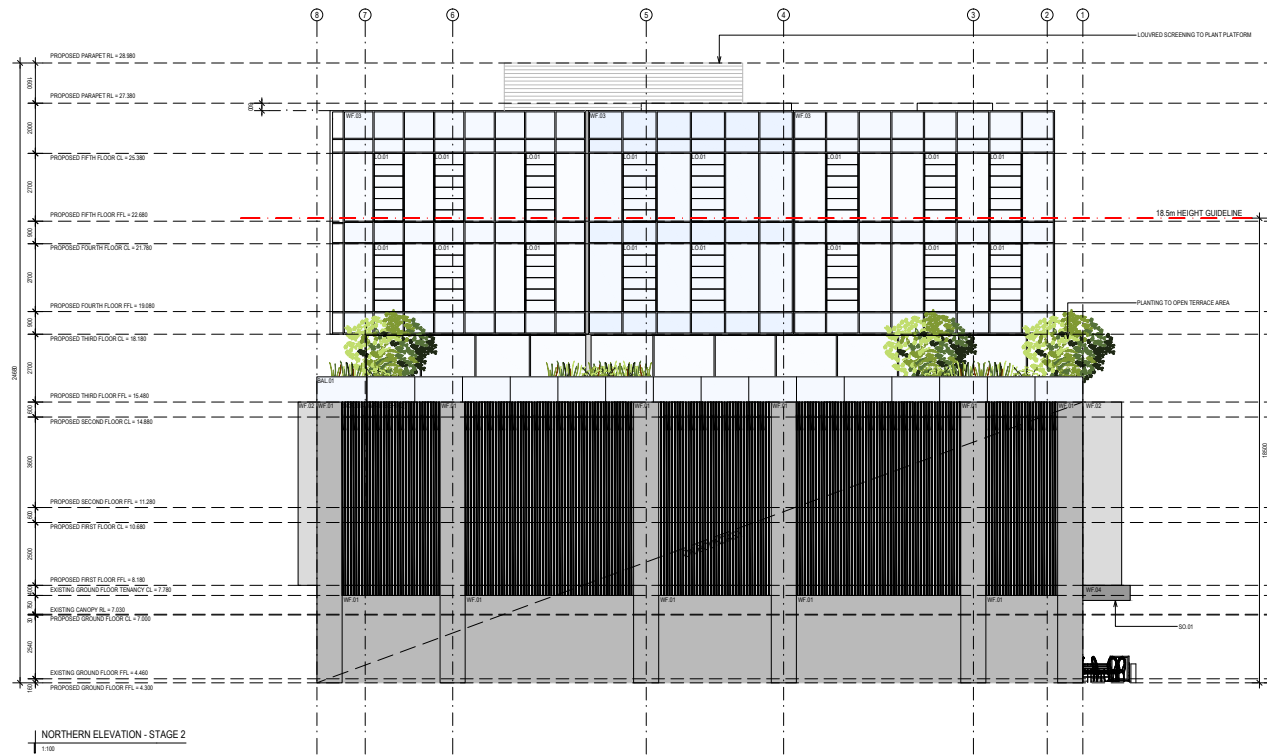
Date October 2018

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EXTERNAL FINISHES SCHEDULE

WF 01	LIGHT GREY PRE-CAST CONCRETE PANELS
WF 02	EQUISOME CLADDING SYSTEM FINISH: TECTIVA TESS
WF 03	EDGE ARCHITECTURAL V-MAX CURTAIN WALL GLAZING SYSTEM
WF 04	COLORBOND FOLDED METAL FLAMING CLADDING FINISH: ROYALMENT
BAL 01	SEMI FRAMELESS GLASS BALUSTRADE
LO 01	FRAMELESS GLASS LOUIRE SYSTEM
SCR 01	BRUSHED VERTICAL AL. BATTENS 7000 WHITE FINISH
SCR 02	VPRESS VERTICAL ALUMINUM 7000 POWDER COATED BLACK
SO 01	IRONWOOD ANI-COOL SOFFIT BRUSHED SPOTTED GUM FINISH



01 13/01/2019 ISSUED FOR PPC

PLANNING
APPROVAL

17-060.PL017.01

PROJECT
TAPLIN OFFICE
85-87 Jetty Road, Glenelg, SA 5045
CLIENT
Taplin management

DRAWING TITLE
Stage 2 Northern Elevation

DETAILS
Drawn AD / AF / SP
Scale 1:100 @ A1
Date October 2018

WF.01	LIGHT GREY PRE-CAST CONCRETE PANELS
WF.02	EXTRUDED CLADDING SYSTEM FINISH: TEXTURA TEO
WF.03	EDGE ARCHITECTURAL VANKA CURTAIN WALL GLAZING SYSTEM
WF.04	COLORBOND FOLDED METAL FINISH:GLAZING FINISH: MONUMENT
BAL.01	SEMI FRAMELESS GLASS BALUSTRADE
LO.01	FRAMELESS GLASS LOUVER STRIDE
SCR.01	XPRESS VERTICAL AL. BATTEN 7030 WHITE FINISH
SCR.02	XPRESS VERTICAL ALUMINIUM 7036, POWDERCOATED BLACK
SO.01	INNOVWOOD INNOCELO SOFFIT BUSHED SPOTTED GUM FINISH



File No:
2014/11235/01

3 June 2019

Ref No:
14066778

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

matthew.fielke@sa.gov.au

For the attention of the State Commission Assessment Panel

85-87 Jetty Road, Glenelg

Further to the referral 110/M001/19 received 12 April 2019 and additional information received 27 May 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The project was not presented to the Design Review panel.

The proposal is for the demolition of existing shops fronting Byron Street, retention of existing shops fronting Jetty Road and construction of a six storey building comprising ground floor retail, three levels of above ground car parking and three levels of office space. In principle, I support the project team's aspiration to deliver office accommodation with ground floor retail to the centre of Jetty Road. I also support the inclusion of a large tenancy on the ground floor that provides a visual and physical connection to Byron Street. The proposed development is one of the first of this scale along Jetty Road and has the potential to become a precedent for future developments in the precinct. Therefore, in my view, it is important that the scheme achieves a high quality design outcome. In my opinion, the opportunity exists to further refine and simplify the design to achieve a cohesive outcome overall that responds to the existing and future context.

The 930 square metre site comprises nine allotments, which combined achieve 30.5 metre long frontages to Jetty Road, Byron Street and Jetty Street. The site currently contains nine single storey shops with a rear car park accessed from Jetty Street. The Jetty Road shopfronts, which are proposed to be retained, are characterised by a simple orthogonal parapet and canopy form, and are representative of the shopping strip generally. Byron Street is characterised by single storey commercial development, single storey character residences (some converted to commercial use) and two to four storey cream brick residential flat buildings. The adjoining site to the north (City Light Church) includes a setback one storey building with clerestorey and a section of approximately 3.5 metre tall solid wall along the Byron Street boundary. Jetty Street is a narrow one-way street with built form located close to the boundary and no formal footpaths. This street

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File No:
2014/11235/01

Ref No:
14066778

generally provides access to car parking areas associated with tenancies fronting Jetty Road. An approval exists for an eight storey mixed use development opposite the subject site on the corner of Jetty Road and Partridge Street. This site qualifies as a strategic site at approximately 1630 square metres, which envisages development up to seven storeys or 25.5 metres.

The composition of the proposed development is driven by the retained single storey shops, whereby the new six storey (23.08m) building element is set back approximately nine metres from Jetty Road. The proposed ground, first and second levels of the new building are positioned on the west, north and east boundaries. The built form of the third level is set back between approximately 1.9 metres and 2.9 metres, with wraparound terraces extending to the boundaries. Levels four and five then project over with reduced setbacks that vary from approximately 500mm to 2.6 metres. Development Plan interface provisions are relevant to the northern boundary, where the subject site adjoins the Residential Character Zone.

In regards to the building height, I note the proposal exceeds the five storey (or 18.5 metre) maximum height envisaged by the Development Plan. I acknowledge that a planning approval exists in this precinct for an eight storey mixed use development. My support for over height development is typically contingent on a proposal mitigating its visual and physical impact of overheight elements and delivery of a high quality design outcome, generous public realm contribution and optimum user amenity. In principle, I support the proposed height given the amalgamated site and the unique opportunity it offers. I also note that the property does not abut any residential properties. However, my support is contingent on further refinement of the design to mitigate the visual impact of the development.

In regards to the built form, I note the proposal breaches the mandated 30 degree building envelope at the residential zone boundary. I acknowledge the immediate site context includes non-residential uses and the interface impact at the zone boundary is limited as there is a separation of 35-60 metres to the nearest residential private courtyards. I am, however, concerned by the built form massing at the boundary interface, which includes an 11.2 metre tall podium and minimal setback of the built form above. I recommend further refinement of the design of the base of the building to improve its streetscape relationship along Byron Street. An opportunity also exists to increase the northern setback to achieve a greater transition at the residential zone interface.

In regards to the architectural expression, the proposal is characterised by three elements, comprising the retained shopfronts, the podium/car parking element and the contemporary glazed building above. Approximately 1.8 metre tall black aluminium battens are proposed above the retained shopfront canopy, which screen the existing parapet walls. On the ground floor, the shopfront expression continues around the south west corner along Byron Street with approximately 2.5 metre tall bifold doors and windows. I support the high level of visual and physical permeability proposed along Byron Street and the activation afforded by the tenancy. I also support the inclusion of canopies over the footpath, which contribute to pedestrian amenity along Byron Street. The office entry is expressed by a three storey tall vertical 'box' fascia element with infill curtain wall glazing partially enclosing the void. The first and second floor car parking levels on the east and west facades are enclosed by solid precast wall panels with applied vertical white aluminium battens and large scale square 'box' fascia elements containing curtain

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wall glazing framed by Equitone (FC sheet) cladding. The northern car park elevation is solid, with a series of applied vertical batten elements articulating the facade. I support the design approach for the office entrance, as it provides a distinctive address for the development. In principle, I also support the approach for a podium design that is distinctive from the building above. The intent to articulate the car park level facades, the provision of natural light and the strategy for mitigating headlight glare is also supported. In my view, however, the architectural expression and apparent bulk of the podium is inconsistent with the low scale context to the north. I recommend further review of the podium scale and proportions, including the size of the rectangular elements and methods for articulation, cognisant of the established streetscape context. In my view, the opportunity also exists to strengthen the relationship between the Jetty Road shopfront expression and the new podium.

Above the car parking podium, the office levels feature highly glazed facades with louvres, frameless glass balustrades and Equitone (FC sheet) infill panels. The facade is folded along the northern frontage creating a varied setback. The west, east and south elevations also feature narrow vertical bands of white aluminium battens. On the southern facade (fronting Jetty Road) large scale intersecting 'box' fascia elements and curtain wall glazing extend over four levels. I am not convinced by the large scale intersecting 'box' fascia elements, as in my view they are contributing bulk to the otherwise refined contemporary glass building expression. I am also of the opinion that the scale of these elements is at odds with the established character and fine grain of Jetty Road, reinforces the building height and diminishes the strength of the podium relationship. I recommend further review of the expression of the southern facade, informed by the remaining elevations.

On site car parking is proposed on the ground, first and second floors accommodating 45 cars in horizontal tandem and vertical car stacker arrangements. The vehicle entry and exit points are located on Jetty Street, with separate crossovers for ramp access and ground floor car parking. While I acknowledge the development's car parking demands, the extent of above ground car parking is challenging as it prohibits delivery of genuine activation at the lower building levels. I urge further consideration of the extent of above ground car parking, cognisant of the site's proximity to the Glenelg tram. The proposal includes 18 bike parking spaces accessed from the ground floor car park roller door and separate entry door. I support the inclusion of end of trip facilities with accessible toilet and shower and secure lockers, however I am concerned access to the adjacent bike racks will be impacted by the disability car park when in use. I recommend further review of this configuration, with the view to achieving a convenient and safe outcome for all users.

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Office accommodation is proposed on levels three, four and five, with two tenancies per level and a shared lift lobby, amenities and outdoor terrace. I support the generous lobby size and the consideration given to outlook and light access to these communal spaces. I also support the level three terraces, and south west corner terraces generally, and the provision of natural ventilation via louvres. Given the fully glazed nature of the facade, the environmental performance of the proposal as well as potential issues with glare in the office environment should be carefully investigated. I urge consideration of a uniform window treatment to maintain a consistent overall expression.

OFFICE FOR DESIGN + ARCHITECTURE SA

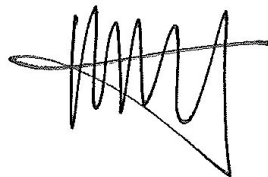
File No:
2014/11235/01

Ref No:
14066778

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 further development prior to approval.

- Provision of a physical materials samples board, with selections suitable for Glenelg's coastal environment
- Refinement of the design of the base of the building to improve its streetscape relationship along Byron Street, and review of the northern setback to achieve a greater transition at the residential zone interface
- Review of podium scale and proportions, including the large scale rectangular elements and methods for articulation, cognisant of the one to two storey podium envisaged by the Development Plan and established streetscape context
- Review of treatment of the Jetty Road shopfront expression, with the view to strengthening the relationship with the new podium
- Review of the expression of the southern facade, informed by the remaining elevations
- Review of bike parking configuration adjacent the disability car park, with the view to achieving a convenient and safe outcome for all users

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

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

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Scholes, Benjamin (DPTI)

From: Liebelt, Ellen (DPTI)
Sent: Thursday, 28 November 2019 3:00 PM
To: Scholes, Benjamin (DPTI)
Cc: Mackay, Kirsteen (DPTI)
Subject: 85-87 Jetty Road, Glenelg

Good afternoon Ben

I have reviewed the revised design for 85-87 Jetty Road, Glenelg with the Government Architect (GA) and provide the following comments on her behalf for your consideration.

The following comments are to be read in conjunction with the original referral response dated 3 June 2019.

- The proposal exceeds the five storey (or 18.5m) maximum height envisaged by the Development Plan. The GA's support for over height development is typically contingent on a proposal mitigating the visual and physical impact of over height elements and delivery of a high quality design outcome, generous public realm contribution and optimum user amenity. The amended design intends to reduce the visual bulk and scale of the upper building levels by removing the large dark coloured framing elements, adopting horizontal banding to the top two levels of the facade and introducing three lower scale framing elements to the Jetty Road frontage. The design amendments in response to the previous referral advice are acknowledged, including the removal of the large scale framing elements and introduction of smaller framing elements that respond to the established scale and character on Jetty Road. In the GA's view, the expression of the base of the building, the scale of the framing elements and the treatment of the corners is an improved outcome. However, in the GA's view, the over height portion of the development remains to be visually prominent due to the boldly expressed fascias, soffits and terraces. With the exception of the large scale intersecting framing elements, the original expression of the office levels, namely curtain wall glazing with frameless glass louvres and semi-frameless glass balustrades, was considered to be a refined contemporary glass building expression. In the GA's view, application of this highly glazed and singular expression may assist in mitigating the visual impact of the built form above the framed building base.
- The original proposal located a 11.2 metre tall wall on the northern boundary with minimal built form setback above, which provided a less than optimal outcome at the residential zone interface. Further refinement of the design of the base of the building was recommended to improve the proposal's streetscape relationship along Byron Street. Further consideration of the northern setback to achieve a greater transition at the zone boundary was also recommended. The revised design proposes an approximately 9.85 metre tall precast concrete wall on the northern boundary plus an approximately 0.9 metre tall semi-frameless glass balustrade. The applicant has noted that the northern setback is dictated by the car parking arrangement and to minimise disruption to the Jetty Road tenancies. While the applicant's intent to maintain the existing Jetty Road tenancies is acknowledged, in the GA's view, the compounding effect of this approach results in a less than optimal built form outcome at the northern boundary interface. While the development's car parking demands are acknowledged, the extent of above ground car parking also remains to be challenging as it prohibits delivery of genuine activation at the lower building levels.
- The GA is also concerned by the precast wall condition on the northern boundary. The original design proposed precast at the lower level with black aluminium battens above, which provided a good level of articulation to an otherwise solid wall condition. The proposed alternative design proposes Brightonlite Precast with vertical painted (Colorbond Night Sky) precast articulation panels (these appear to be a series of regularly spaced vertically proportioned rectangles along length of the solid facade). It is understood that the vertical battens were removed due to fire separation issues. The GA recommends further review of the articulation of the northern facade, together with physical built form setbacks, with the view to providing visual relief and mitigating the visual impact of the development relative to the established low scale context to the north.

- The relocation of bike parking to level one and relocation of the accessible car park to be proximate to the lift is considered to be an improved outcome.
- The amended design reconfigures the office tenancies and public lobbies on levels three to five. In the GA's view, the loss of outlook and light access to the public lobbies is considered to reduce the amenity of the communal circulation spaces. The irregular office floor plans and structural columns also appear to impact on the efficiency and usability of the tenancies.

In summary, while the GA acknowledges the amendments made with the intent to respond to the concerns raised by the original referral letter, the GA is yet to be convinced that the incremental changes successfully address the issues raised regarding bulk and scale, interface and user amenity.

Happy to discuss the above comments as required.

Kind regards, Ellen

Ellen Liebelt

Senior Design Advisor

Office for Design + Architecture SA

Planning and Land Use Services

Department of Planning, Transport and Infrastructure

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TO: STATE COMMISSION ASSESSMENT PANEL
 DATE: 23 MAY 2019
 SUBJECT: DEVELOPMENT ASSESSMENT COMMENTS
 AUTHOR: CRAIG WATSON
 TEAM LEADER DEVELOPMENT ASSESSMENT
 ATTACHMENTS: 1. FRANK SIOW & ASSOCIATES – TRAFFIC AND PARKING ASSESSMENT

DA NO.	:	110/M001/19
APPLICANT	:	TAPLIN GROUP
LOCATION	:	85-87 JETTY ROAD, GLENELG
DEVELOPMENT PLAN	:	CONSOLIDATED 2 JUNE 2016
ZONE AND POLICY AREA	:	DISTRICT CENTRE, GLENELG POLICY AREA 2
NATURE OF DEVELOPMENT:		MERIT
PROPOSAL	:	SIX STOREY COMMERCIAL BUILDING
EXISTING USE	:	SINGLE STOREY BUILDING CONTAINING SHOPS

1. Introduction

This report does not include a full assessment of the application. It considers local impact, storm water, waste removal and traffic management. It highlights some areas of concern and suggests possible improvements.

2. Assessment

Building Scale/Height

Council notes that the development is at variance with a number of policies relating to bulk, scale and setbacks within the District Centre Glenelg Policy Area 2. Principle 6 requires clearly defined podiums fronting the main road and side streets where appropriate no greater than two storeys or 8.5 metres with levels above the podium setback 2 metres. Principle 7 states that development should not exceed 5 storeys or 18.5 metres in height. Principle 8 requires a setback to the northern boundary for buildings above two storeys prescribed by a 30 degree plane measured from a point 3 metres above ground at the rear boundary.

The proposed building is 6 storeys and 23.08 metres in height. The Development Plan only offers height dispensations to either specifically identified sites or strategic sites (larger than 1500m²). The subject site is significantly smaller than 1500m² and is not otherwise identified as a site that may accommodate higher forms of development. Comparisons within the URPS planning report to recently approved developments are noted however the development at the corner of Jetty Road and Partridge Street is on a strategic site. Although the development at the corner of Jetty Road and Colley Terrace is not on a strategic site it is immediately adjacent to a taller building. Both developments also make some attempt to diminish overall height by increased setbacks to the uppermost levels.

Council acknowledges the substantial setback of upper levels from Jetty Road however the podium adjacent Byron Street is approximately 4 metres higher than that prescribed and a portion encroaches over Byron Street. The fourth and fifth floors are also less than the prescribed setbacks from Byron Street and Jetty Street and the second to fifth floors are not compliant with that prescribed for the northern boundary. In regard to the latter Council acknowledges residential properties within the adjoining Residential Character Zone will not be subject to overshadowing or privacy impacts. Nevertheless non-compliance with total building and podium heights and setbacks increases massing and visual impacts beyond that anticipated by the Development Plan.

The incremental increase in the number of buildings above the prescribed heights will steadily erode the anticipated built form character of Jetty Road, which should comprise 5 storeys for the majority of properties with only a minor number of higher buildings. Reduction in the height of the building or meaningful increased setbacks to the fifth storey would assist in reducing visual impacts. One Council member has also asked that the dark framing elements marked WF-02 be toned down and preferably comprise a lighter stone material, which may further assist in softening upper storeys.

Local Heritage

There are no heritage listed buildings within the immediate vicinity, however a Historic Conservation Area within the Residential Character Zone (Policy Area 8) adjoins the site to the north. Buildings diagonally opposite the subject site at 1 to 5 Byron Street are listed as Contributory Items. There is a mix of single and two storey dwellings within the Historic Conservation Area and a two storey height limit preferably with upper floors within roof applies to new development. Although more intensive development forms can be anticipated on the subject site, assessment of building height and setback non-compliances should be considered in context with the existing and anticipated built form character of the adjoining Heritage Area.

Encroachments

Council notes the retention of the existing verandah over Jetty Road and replacement of portion of the verandah over Byron Street. If possible it is preferred that all verandahs be replaced with new verandahs that comply with Council's encroachment policy i.e. have a height above footpath of 3 metres allowing a minimum height of 2.5 metres to under-verandah signs.

Portions of the first and second floors also encroach over Jetty Street to a lesser and acceptable extent and more prominently over Byron Street. While those encroachments assist with stepping and articulation of the building it is considered that such should not be at the expense of achieving relevant setbacks or encroaching over public space. If the applicant wishes to pursue the design as proposed and if the encroachments are approved by Council under the Local Government Act the current annual fee is 20% of the Gross Rental Value of one square metre of the adjacent property multiplied by the area of the encroachment.

Access and Parking

Council has engaged Frank Siow, Traffic Engineer to assess access, parking and traffic impacts on adjacent streets. The consultant is of the opinion that having regard to existing parking shortfall the proposed number of parking spaces satisfies the Development Plan requirements. He notes however there are a large number of small parking spaces (twice the commonly adopted number) and that 5

of those on the second floor are too small and the regular space on the south eastern corner would be difficult to access. He recommends that:

- The design be reviewed to check if the number of small spaces can be reduced, possible amendments are suggested;
- The regular space on the south eastern corner on the second floor be made into a small parking space;
- A condition require the parking layout to comply with AS/NZS 2890.1-2004;
- The design be amended to enable at least a 10m Stopping Sight Distance to be provided at the exit, which may require the Refuse Room wall to be shifted back and the wall outside the fire service corridor amended to a column design;
- Further operational details of the traffic signal system be reviewed once manufacturing details are available;
- Roller doors for both access points be left open during business hours to minimise delay for vehicles entering from Jetty Street by a timed opening and closing, such as 7:30am open and 6:00pm close, with the applicant to provide further comment on the door operation.

In accordance with comments regarding servicing Council will consider establishing a refuse bin pickup zone in Jetty Street. To minimise disruption to traffic and residential amenity it is recommended that refuse be collected on week days between 6:30am and 8:00am.

Storm Water Management/other

Council's City Asset's Department advise that:

- Council's floodplain map indicates the roads are affected by the 100 year Average recurrence Interval flood to a depth of 0.3 metres, therefore the proposed FFL of 0.45 metres above the road water table level will be satisfactory for most flood events;
- The proposed storm water disposal system will be satisfactory if it caters for a 10 year rainfall event;
- Post development flows should not exceed pre-development flows with any excess to be detained on site;
- Any damaged footpath, kerb or road related to the development shall be repaired at the applicant/owners expense;
- Any portion of disused invert and crossover must be reinstated to spoon drain at the applicant/owners expense.

3. Conclusion

Council acknowledges some positive aspects of the development particularly the setbacks from Jetty Road and the well-articulated building design. Council does not support the combination of non-compliances with total building height, setback requirements and the height and encroachment aspects of the podium adjacent Byron Street. It is recommended that further consideration be given to those aspects as well as the materials and colour of the design elements marked WF-02.

Council considers that the development provides sufficient on-site parking and will have minimal impact on the adjoining road network subject to the implementation of recommendations by Frank Siow in his Traffic and Parking Assessment, including alterations to increase the size of some of the small parking spaces.


Craig Watson

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

P.O. Box 253
Kensington Park SA 5068
Tel/Fax: (08) 8364 1351
Email: frank@franksiow.com.au

10 May 2019

Mr Craig Watson
Team Leader - Development Assessment
City of Holdfast Bay
Brighton Civic Centre
24 Jetty Road
BRIGHTON SA 5048

Dear Mr Watson,

85 JETTY ROAD, GLENELG **PROPOSED OFFICE & RETAIL DEVELOPMENT** **TRAFFIC AND PARKING ASSESSMENT**

As requested, we have assessed the traffic and parking impacts of a proposed office and commercial development at the corner of Jetty Road, Jetty Street and Byron Street. In undertaking this assessment, we have inspected the subject site, reviewed the proposal plans, planning report by URPS and traffic report by Phil Weaver & Associates.

1.0 THE PROPOSAL

The subject land is located at the corner of Jetty Road, Jetty Street and Byron Street. Jetty Street has a one-way traffic flow in the northbound direction while Jetty Road and Byron Street are two-way. The subject site is located within the District Centre Zone (Policy Area 2 – Glenelg) of the City of Holdfast Bay.

The subject site is currently occupied by commercial tenancies with a total area of approximately 571m² and a 12-space car park at the rear (accessed from Jetty Street). Tenancies 1 to 5 face Jetty Road and Tenancies 6 to 9 face Byron Avenue.

We understand that the proposal seeks to retain the existing tenancies 1 to 5 while 6 to 9 would be replaced by a single tenancy and lobby area for the offices above. The ground floor car park and ramp to the upper floor car parks would occupy the space of the existing car park.

The proposal can be summarised as follows:

- Retention of the existing ground floor retail tenancies 1 to 5 (345m²)
- New ground floor tenancy (142m²)
- New ground level lobby, car park, service area, vehicle ramp to upper levels
- Ground floor car park (1 disabled space and 1 parallel space) and approximately 18 bicycle spaces
- First level car park (15 spaces including 2 small car spaces)
- Level 2 (28 spaces including 8 mechanical car stacker bays, 2 small car spaces, 4 small car jockey/stacked spaces)
- Level 3 – Tenancy 1 (121m²) and Tenancy 2 (222m²)
- Level 4 – Tenancy 3 (163m²) and Tenancy 4 (253m²)
- Level 5 – Tenancy 5 (163m²) and Tenancy 6 (247m²)

We note that the mechanical car stacker system has not been nominated and so dimensions and operation of the stacker system can only be assumed to be able to be accommodated within the proposed parking layout.

In summary, the proposed 1169m² (GLA) of office tenancies and 487m² (GLA) of commercial tenancies would have access to 45 parking spaces and 18 bicycle parking spaces.

2.0 PARKING ASSESSMENT

The subject site is located within the District Centre Zone (Policy Area 2 – Glenelg) of the City of Holdfast Bay. We note that the site is located within 400m of a passenger tram station and consequently meets the requirement for Table HoB/1A – Off Street Vehicle Parking Requirements for Designated Areas. The Council's Development Plan specifies the following parking rates for this policy area:

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

In assessing the parking requirements for the subject site, we have had regard to existing use rights of the site, given that the development incorporates some existing buildings on the site.

Our assessment is as follows.

The existing site with 572m² commercial floor area would have required 17 spaces. Based on the existing car park of 12 spaces (maximum), there would be a theoretical parking shortfall of 5 spaces attached to the site.

For the new development, the parking requirement based on the Development Plan would be:

- 50 spaces minimum (3 spaces per 100m² of non-residential development – 1,656m² gross leasable area)

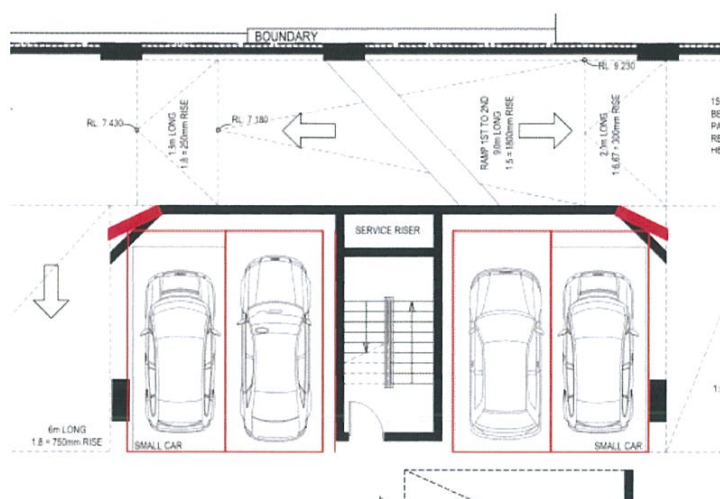
Therefore, in overall terms, the parking requirement for the development would be:

- 50 spaces minimum for the non-residential development
- -5 spaces (authorised parking shortfall for the existing use)
- 45 spaces required.

The current proposed car park provides a total of 45 spaces, which would satisfy the parking requirement.

We note a relatively high number of small car spaces. While generally 10% is commonly adopted based on our experience, we note that the proposal provides approximately 20% of small car spaces. While not fatal to the development, the designer should review the design to check if the number of small car spaces could be reduced.

Two possible locations where the Small Car spaces could be lengthened are at the ramp entrances where the 'wing' walls could be cut back to lengthen the spaces to the standard 5.4m (See example below). By doing this on Levels 1 and 2, the overall number of Small Car spaces would be reduced from 9 to 6 spaces, or equivalent to approximately 13%, which would be a more reasonable percentage.



While bicycle parking is not specifically referenced in the Development Plan, we note that parking for up to 18 bicycles have been proposed.

3.0 PARKING LAYOUT

We comment as follows:

1. We note that the Phil Weaver report considers the office development as a User Class 1A facility. A significant proportion of the parking would be associated with staff parking, which would fall within the User Class 1A facility. In our experience, parking spaces for visitors of office developments or cafes (ground floor tenancy) should be 2.5m wide, ie User Class 2. There are no dimensions provided on the proposal plans to show what the dimensions are for the parking spaces. However, we believe that it would be reasonable to allow say 20% of the parking spaces as User Class 2, ie 2.5m width.
2. There are a number of stacked parking spaces and car stacker spaces which would need to be specifically allocated to staff parking only.
3. The parking space dimensions and aisleway widths are generally compliant with the parking standard (AS/NZS 2890.1-2004). We note however that five (5) of the proposed small car spaces on the 2nd floor (easternmost) are too small and have limited aisleway width (approx. 5.5m). Small car spaces should be a minimum of 2.3m wide and 5.0m long (currently 2.2m by 4.9m). The 'regular' space on the south eastern corner would be extremely difficult to access given the narrow aisleway width available and would need to be made into a small car space.
4. A condition requiring the design layout and dimensions to comply with AS/NZS 2890.1-2004 should ensure compliance, particularly given that columns and other structural elements are unlikely to be finalised yet (see comment from Phil Weaver report below).

The location and design of the columns would be subject to detailed structural design. However, the spatial requirements of the relevant off-street parking standard should be met including the requirements of clearance around parked vehicles as per Figure 5.2 within the relevant car parking standard (AS/NZS 2890.1:2004) as per the proposal plans.

5. The proposed ramp grades would comply with the parking standard.
6. A two way entrance would be provided at Jetty Street, while it would be preferable for a two-way ramps to be provided between car park levels, we accept the single lane arrangement having regard to the site

constraints, the reasonably small size of the car park, the 'reserved' nature of the car being primarily allocated for the office tenants and the 'tidal flow' nature of the vehicle trips.

7. We note that at both the ground floor car park exit and upper level exit, there is very limited sight distance available for exiting vehicles to view on-coming cars from Jetty Street, as the car park (and walls) are built to the boundary of Jetty Street. There is also no 'verge' present in Jetty Street, which means vehicles could be travelling very close to the boundary. We would recommend that the design be amended to enable at least a 10m Stopping Sight Distance to be provided at the exit. This may require the Refuse Room wall to be shifted back and the wall outside of the fire service corridor to be amended to a column design as an example to allow exiting drivers to look past the column to approaching traffic.
8. We note there is no formal footpath in Jetty Street. Therefore, the pedestrian sight line requirement in the parking standard would not be relevant. Notwithstanding that, we have observed pedestrians walking on the roadway. The use of traffic mirrors to assist exiting drivers to view pedestrians on the roadway would be beneficial, as recommended in the Phil Weaver report. We therefore concur with this recommendation.
9. A traffic signal system is proposed to control entry/exit manoeuvres through the single lane ramp with waiting bays available in the first and second floor car parks along with a single car length waiting bay at the entrance to the ramp. We understand that the default position or priority of the signals would be for entering traffic, which we concur with. We are of the opinion that such a traffic signal system would be acceptable. It is advisable that further operational details of the system be reviewed once a manufacturer has been engaged to design the system.
10. For both access points, there are roller doors proposed to be located directly on the boundary of Jetty Street. We are unsure as to how the roller doors would be operated (eg. remote access, timed opening/closing). It is recommended that the roller doors be left open during business hours to minimise the delay for vehicles entering from Jetty Street. A timed opening and closing of the roller door, such as 7:30AM open, 6:00PM close, could be a suitable arrangement. The Applicant should provide further comment on the roller door operation.

4.0 SERVICING

The proposed development requires servicing of bins to be undertaken using Jetty Street. The proposed bin room would be located adjacent to Jetty Street. There does not appear to be any alternatives to this arrangement. We note that bin collections is estimated at 7 per week, which would be equivalent to once a day. This is considered to be a very infrequent collection.

Site constraints would not allow servicing to occur on-site. To allow servicing to occur on-site would require a significant redesign of the building, given the head height requirements for the typical refuse truck. We are aware of similar issues and constraints which exist at many development sites in Urban Corridor Zones, town centres and the Adelaide CBD, where on-street refuse pick-up is now increasingly common.

If refuse pick-up is of an infrequent nature and is acceptable to Council using the Jetty Street, we would recommend that the refuse truck park on-street (currently no stopping) to pick-up the bins. The width of Jetty Street is approximately 6.4m from boundary to boundary (no kerb present) and should be able to accommodate a truck parked on one side and still allow traffic to pass.

For service vehicles such as courier vans etc. we would assume that the ground floor car park could cater for these infrequent deliveries/pickups if necessary.

We summarise our recommendations as follows:

- If acceptable to Council, refuse bin pick-up shall occur using Jetty Street. The Applicant should be requested to consider where a loading zone/refuse pick-up zone could be implemented on Jetty Street and be specifically designated for refuse truck parking between time periods acceptable to Council, after which time the parking control shall revert to No Stopping.
- Other deliveries could occur via passenger vehicle type cars using the ground floor car park space.

5.0 TRAFFIC IMPACT

The proposed office & commercial development would be a relatively low traffic generator. We have reviewed the traffic impact analysis in the Phil Weaver report and concur with the conclusion that the proposed development would not result in unacceptable traffic impact on the adjoining road network.

6.0 SUMMARY

The proposed development comprises of an office and commercial development and associated car parking.

We are of the opinion that adequate parking would be provided to support the proposed development. We are also of the opinion that there would not be unacceptable traffic impact arising on the adjoining road network.

We have made a number of recommendations in relation to the car park design (see Section 3.0) to ensure compliance with the relevant parking standards. We have also made a number of recommendations in relation to the servicing of the site (see Section 4.0).

Yours sincerely,

Frank Siow

FRANK SIOW
Principal Consultant



South Australia & Northern Territory Divisional Office

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P: (08) 8408 6900

14/05/2019

The Secretary
State Commission Assessment Panel
GPO Box 1815
Adelaide
SA 5001

Dear Secretary

**Development Number 110/M001/19 - Development Application for Six Storey
Office Building at 85-87 Jetty Road, Glenelg.**

The Salvation Army is the owner of 2 Byron Street, Glenelg and has owned the property for over 20 years.

Having reviewed the designs for the proposed development of 85-87 Jetty Road we object to the proposal on the following basis.

Our primary concern relates to the lack of adequate setback from the northern boundary (adjoining 2 Byron Street) and as a consequence the detrimental impact on the future residential development of this adjoining residential zone site.

There is no setback provided to the third level, as stipulated in the development plan. The proposal includes a three-storey wall immediately on the boundary adjoining 2 Byron Street. This solid wall represents excessive bulk and scale immediately on the Residential Character zone boundary. It appears that some effort has been made in the design to articulate these walls; however they are noted as being "Light Great Pre-Cast Concrete Panels" and as such offer little visual appeal given their sheer scale on the boundary.

The north facing outdoor terrace at third floor is immediately adjacent to this boundary and surrounded by balustrading that is not opaque and not of an adequate height to prevent overlooking. As such, we have serious concerns about overlooking. This terrace will have a view directly down on to the entirety of the property at 2 Byron Street; affectively removing any future potential for private open space for this residential zone property.

North facing glazed façades to the fourth floor and fifth floor are very close to the boundary (dimension not provided but appears to be less than 1m); such that these façades will not achieve the necessary fire separation and will therefore require exterior façade protection sprinklers. Please note that this is a National Construction Code matter for the proposed development, rather than a planning assessment matter.

However, the lack of adequate setbacks at these levels creates serious overlook issues that impact the potential of the adjoining property to be successfully developed for residential use, as envisaged by its zoning.

We note that the tower of the building is set back over 8.5m from the Jetty Road frontage. We suggest that the upper levels of the building be brought closer to the primary road frontage (Jetty Road), while still maintaining a modest setback above the ground level podium; such that the bulk of the form is further from the residential zone boundary and does not so severely infringe on the development envelope prescribed in the development plan.

The application asserts (on page 22 of their report) that the development should not be required to comply with the building envelopment requirements as it is not currently adjacent to a residential development (i.e. 2 Byron Street). We disagree with this claim as the relevant policy (PDC8) does not refer to "existing" residential development; as such consideration for future residential development is certainly relevant, especially given that the site at 2 Byron Street is within a residential zone and therefore would be well suited to future residential redevelopment.

It is not reasonable to unduly impact the future residential potential (and value) of 2 Byron Street by allowing the proposed development to completely overlook the property due to failing to comply with prescribed setbacks.

If the proposal were to be adjusted such that it "minimises interface impacts including from building massing, overshadowing and overlooking" our objections would be satisfied (PDC8). This could be done by repositioning the upper levels of the proposal further away from the zone boundary, towards the South.

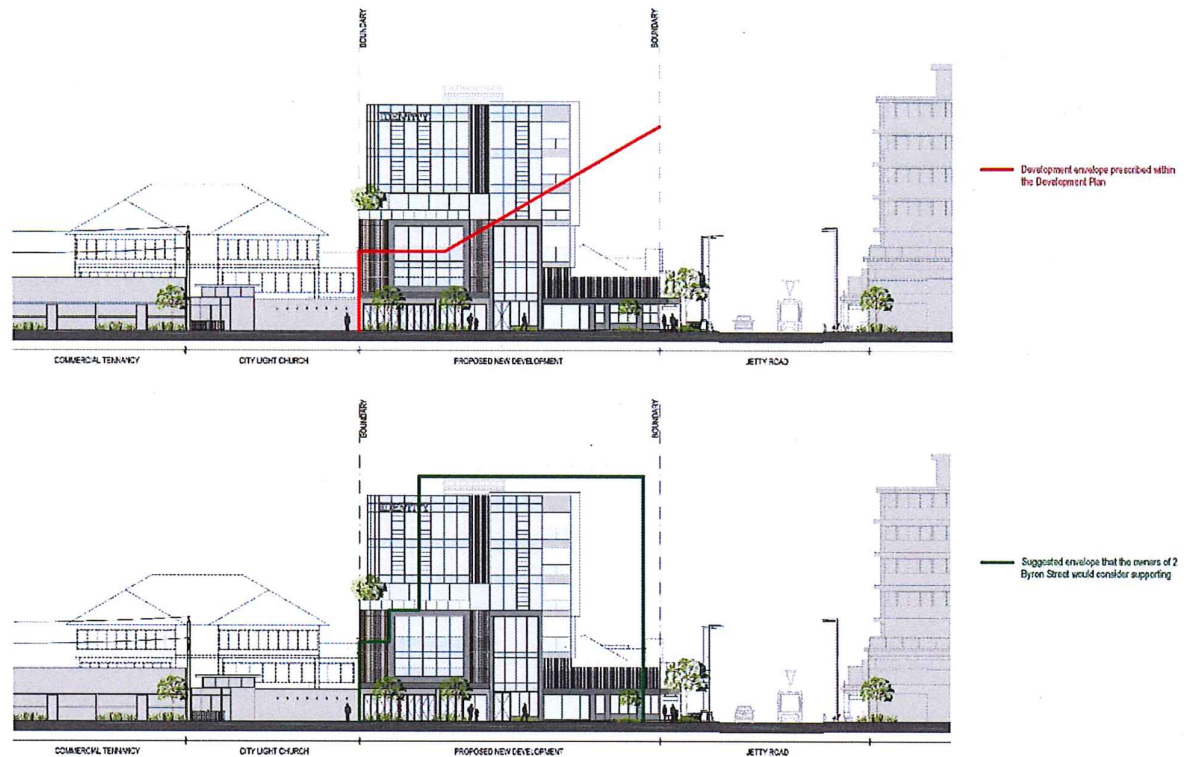
The below diagrams illustrate the development boundary as described in the development plan (red line) as well as a compromise that we as the owners of 2 Byron Street would be willing to support in the interest of the ongoing success of Holdfast Bay. We believe this would be a fair compromise and a good urban design outcome as it would place the commercial space at the upper levels closer to Jetty Road and further from the residential zone boundary.



South Australia & Northern Territory Divisional Office

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We commend that aspirations of the proposed development and understand the importance of projects of this type for the ongoing success of the area; however, the current proposal does not go far enough to appropriately interface with the adjoining zone boundary, as expressed by the policies of the development plan. We see no reason why the design could not be revised to better align with the setback requirements described in the development plan.

If the proposed design were to be revised in this manner we would have no objection to the proposed building height or visual appearance.
We ask that the applicant make such changes as described above, or failing this that the Assessment Panel refuse the application.

William Booth
Founder

Brian Peddle
General

Floyd J Tidd
Territorial Commander

salvationarmy.org.au

We wish to be heard by the Assessment Panel in relation to this representation.

Yours faithfully,



Clint Castley (Major)

Divisional Support Officer

DHQ | South Australia and Northern Territory Division

The Salvation Army | Australia Southern Territory

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South Australian
DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant: Taplin Group
Development Number: 110/M001/19
Nature of Development: Modification and partial demolition of existing buildings and the construction of a six (6) storey building comprising shop at ground level, offices on levels three (3) to five (5) and associated car parking from ground to level two (2).
Development Type: Merit
Zone / Policy Area: District Centre Zone (Glenelg Policy Area)
Subject Land: 87 Jetty Road GLENELG
Contact Officer: Matthew Fielke
Phone Number: 7109 7048
Close Date: Wednesday 15 May 2019

My Name: CLINT CASTLEY (MAJOR) My phone number: 0884 086900

Primary method(s) of contact: Email: clint.castley@aus.salvationarmy.org
Postal Address: 39 Florence Street, Postcode: SA 5063
Fullerton, SA

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are:
(please tick one)

☐ owner of local property
☐ occupier of local property
☒ a representative of a company/other organisation affected by the proposal
☐ a private citizen

The address of the property affected is:

2 BYRON ST, GLENELG

Postcode 5045

My interests are:
(please tick one)

☐ I support the development
☐ I support the development with some concerns
☒ I oppose the development

The specific aspects of the application to which I make comment on are: noted within the attached letter.

I: ☒ wish to be heard in support of my submission
(please tick one) ☐ do not wish to be heard in support of my submission
(Please tick one)

By: ☐ appearing personally
(please tick one) ☒ being represented by the following person
(Please tick one)

MR GERALD MATTHEWS

Signature: [Signature]
Date: 16/5/2019

Ref: 18ADL-0398

25 November 2019

Ben Scholes
Senior Planning Officer
DPTI
Via email: Benjamin.Scholes@sa.gov.au



URPS

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Dear Ben

Proposed Office Building at 85-87 Jetty Road Glenelg for Taplin Management

We write to you in response to the representations received following Category 2 notification. We also take this opportunity to provide a response to the comments provided from ODASA and Council following their respective referral responses.

Our response is to be read in conjunction with the enclosed amended plans and the summary letter prepared by Alexander Brown Architects (ABA) which explains the amendments and provides commentary around how the changes address the ODASA referral.

Amendments

A detailed list of amendments is provided in the enclosed ABA letter.

The more significant amendments include:

- Various façade amendments including removal of dark-colored box elements to reduce dominance of upper levels, adoption of horizontal banding instead of vertical banding to reduce verticality; simplification of façade appearance; lighter coloured façade treatments; addition of three framed boxes facing Jetty Road.
- Amendments to the northern side wall including reduction of boundary height by 1m to 10.18m,

Response to Representation

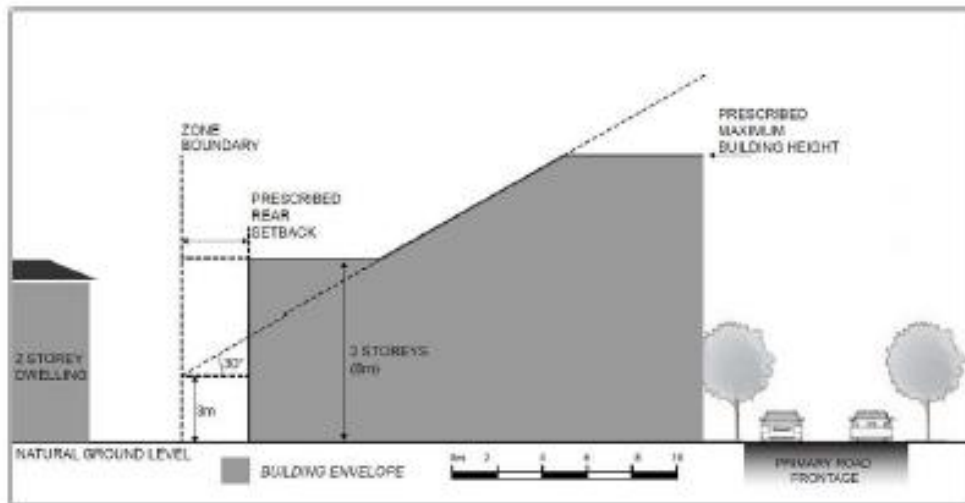
A representation has been received from Mr Clint Castley (Major) on behalf of the Salvation Army, owners of 2 Byron Street Glenelg which abuts the northern boundary of the development site. This site is currently being used as the "City Light Church Adelaide".

The representation claims that the proposal fails to satisfy the 30-degree envelope guideline provided by Policy Area PDC 8. The representation expresses concerns with the nil setback from the northern boundary, its visual impact and the potential detrimental impact upon **future** residential development of this adjoining site.

In respect to the application of the PDC 8 building envelope guideline, it is important to firstly recognize the factual circumstances of the subject land and the wording contained within the Development Plan. PDC 8 is provided below:

Glenelg Policy Area 2

PDC 8: Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary with the Residential / Residential Character Zone (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:



The proposed building breaches a 30-degree plane extending from the site's northern boundary however PDC 8 expressly allows such a breach to occur where "the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development".

As a matter of objective fact, the proposal does not adjoin residential development. The adjoining site owned by the Salvation Army contains the City Light Church and does not contain "residential development". Therefore, per previous advice we have provided on this matter (a view which was supported by Mr Brett Miller), we believe the 30-degree plane may be set aside, as contemplated by the underlined text in PDC 8.

The representor disagrees, claiming that the PDC 8 building envelope does apply as the Salvation Army site may contain residential development in the future, at an unspecified time, in an unspecified form, and that this future residential development may be affected by the proposed boundary development.

We respectfully disagree with the representor's interpretation for the following reasons:

- PDC 8 refers to "residential development" and not "future residential development". The representor's interpretation requires the reader to insert words, creating a new meaning.
- PDC 8 may be set aside when impact on residential development is minimised, even when located on the residential zone boundary. By the representor's logic, PDC 8 would apply to all sites, at all times, as

“future” residential development would always pose an unknown interface. Using the representor’s interpretation, I am unable to conceive a situation where PDC 8 would be set aside, despite PDC 8 expressly contemplating situations where it is appropriate to dispense with the building envelope guideline.

- The representor has not demonstrated any impact upon existing or future residential land in terms of overshadowing, overlooking or visual massing.

Importantly, the proposal does not obtain any meaningful, direct or unreasonable view of adjacent private space, mainly because the subject land is surrounded by non-residential uses. The following figure demonstrates there is separation of some 35m and 60m from the nearest residential private courtyards.

Figure 1: Approximate separation from nearest areas of residential private open space



done by repositioning the upper levels of the proposal further away from the zone boundary, towards the south.

The representor's suggested envelope also would not comply with PDC 8. It appears the representor acknowledges that achieving the building envelope criteria would be extremely challenging/unfeasible.

Their suggested building envelope remains challenging for our client because:

- The proposed multi-level car parking is situated against the northern boundary, in turn resulting in the height and position of the northern boundary wall. Increasing the northern setback, or reducing the building height, would reduce the parking supply and would disrupt the commercial tenancies, particularly those facing Jetty Road.
- While envelope suggested by the representor is more practical than the PDC 8 envelope, the PDC 8 envelope should be set aside altogether for the reasons already provide.

In addition to all the above, I note that there will be negligible privacy impact given:

- The separation of the proposed building from residential property per Figure 1.
- The design does not provide opening or views looking out of the car park.
- The third floor northern terrace features glass balustrading (obscured and coloured dark grey) to prevent downward or direct views into surrounding land.
- The office windows on the fourth and fifth floors are setback from the northern side boundary and these spaces will typically provide long and horizontal views, above roofs and trees.

I also note that there are no overshadowing impacts to the representor's land as the development is south of the representor's land.

There will be some building massing and visual impacts imposed upon the representor's site, however this is not concerning as their site is obviously and clearly not residential in nature.

Such visual impacts are also considered minor because the Salvation Army site has high site coverage and it possesses some solid walls already positioned along the northern boundary of the subject land (i.e. there will be no impact on outlook from these solid walls).

Views of the development may be available from their some south facing windows, however the Salvation Army's clerestory windows are setback about 5.5m from the shared boundary, providing space and relief.

Finally, the representor is concerned this development will impact the value of their land on page 2 of their submission. The ERD Court has consistently held that devaluation is not a relevant planning consideration; devaluation is not grounded in any Development Plan provision; and such claims are usually unsupported by evidence (as applies in this case).

Response to ODASA

ODASA provided advice on this application in their letter dated 3 June 2019.

ODASA support the following key elements of the proposal:

- The land use mix.

- The building height and amalgamation of lots, whereby ODASA state “In principle, I support the proposed height given the amalgamated site and the unique opportunity it offers . I also note that that the property does not abut any residential properties”.
- The permeability and activation along Byron Street, and the use of canopies above the footpath to provide pedestrian amenity.
- The design approach in respect to the distinctive office entrance; the use of a podium; provision of natural light; car park façade articulation; generous lobby size; level 3 terraces and southern west corner terraces; and provision of natural ventilation via louvres.

ODASA’s concerns are largely matters of detailed design and refinement, including:

- Material selection which is suitable for coastal environment.
- Refinement of building base along Byron Street and review of northern setback/transition.
- Podium scale and proportions.
- Review treatment of Jetty Road shopfront expression, and the Southern façade in connection with the other elevations.
- Bike parking configuration and location.

The enclosed letter from Alexander Brown Architects explains how the amendments address the above concerns. We support the amendments and concur with ABA in that:

- The external architecture has been simplified, vertical emphasis has been reduced, and the bulk/dominance of the upper levels has been reduced including with the use of lighter colours.
- The northern boundary wall height has reduced, and an inward crank/step has been introduced to the northern elevation for articulation and to break up the building’s mass (see Figure 2). The architect is unable to alter the height/setback of this wall further without significantly affecting the car park and in turn affecting the integrity of the street facing tenancies.
- The framed box elements facing Jetty Road and Byron Street reflect the fine grain nature of other development and shopfronts on these streets.
- Bicycle parking spaces have been relocated to the first floor.

Figure 2:

Northern elevation (design at lodgment)



Northern elevation (amended design)



Response to Council & Council's Traffic Consultant (Frank Siow)

Council supports the following aspects of the proposal:

- Council “acknowledges residential properties within the adjoining Residential Character Zone will not be subject to overshadowing or privacy impacts”
- Stormwater management.
- Number of on-site parking spaces provided, noting that Frank Siow confirms the proposed parking supply satisfies the Development Plan guidelines.
- Refuse pick up from Jetty Street on weekdays between 6:30am and 8:00am.
- The use of a traffic signal system, which prioritises vehicles entering the building.

Council has concern with:

- Building height and setbacks.
- The use of dark coloured external materials.
- Encroachment over the public footpath insofar as provision of new verandahs is preferred rather than retaining existing structures.
- Number and size of ‘small’ parking spaces proposed and minor aspects of the car park layout and configuration.

As already discussed, the colour scheme has been lightened in accordance with Council’s request.

The main planning issue raised by Council relates to building height and setbacks. We have previously explained our support for the building height (which is currently proposed at 22.78m excluding plant and screening). In summary, we consider the site to have strategic qualities whereby strategic sites can accommodate heights up to 25m. In addition, the proposal provides a podium to reduce its verticality, it incorporates a generous setback from Jetty Road to maintain its existing character, it is of high architectural standard, and it poses negligible impact upon residential land. We note that ODASA supports the proposed building height in principle, in part because the site comprises amalgamated lots and does not abut residential land.

In respect to setbacks, particularly the northern side setback, Council has noted that “residential properties within the adjoining Residential Character Zone will not be subject to overshadowing or privacy impacts”. This lends further support to our earlier contention that the building envelope guideline under PA PDC 8 should be dispensed.

The applicant can consider the Frank Siow advice regarding the car park design should DPTI staff confirm their in-principle support for the other critical elements of this proposal, particularly building height and northern boundary interface.

Conclusion

The application has been amended in response to various comments from the northern representor, ODASA and Council.

We re-iterate our support for this application as it provides a high-quality design outcome, it will support the ongoing revitalization of the Jetty Road precinct, and it satisfies the majority of planning provisions in our view.

Please contact the undersigned with any questions on 8333 7999.

Yours sincerely

A handwritten signature in black ink, appearing to be 'M King', with a stylized flourish extending to the right.

Matthew King RPIA
Managing Director

Enc

Ref: 18ADL-0398

13 March 2020

Ben Scholes
Senior Planning Officer
DPTI
Via email: Benjamin.Scholes@sa.gov.au



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Dear Ben

Response to ODASA Comments - Proposed Office Building at 85-87 Jetty Road Glenelg for Taplin Management

We write to you in response to the comments provided from ODASA.

By way of email, you indicated ODASA advised as follows:

“the expression of the base of the building, the scale of the framing elements and the treatment of the corners is an improved outcome. However, in the GA’s view, the over height portion of the development remains visually prominent due to the boldly expressed fascias, soffits and terraces;

with the exception of the large scale intersecting framing elements, the original expression of the office levels, namely curtain wall glazing with frameless glass louvres and semi-frameless glass balustrades, was considered to be a refined contemporary glass building expression. In the GA’s view, application of this highly glazed and singular expression may assist in mitigating the visual impact of the built form above the framed building base;

the extent of above ground car parking remains challenging as it dictates a setback condition at the northern boundary that would result in a less than optimal built form outcome at the residential zone interface, and prohibit delivery of genuine activation at the lower building levels;

the GA is concerned by the precast wall condition on the northern boundary. Further review of the articulation of the northern façade and physical built form setbacks are recommended, with the view to providing visual relief and mitigating the visual impact of the development relative to the established low scale context to the north; and

the loss of outlook and light access to the public lobbies is considered to reduce the amenity of the communal circulation spaces. The irregular office floor plans and structural columns also appear to impact on the efficiency and usability of the tenancies.”

Our response to the above is to be read in conjunction with the enclosed amended plans prepared by Alexander Brown Architects (ABA) which explains the amendments and provides commentary around how the changes address the ODASA comments.

Amendments

Amended plans are enclosed with this letter as dated 10.03.2020.

The following amendments have been made to the respective floor plates:

- **Ground Floor:**
 - > The four parking spaces designated in between the kitchen area of the ground floor tenancy and the access ramp are now shown as “small” car spaces.
- **First Floor:**
 - > No change.
- **Second Floor:**
 - > Removal of 3 car stackers therefore a reduction in car parking on this level by 3 spaces.
- **Third Floor:**
 - > Increase in office floor plate by 62m².
 - > Significant reduction in outdoor terrace area from 155m² to 8m²
- **Fourth Floor:**
 - > Simplified geometry, removing the angled walls.
 - > Increased setbacks from rear boundary - nearest setback was 920mm now is 1810mm.
 - > Increase in net lettable office floor plate by 25m².
 - > Reduced outdoor terrace from 27m² to 8m².
- **Fifth Floor:**
 - > Simplified geometry, removing the angled walls.
 - > Significantly increased setbacks from all boundaries with rear setback increased from 920mm to 4990mm.
 - > Reduced net lettable office floor plate from 410m² to 237m².

The above amendments to the floor plates has resulted in a relatively more simple and elegant building with a recessed upper level which significantly reduces its apparent bulk and scale and in turn gives the impression of a shorter, less vertically oriented building element.

A comparison of the previously submitted version of the proposal and the updated version is provided on the following page, within Figure 1-1 and Figure 1-2.



Figure 1-1: Version of the proposal submitted after public notification



Figure 1-2: Version of the proposal now submitted for SCAP's consideration

The architectural language of the building has been quite notably altered to provide an emphasis on vertical features and finer grain/smaller format architectural elements and materials. There is also a return to a more glazed façade, a feature of an earlier version of this proposal.

The result is a decidedly less 'futuristic' and more classic contemporary/modern style office building that will sit comfortably within this precinct and will set a positive and pleasing tone for future multiple-level mixed use development within Jetty Road.

In response to the specific comments from ODASA above:

- As evident by the changes to the size of the fifth-floor plate, the 'over height' portion of the development is clearly now a visually recessive element. In this regard, the building design has been improved in my view presenting as a more interesting building with a less bulky appearance.
- There is a return to the more heavily glazed façade features per an earlier version of this proposal. The three projecting rectangular 'box' elements upon the façade have been removed and subsequently the façade expression in our view offers a softer, simpler and highly pleasing presentation that imposes less visual impact and bulk upon the Jetty Road streetscape.
- The above ground car parking has been retained however increased setbacks to the northern boundary are a feature of this version of the proposal. In any case, the land to the north is not a residential property and rather is a commercial property, as such there is no residential interface issue requiring protection. PDC 8 refers to "residential development" and not "future residential development" therefore there can be no question that the policy has been met.
- The rear wall material now offers a highly pleasing visual appearance as visible from the locality generally to the north of the land. Per notation WF.05 on the elevations, the rear wall is comprised of precast concrete panels with a ribbed profile providing a durable and interesting appearance.
- The office floor plates have been regularized as noted providing simpler, more efficient and useable office tenancies.
- I have been advised that the original application showed the partition walls between the tenancies and the common lobby as a solid line. There will likely be glass partition walls for the majority of the common lobby space with glazing graphics as per the tenant requirements. This will allow light from the outer glass walls to filter through into the common lobby space. The architects have also added access from the common lobby space to the balcony for additional access to natural light and ventilation.

Conclusion

The application has been amended in response to various comments from the northern representor, ODASA and Council. The attached drawings are further amended in response to more recent comments from ODASA. We re-iterate our support for this application as it provides a high-quality design outcome, it will support the ongoing revitalization of the Jetty Road precinct, and it satisfies the majority of planning provisions. Please contact the undersigned with any questions on 8333 7999.

Yours sincerely



Matthew King RPIA
Managing Director

Scholes, Benjamin (DPTI)

From: Matthew King <matthew@urps.com.au>
Sent: Thursday, 16 April 2020 1:45 PM
To: Scholes, Benjamin (DPTI)
Cc: 'Andrew Taplin'; 'Alexander Brown'; 'Matthew John'
Subject: FW: Jetty Road Offices

Importance: High

Hi Ben

Please see below our response to Frank Siow's comments as prepared by Phil Weaver.

We note we concur with Phil's suggestion below with respect to the roller door operations and are happy for a condition to be imposed.

Can you please confirm the CAP hearing date?

Regards

Matthew King
Managing Director



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From: Phil Weaver
Sent: Thursday, 16 April 2020 10:17 AM
To: Matthew King
Cc: 'Matthew John'; 'Alexander Brown'; office@philweaver.com.au; 'Andrew Taplin'
Subject: RE: Jetty Road Offices
Importance: High

Dear Matt,

Further to your email below, I understand that the only traffic and parking related matters which remain outstanding in respect to the above proposed development relate to the review previously undertaken by Frank Siow, on behalf of Council, namely:-

- The proportion of small car parking spaces associated with the design, and
- A request for an increase in the sight distance for drivers exiting from the upper level car park looking to the south, i.e. for approaching pedestrian and vehicle traffic.

I note that these matters were raised in a letter prepared by Mr Siow, dated 10th May 2019 in respect to the earlier design of the subject development.

I understand that a third matter raised in the Siow report related to a recommendation that the roller doors of both access points be left open during business hours to minimise the delay for vehicles entering from Jetty Street with a suggestion that a timed opening and closing of each roller door, such as 7:30 AM open and 6.00 PM closure could be a suitable arrangement. I understand that the applicant would accept this arrangement.

Small Spaces

The proposed development (as recently amended) would provide a total of 47 car parking spaces of which 12 car parking spaces have been identified for use by small cars, i.e. approximately one quarter (25.5%) of the proposed car parking spaces have been designated for use by small cars.

Based on 2019 car sales data in Australia, **22.7%** of vehicles sold would classify as small cars (including the smaller 'micro' and light' categories). (Source: <https://www.caradvice.com.au/817278/vfacts-2019-new-car-sales-results/?source=trending&slot=0>).

By way of historical comparison:

- The Aurecon Parking Spaces for Urban Places Technical Report (26 March 2013 Rev 3) identified that in 2011, 35% of new cars sold were classified as 'small' or 'light' vehicles (source: http://www.lga.sa.gov.au/webdata/resources/project/230825_TechReport_2013_03_26_Combined.pdf); and
- The relevant off-street car parking standard (AS/NZS 2890.1:2004) identifies that the 35th percentile light car should be used to assess small car spaces, whereas the earlier 1993 standard utilised the 50th percentile car for small car spaces. However, the off-street car parking standard is silent on quantities of small car park spaces.

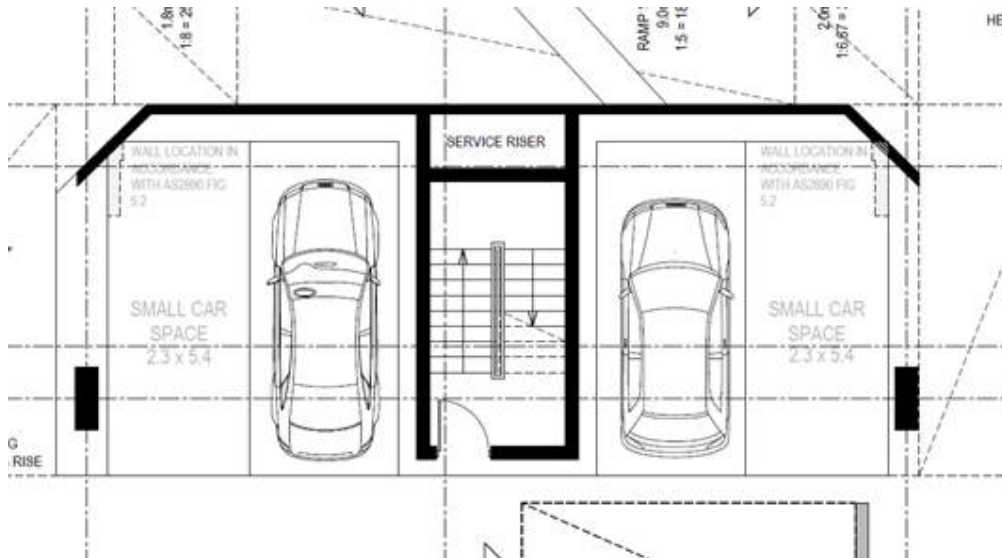
In summary, the proportion of the car parking spaces designated for use by small car parking spaces is consistent or only slightly greater than the proportion of total cars sold as 'small' or 'light'.

I note that the small car parking spaces associated with the proposed development include a total of eight tandem car parking spaces with widths of 2.3m and a depth of 5.0m with the remaining small car spaces generally providing a clear width of at least 2.3 m and a depth of at least 5.4 m.

Consequently, a number of the designated small car parking spaces generally have at least one dimension which is greater than the dimensional requirements for such car parking based on the relevant off-street car parking standard (AS/NZS 2890.1:2004). This standard requires that designated small spaces would only require a width of 2.3 m and a depth of 5.0 m.

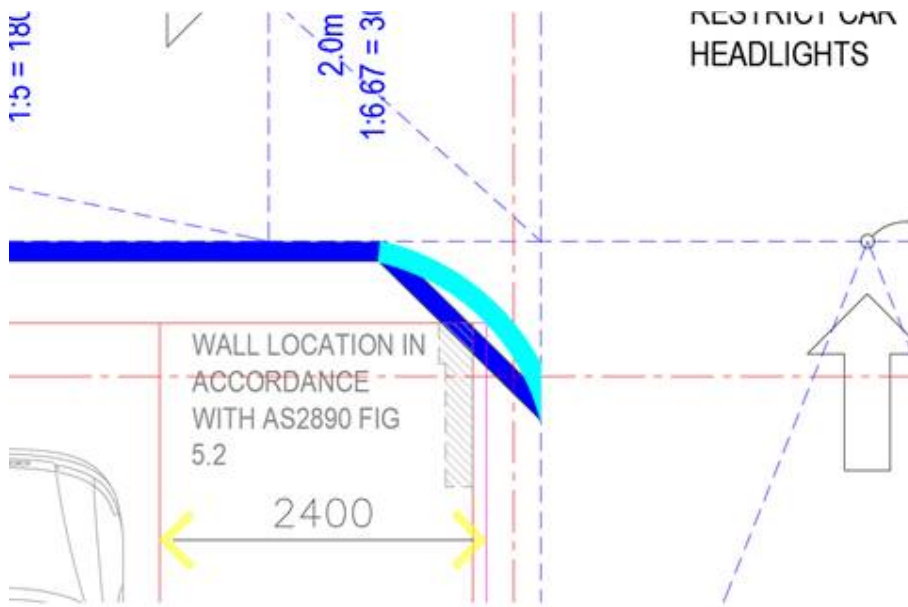
I therefore consider that even though it is proposed that these longer spaces are designated as being for small cars only there is a greater level of flexibility in terms of the types of vehicles which could be accommodated in these spaces compared to the minimum requirements of the relevant off-street car parking standard.

Furthermore, I note that three of the designated small car parking spaces, i.e. those spaces in the area to the east and west of the central stairwell and located adjacent to ramps connecting the parking areas would effectively provide sufficient width and depth to accommodate a standard sized vehicle. The only slight variance essentially relates to a very slight corner cut-off as a result of the design of the adjoining ramp connecting the ground level with a first-floor car parking level and the ramp between the first and second floor car parking levels (refer below).



The image below shows that if the corner space widths were widened to 2.4m (yellow), the vehicle clearance envelope (green) would protrude only slightly over the wall (blue). This could potentially be overcome by minor rounding of this corner wall instead of the angle edge shown above.





On the above basis the designated number of small spaces would reduce to 9 spaces. Consequently, the proportion of small car parking spaces would then reduce to approximately 19% of the total spaces and would be consistent with the number of small cars based on the 2019 car sales data.

Furthermore, I note that the tandem spaces are anticipated to be assigned to fleet / designated staff vehicles. As such, the remaining percentage of small parking spaces available to general car park users would be much lower i.e. within a percentage of less than 10%.

10m SSD

Figure 1 attached to this email identifies that the 10m SSD requested by Mr Siow would be satisfied to the south of both access points as measured from the driver position approximately 1/3rd from the northern edge of the driveway and 2.5m from the western road edge, towards the western road edge 10m further south.

In particular, the primary northern access point appears to comfortably satisfy this with no required changes to the fire corridor / refuse area, while the southern access point just satisfies this requirement from the Tenancy 1 corner wall.

On the above basis, I consider that the various concerns in relation to use of small car parking spaces and sight distance associated with drivers exiting the access point of the subject development have been appropriately addressed .

Regards

PHIL WEAVER

PHIL WEAVER AND ASSOCIATES PTY LTD

204 Young Street

Unley SA 5061

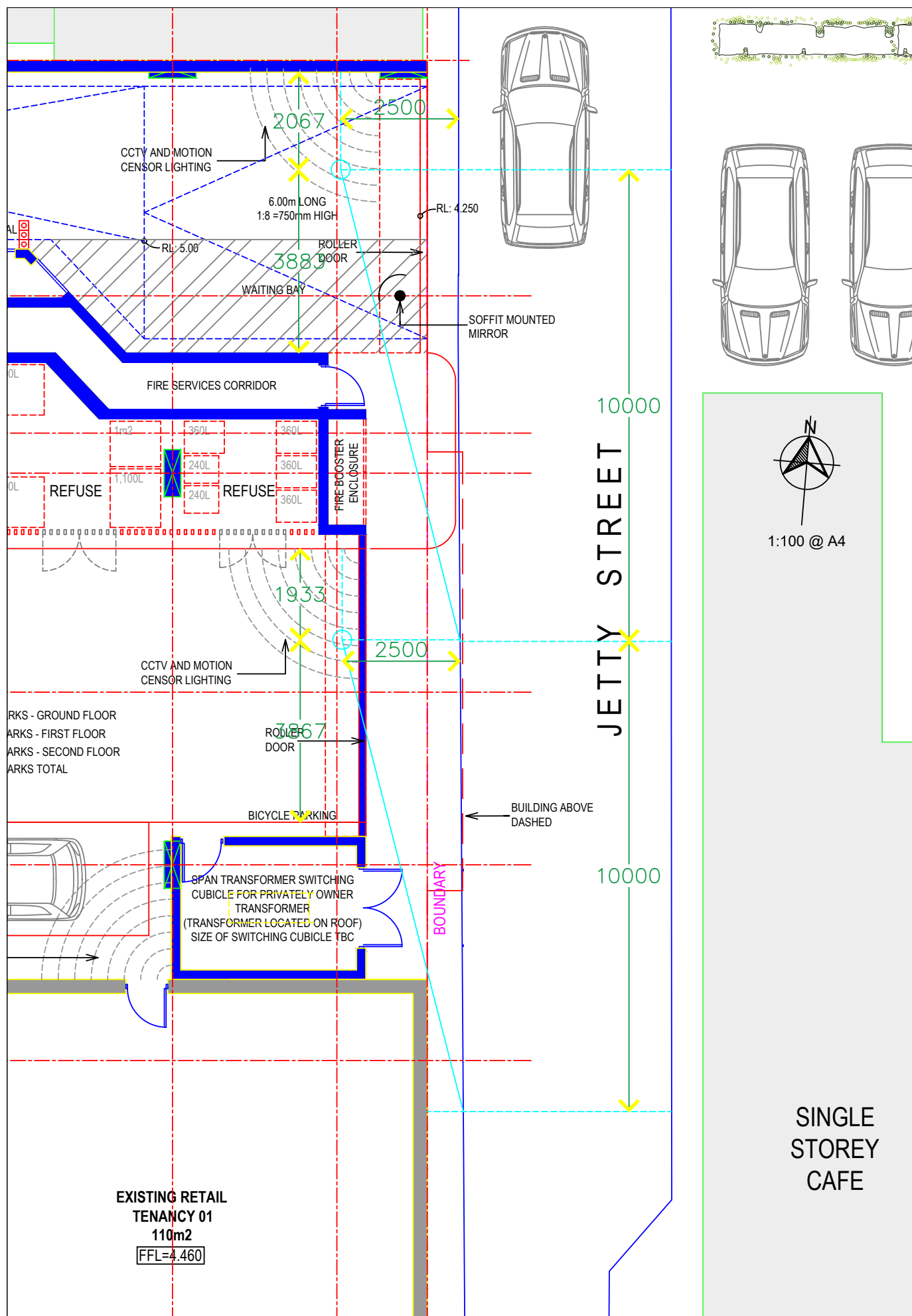
Telephone 08 8271 5999

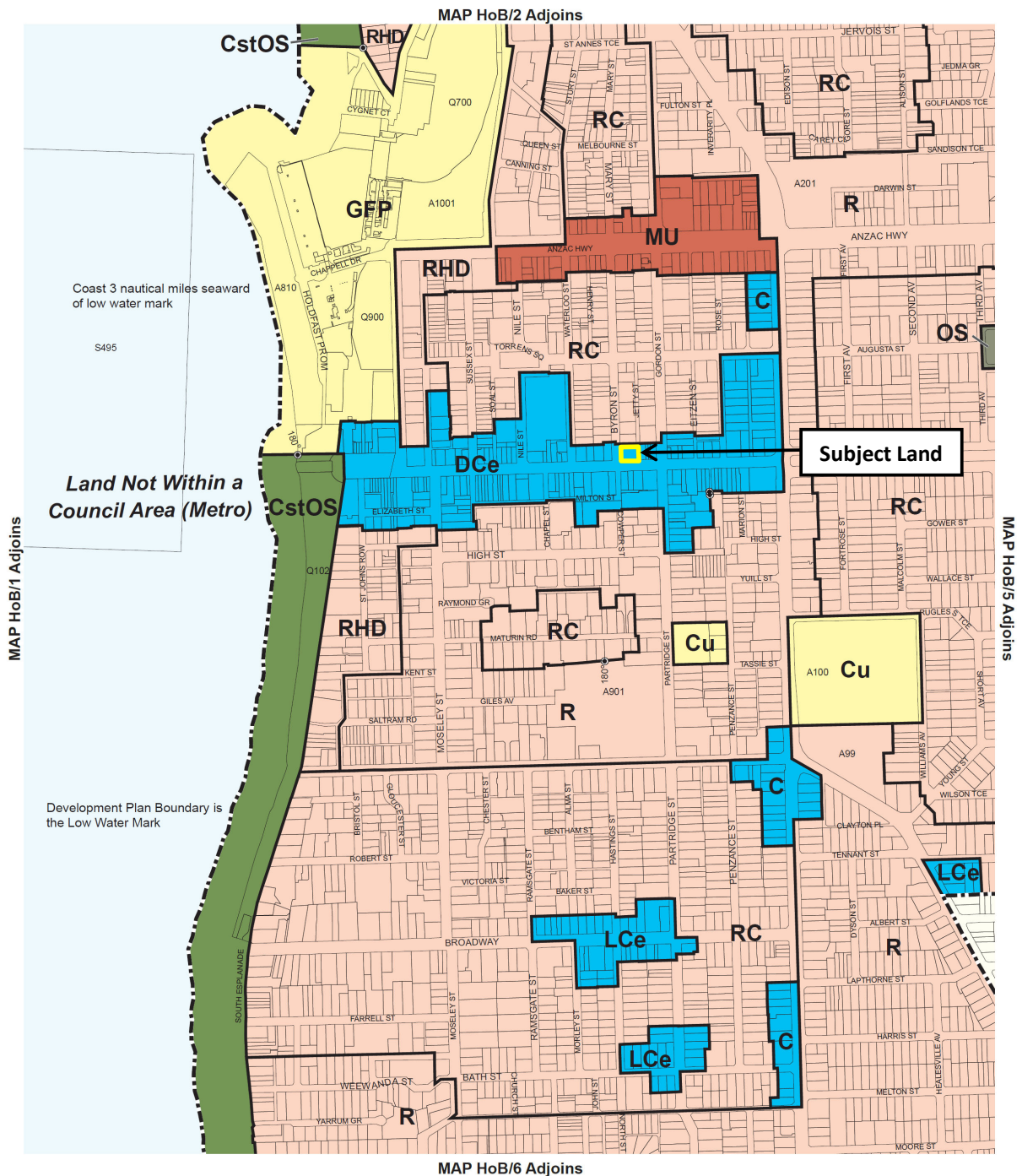
Facsimile 08 8271 5666

Email mail@philweaver.com.au

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Lamberts Conformal Conic Projection, GDA94



Zones

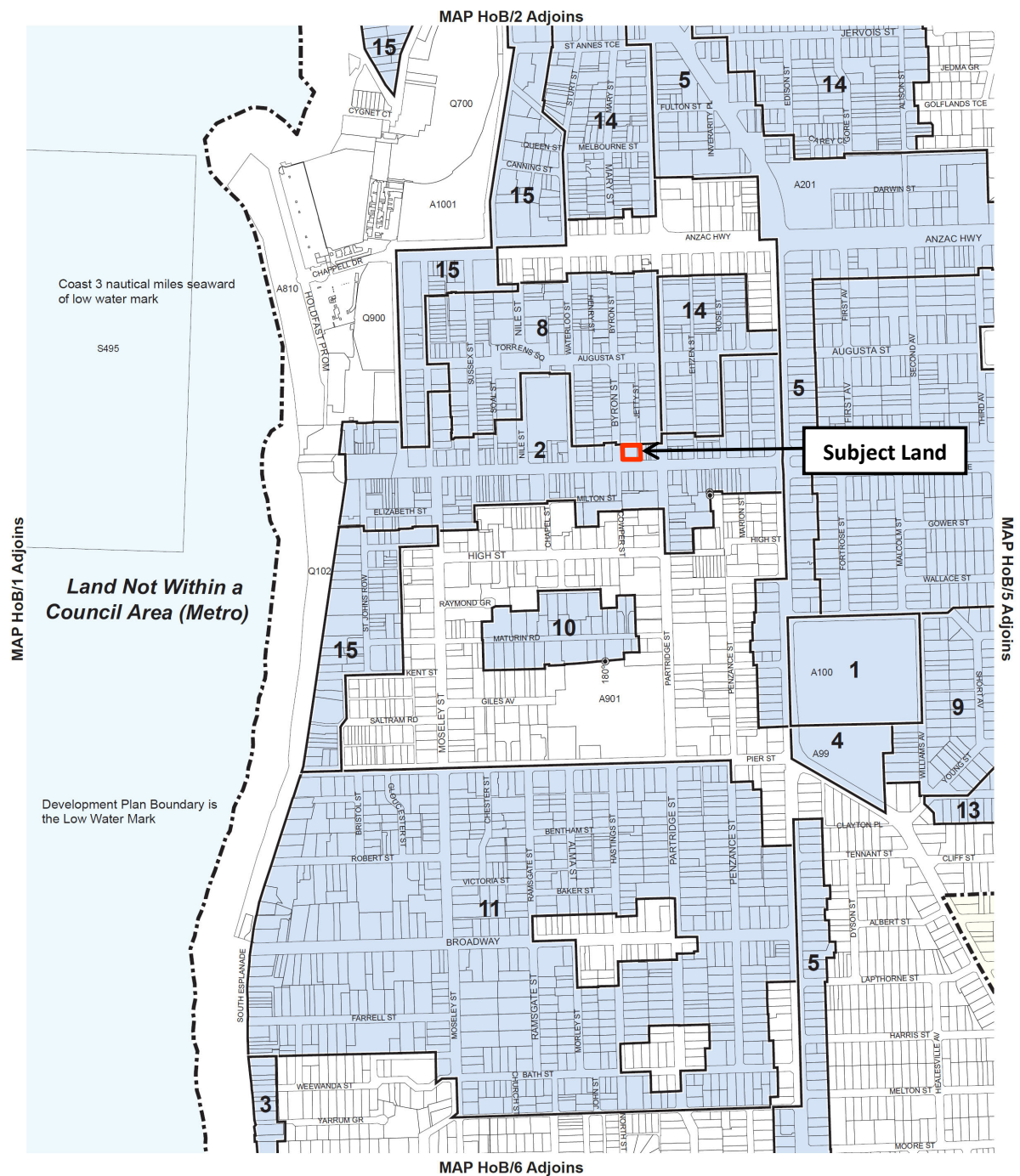
CstOS	Coastal Open Space
C	Commercial
Cu	Community
DCE	District Centre
GFP	Glenelg Foreshore and Patawaalonga

LCe	Local Centre
MU	Mixed Use
OS	Open Space
R	Residential
RC	Residential Character
RHD	Residential High Density

	Zone Boundary
	Development Plan Boundary

Zone Map HoB/4

HOLDFAST BAY COUNCIL
Consolidated - 2 June 2016



Lamberts Conformal Conic Projection, GDA94

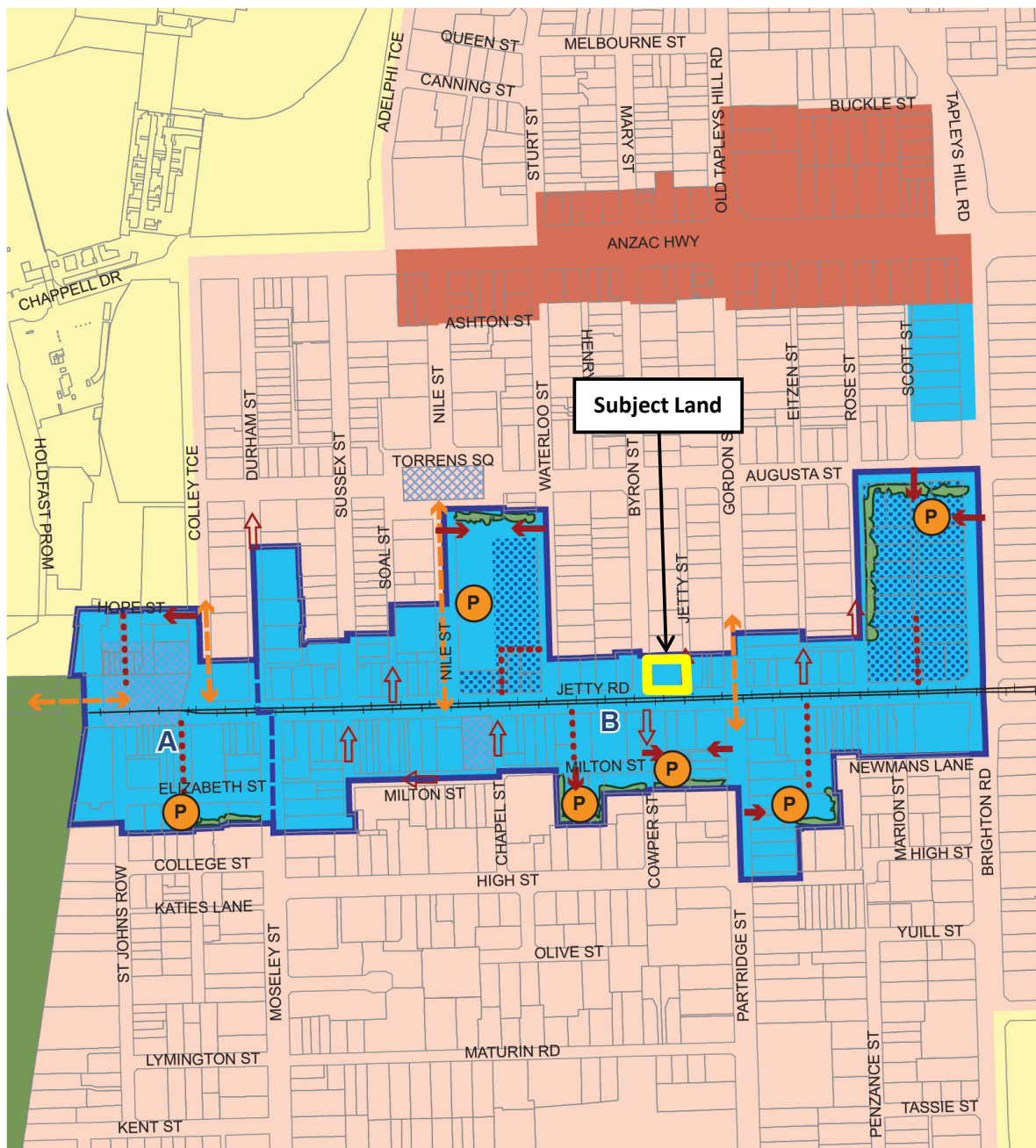
Policy Area

- 1 Recreation
- 10 Maturin Road
- 11 New Glenelg
- 13 Streetscape Character (Brighton and Glenelg East)
- 14 Streetscape Character (Glenelg and Glenelg North)
- 15 Urban Glenelg
- 2 Glenelg
- 3 Central West
- 4 Institution
- 5 Medium Density
- 8 Central Glenelg Village
- 9 Da Costa Park

- Policy Area Boundary
- Development Plan Boundary



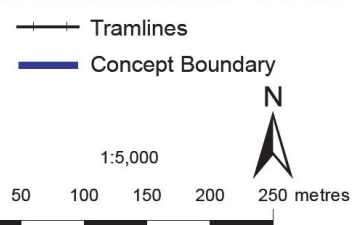
Policy Area Map HoB/4



- Commercial
- Community Facilities
- Coastal
- Residential
- Business
- Existing Major Shopping Focus
- Civic / Historic Focus

- A Moseley Square Civic/Tourist Area
- B Jetty Road Core Shopping Area

- ↔ Important Vista
- P Primary -Off Street Parking Area
- 🌿 Landscaping/Acoustic Buffer
- ➔ Primary Vehicular Access
- ➔| One - Way Traffic
- ⋯ Pedestrian



GLENELG

Concept Plan Map HoB/1 JETTY ROAD AND MOSELEY SQUARE

HOLDFAST BAY COUNCIL
Consolidated - 2 June 2016

Glenelg Policy Area 2

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area that has a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages.
- 2 An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide.
- 3 A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development within the **Glenelg Policy Area 2** will reinforce and integrate the dining, district shopping and business status of Jetty Road with the seaside recreation, entertainment, dining and leisure function of Moseley Square and the foreshore - maintaining the area as Adelaide's premier seaside tourist destination.

Development within the policy area will integrate with the existing wide range of activities within this unique setting, providing for the day-to-day and weekly shopping needs and commercial functions of the surrounding community, to high-end and specialty retail, offices, consulting rooms, restaurants and entertainment establishments servicing the southern and western regions of Greater Metropolitan Adelaide. Development of the policy area will evolve to meet the demand for new attractions, activities and uses that support the district and its role as terminus of the Glenelg tram line and a major tourist destination, while balancing those metropolitan roles with its local function and the amenity of adjacent residential areas.

Ground floor uses in the parts of a development that directly abut Jetty Road will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.

Buildings will provide visual interest for pedestrians and contain frequent pedestrian entries and clear windows to the street. Buildings will continue the established width, rhythm and pattern of façades that support a variety of tenancies generally with narrow footprints, while the height of buildings will increase. Buildings will be built with zero set back from the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but active spaces. The footpath will be sheltered with verandas and shelters to enhance the pedestrian experience. Safe, landscaped pedestrian walkways between buildings will encourage permeability to neighbouring streets and enhance the sense of place and identity of the policy area. Basement or undercroft car parking is contemplated where site circumstances allow appropriate design and integration with the streetscape / built form. Where ventilation is required for basement car parks, vehicles should be screened and landscaped.

The boundaries of the policy area should create a clearly defined centre thereby minimising negative impacts on adjacent residential areas. All centre type activities will be contained within the defined policy area.

Residential development will generally occur above ground level and will incorporate a range of dwelling sizes and a portion of affordable housing. Short term residential accommodation in the form of serviced apartments and tourist accommodation is also desired in locations where it does not compromise the amenity of longer term residents.

Development will achieve the highest possible standards of urban design. In particular, development will acknowledge the increasing importance of pedestrian movements within the centre and access to the centre by bicycle through the provision of services, facilities and amenities aimed at specifically satisfying these users. Car parking will be enhanced progressively through the development of a number of strategically located sites, in both public and private ownership, to meet the car parking needs of the centre whilst encouraging more sustainable modes of transportation.

Strategic Development Sites

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Amusement machine centres and purpose built gaming and coin operated facilities should not occur within the policy area.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 The built-form of development should be compatible with and reinforce the traditional shopping strip character of the zone, including where appropriate, features that complement and conserve existing buildings which are of historic or streetscape significance.

4 Buildings should be sited to achieve continuity of building alignments to the street frontages.

5 Development should be undertaken in accordance with the *Concept Plan Map HoB/1 - Jetty Road and Moseley Square*.

6 Buildings should maintain a pedestrian scale at street level, and should:

- (a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

7 Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:

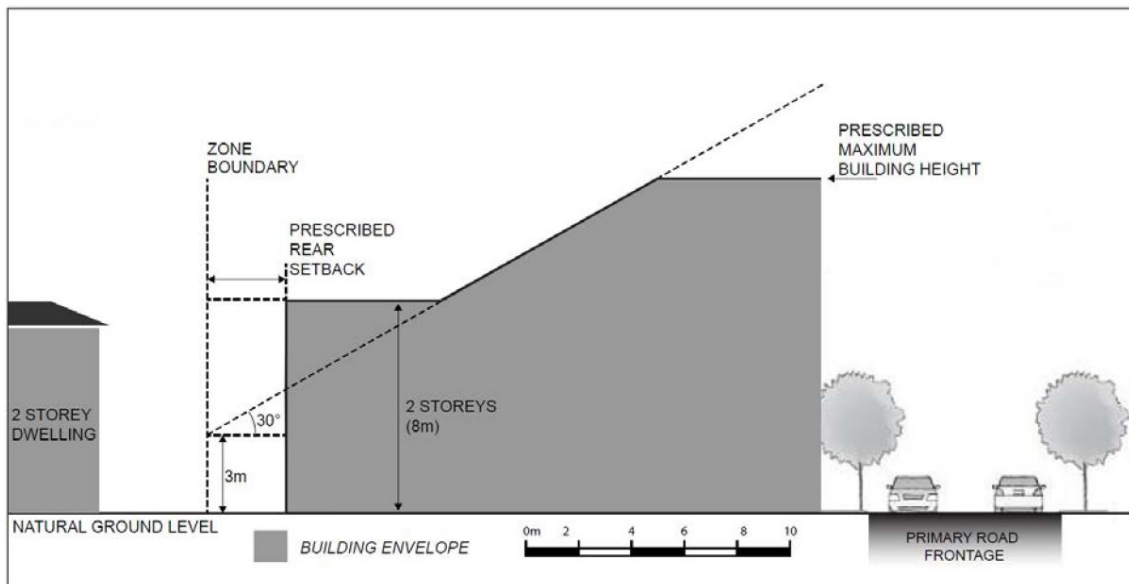
- (a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park
- (b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development
- (c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which

should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys

- (d) where located on Strategic Development Sites (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).

8 Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary with the **Residential / Residential Character Zone** (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



9 Development of land fronting Torrens Square should be designed and sited to achieve the following:

- (a) enhance the spatial qualities of the square by preserving its sense of enclosure and ensure the harmonious relationship of buildings with St Peters Church
- (b) maximise views over the square
- (c) not provide vehicular access onto the square
- (d) enclose and define the square utilising minimal building setbacks.

10 Development within the area marked 'Jetty Road Core Shopping Area' on [Concept Plan Map HoB/1 - Jetty Road and Moseley Square](#) should be designed and sited to achieve the following:

- (a) create a transit-orientated primary retail and business centre, including speciality shops aimed at servicing the tourist industry and visitors
- (b) locate shopping and service related activities (including restaurants and banks), in ground floor tenancies that have a frontage to Jetty Road
- (c) primarily locate offices, consulting rooms and personal service establishments above the ground level and on side streets within the centre in a manner compatible with development in adjacent residential zones

- (d) locate residential uses on upper floor levels and on side streets within the centre in a manner compatible with development in adjacent residential zones.

11 Development within the area marked 'Moseley Square Civic/Tourist Area' on *Concept Plan Map HoB/1 - Jetty Road and Moseley Square* should:

- (a) consist of land uses that specifically service the needs of tourists and visitors to the foreshore area along with comprising the civic centre for the City
- (b) comprise primarily of restaurants and take-away food outlets on the southern side of the square and civic functions and community/entertainment uses (including hotels and cinemas) on the northern side of the square.

12 Buildings on the northern side of Moseley Square should respect the civic character of existing buildings and reinforce the contrast of built form with open spaces in Moseley Square.

13 Wherever practicable, and particularly on the southern side of the Moseley Square Civic/Tourist Area, development should utilise existing building stock and should upgrade and restore frontages in a manner sympathetic to the original building form.

14 Development should provide pedestrian, bicycle and vehicular access in accordance with *Concept Plan Map HoB/1 - Jetty Road and Moseley Square* and may extend beyond the 'Commercial' area.

15 Development should provide on-site car parking areas to the rear of the site and where possible, be linked to form shared parking areas which have access from side streets.

16 Public car parking areas should be developed in suitable locations but not restricted to those, both private and public, as shown on *Concept Plan Map HoB/2 - Car Parking Areas*.

17 Development should provide car parking within the policy area in accordance with *Table HoB/1 - Off Street Vehicle Parking Requirements*, *Table HoB/1A - Off-street Vehicle Parking Requirements for Designated Areas* (whichever applies), or *Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone or for Residential Uses in the District Centre Zone Glenelg Policy Area 2* (whichever applies).

18 Whilst residential development should provide sufficient car parking having regard to the above standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:

- (a) the nature of the development and the past use of the development site
- (b) the design merits of the development, particularly with respect to the provision of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences
- (c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of onsite car parking
- (d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation
- (e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into.

19 Buildings should be sited with little or no set-back from public streets and spaces in order to achieve continuity of building alignments to the street frontages, with the occasional section of building set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces.

Strategic Development Sites

20 Development on strategic development sites (sites with a frontage to Jetty Road or Brighton Road and over 1500 square metres in area, which may include one or more allotment) should:

- (a) be constructed in accordance with the building envelope requirement specified in the policy area
- (b) not exceed 7 storeys (or 25.5 metres) in height, or 8 storeys (or 29 metres) in height on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road.
- (c) ensure the massing of taller building elements above 5 storeys (or 18.5 metres) in height are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

District Centre Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 **Centres** that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of visually and functionally cohesive and integrated district centres.
- 3 **Centres** accommodating medium to high-density residential development in conjunction with non-residential development.
- 4 District centres that have a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages.
- 5 Uses and activities providing, in convenient and accessible groupings, convenience goods and comparison goods to serve the day-to-day, weekly and tourist needs of the community.
- 6 Development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas.
- 7 The provision of facilities to enhance the function and amenity of the zone for pedestrians.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Development of the **District Centre Zone** will achieve lively, vibrant places that provide for a wide range of retail, commercial, administrative, and community uses, services and functions. It will create inviting pedestrian and cycle friendly centres distinguished by historic architecture, high-quality functional spaces and ease of access.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - bank
 - child care centre

- civic centre
- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- health facility
- hospital
- hotel
- indoor games centre
- library
- office
- place of worship
- playing field
- pre-school
- primary school
- public transport terminal
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- swimming pool.

2 Development listed as non-complying is generally inappropriate.

3 Development comprising a variety of medium density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the **zone** should be sited and designed with a view to promoting after-hours use to reinforce the centres as the **foci** of social activity in the district.

7 Dwellings and **residential flat buildings** should be located only behind or above non-residential uses on the same allotment.

8 Buildings should display:

- (a) articulated surfaces to visible walls
- (b) a traditional pattern of wall areas and window spaces
- (c) use of materials and colour finishes which blend with or complement, without copying, those used on the predominant historic buildings
- (d) clearly and appropriately defined public entry points.

9 Development should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre, providing public walkways and sheltered public and private spaces.

10 Outdoor advertisements should be designed and located to be in keeping with the building to which they relate, the character of the area, and the streetscape of a traditional linear shopping centre.

11 Advertisements should be designed and erected as follows:

- (a) under canopy signs should comprise the predominant form of signage in the zone and should be rectangular in shape
- (b) flat wall signs located above canopy level should be of a size and shape relative to the building facade so as not to dominate the facade or appear disproportionate with respect to sign/wall area ratios
- (c) fascia signs should not obscure the alignment of curved or bull nose verandas nor if they project beyond the alignment of the structure to which they are affixed
- (d) projecting signs above canopy level should only serve to identify the predominant use, name or function of a building and should be in a form which conserves and reinforces the character of the building and the streetscape
- (e) pylon signs should not be erected within the zone.

12 Advertisements should be not erected upon:

- (a) public footways, veranda posts or public utility poles located on public footways
- (b) roof tops or on the skyline
- (c) a vehicle adapted and exhibited primarily as an advertisement
- (d) a building so as to extend above the silhouette of the building
- (e) land or a building not in use for or related to the message denoted on the advertisement unless located on a building fascia not fronting Jetty Road Glenelg or Moseley Square where the advertisement provides discrete directional and identification signage to an adjacent premises.

13 Development should, wherever practicable, provide or make adequate provision for all of the following:

- (a) pedestrian linkages from public to private spaces
- (b) usable, pleasant and safe, open areas
- (c) street furniture including seating and rubbish bins
- (d) appropriate plantings
- (e) bicycle parking.

Vehicle Parking

14 Vehicle parking should be provided in accordance with the rates set out in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

15 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

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

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

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the development is located inside any of the following area(s):
 - 'Jetty Road Core Shopping Area' as shown on [Concept Plan Map HoB/1 – Jetty Road and Moseley Square](#) of **Glenelg Policy Area 2**
 - **Brighton and Hove Policy Area 16**
- (c) the building is not a State heritage place
- (d) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (e) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (f) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (g) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table HoB/1A - Off](#)

Street Vehicle Parking Requirements for Designated Areas (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:

- (i) the building is a local heritage place
- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development

Bus depot
Caravan park
Cemetery
Crematorium
Dwelling

Exceptions

Except where in conjunction with a non-residential development.

Electricity generating station

Fuel depot

Gas infrastructure

Industry

Major public service depot

Motor repair station

Residential flat building

Except where in conjunction with a non-residential development.

Road transport terminal

Service trade premises

Store

Timber yard

Telecommunications facility above 30 metres in height

Warehouse

Waste reception, storage, treatment or disposal

Water treatment plant

Wrecking yard

General Section Policy

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians)

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 4 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Balconies should:
 - (a) be integrated with the overall form and detail of the building and make a positive contribution to the external and external amenity of residential buildings
 - (b) be sited adjacent to the main living areas, such as the living room, dining room or kitchen to extend the dwelling's living space
 - (c) include balustrade detailing that enables line of sight to the street
 - (d) be recessed where wind would otherwise make the space unusable
 - (e) have a minimum dimension of 2 metres for upper level balconies or terraces.

Development Adjacent Heritage Places

- 7 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table HoB/ 5 - State Heritage Places](#) or in [Table HoB/4- Local Heritage Places](#).
- 8 Development on land adjacent to a State or local heritage place, as listed in [Table HoB/5 - State Heritage Places](#) or in [Table Hob/4 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 9 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:

- (a) windows of habitable rooms
- (b) upper-level private balconies that provide the primary open space area for a dwelling
- (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 10 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 11 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

Relationship to the Street and Public Realm

- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 14 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 15 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 17 Outdoor lighting should not result in light spillage on adjacent land.

Building Setbacks from Road Boundaries

- 16 Except in areas where a new character is desired, the setback of development from public roads should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy.

- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun
 - (c) to promote energy conservation by maintaining adequate access to winter sunlight to the main ground level of living areas of existing dwellings on adjoining land.
- 3 Except for buildings that take advantage of coastal views, development should promote the efficient consumption of energy through the use of larger but appropriately shaded windows on the north and east building surfaces and smaller windows on the south and west building surfaces.

On-site Energy Generation

- 4 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 5 Public infrastructure and lighting, should be designed to generate and use renewable energy.

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.
- 2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration

- (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
 - 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of nearby residential properties.

Noise Generating Activities

- 4 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 5 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

Air Quality

- 6 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 7 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
 - (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
- (b) enhance the appearance of road frontages
- (c) screen service yards, loading areas and outdoor storage areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter
- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation
- (n) establish buffers to adjacent development and areas.

2 Landscaping should:

- (a) include mature vegetation, the planting of locally indigenous species where appropriate and species tolerant of salt-laden winds near the coast
- (b) be oriented towards the street frontage
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

3 Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development
- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
- (b) introduce pest plants
- (c) increase the risk of bushfire
- (d) remove opportunities for passive surveillance
- (e) increase leaf fall in watercourses
- (f) increase the risk of weed invasion
- (g) obscure driver sight lines
- (h) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

- 4 Existing substantial vegetation should be retained and incorporated within landscaping of new development where practicable.
- 5 Fences and walls, including retaining walls, should:
 - (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.
- 6 Retaining walls should be constructed as a stepped series of low walls, incorporate landscaping to soften the appearance of the retaining wall and use locally indigenous plant species where possible.
- 7 Front fencing should be open in form to allow cross ventilation and access to sunlight.

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.
- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

- 1 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections

- (b) provide shelter over the footpath where minimal setbacks are desirable
- (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 2 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.
- 3 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

Visual Privacy

- 4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

Building Separation and Outlook

- 5 Residential buildings (or the residential floors of mixed use buildings) should:
 - (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

Dwelling Configuration

- 6 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Environmental

- 9 Multi-storey buildings should:
 - (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 10 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.

- 11 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
 - (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
 - (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

Transportation and Access

OBJECTIVES

- 15 Development that:
 - (a) provides safe and efficient movement for all transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off-street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
 - (e) provides convenient and safe access to public transport stops.
- 16 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps and Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 3 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 4 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 5 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 6 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 7 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 8 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
 - (b) Adelaide's Metropolitan Open Space System
 - (c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in *Overlay Maps - Transport*.
- 9 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 10 New developments should give priority to and not compromise existing designated bicycle routes.
- 11 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for
- 12 On-site secure bicycle parking facilities should be:
 - (a) located in a prominent place
 - (b) located at ground floor level
 - (c) located undercover
 - (d) located where surveillance is possible
 - (e) well lit and well signed

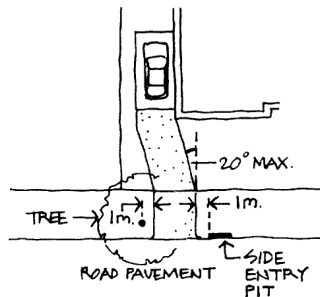
- (f) close to well used entrances
- (g) accessible by cycling along a safe, well lit route.

13 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

Car Parking and Access

14 Driveway crossovers should be:

- (a) single width and appropriately separated, to preserve and enhance street character, and facilitate opportunities for landscaping, fencing and street tree planting
- (b) minimised in number so as to optimise the provision of on-street visitor parking
- (c) placed to avoid relocation of street trees, utility and infrastructure inspection points, poles and equipment
- (d) a maximum of 30 per cent of the frontage of the site (except in **Institution Policy Area 4**, **South West Policy Area 7** and **Seacliff Policy Area 12**).
- (e) located a minimum of 1 metre from property boundaries, existing street trees, stormwater side entry pits and above ground utility and infrastructure equipment and poles. Where trees or infrastructure require deviation in the crossover, the maximum deviation between the garage / carport and the crossover at the boundary is 20 degrees, as illustrated in the following figure:



Crossovers should have a 1m clearance to street trees, stobie poles and stormwater side entry pits

- 15 Development should have direct access from an all-weather public road.
- 16 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 17 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.

Access for People with Disabilities

- 18 Development should be sited and designed to provide convenient access for people with a disability.
- 19 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.
- 20 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

Vehicle Parking

- 21 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table HoB/1 – Off Street Vehicle Parking Requirements](#) (with resultant numerical figure rounded to the nearest whole number) unless all the following conditions are met:
 - (a) the site is located within the **Glenelg Policy Area 2**
 - (b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
 - (c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 22 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 23 Vehicle parking areas should be sited and designed in a manner that will:
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads.
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
 - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.

- 24 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 25 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 26 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
 - (a) not dominate internal site layout
 - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (c) be accessible to visitors at all times.

Vehicle Parking for Residential Development

- 27 On-site vehicle parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
 - (d) availability of on-street car parking.
 - (e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste

- (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 4 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
- (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.