

## 134 Wright Street Pty Ltd C/- Future Urban Pty Ltd

Demolition of existing structures, including portion of a Local Heritage Place, and construction of a 17 level motel building and vehicle access off Wright Court

### 134 Wright Street, Adelaide

020/A068/19

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## **OVERVIEW**

<b>Application No</b>	020/A068/19
<b>Unique ID/KNET ID</b>	Appian 4817 – 2019/18702/01
<b>Applicant</b>	134 Wright Street Pty Ltd C/- Future Urban Pty Ltd
<b>Proposal</b>	Demolition of existing structures, including portion of a Local Heritage Place, and construction of a 17 level motel building and access off Wright Court
<b>Subject Land</b>	134 Wright Street, Adelaide
<b>Zone/Policy Area</b>	Capital City Zone
<b>Relevant Authority</b>	State Planning Commission
<b>Lodgement Date</b>	20 December 2019
<b>Council</b>	City of Adelaide
<b>Development Plan</b>	Adelaide (City) Development Plan [Consolidated 17 October 2019]
<b>Type of Development</b>	Merit
<b>Public Notification</b>	Category 1
<b>Referral Agencies</b>	Government Architect and Adelaide Airport
<b>Report Author</b>	Karl Woehle – Planning Officer
<b>RECOMMENDATION</b>	Development Plan Consent subject to conditions

## **EXECUTIVE SUMMARY**

The applicant seeks Development Plan Consent for the demolition of existing structures, including portion of a Local Heritage Place, and construction of a 17-level motel building and associated building working in the Capital City Zone at 134 Wright Street, Adelaide. The proposed development has been defined as a motel as it is for tourist accommodation and will operate as an unlicensed premise. In accordance with Schedule 1 of the *Development Regulations 2008* a hotel requires a licensed premises component, which the proposal does not include.

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

Adelaide Airports has reviewed the proposed development and approved the controlled activity for the intrusion of a building at 134 Wright Street, Adelaide into the prescribed airspace for Adelaide Airport.

The proposal exceeds the maximum envisaged height of 43 metres for the subject site, however, qualifies for over height provisions due to the retention, conservation and reuse of a local heritage place. The Government Architect is not convinced that the proposed height and building design is sympathetic to the desired character of the locality. The proposed development attempts to sensitively respond to the local heritage place and streetscape through subtle material choice and building articulation. The overall success of the design response is subjective. It is acknowledged that Council agrees with the general conclusions drawn by the heritage consultant relating to the heritage value of the cottages and considers the impact of the proposal on that heritage value to be reasonable. The design and appearance of the development is finely balanced but is ultimately considered acceptable for this site, within the Capital City Zone.

The proposal generally achieves the appropriate performance outcomes in respect to technical matters such as pedestrian access, bicycle parking, energy efficiency, vehicle movements, crime prevention and waste management.

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

## **ASSESSMENT REPORT**

### **I. BACKGROUND**

#### **I.1 Pre-Lodgement Process**

The development application did not progress through the pre-lodgement process.

### **2. DESCRIPTION OF PROPOSAL**

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

A summary of the proposal is as follows:

<b>Land Use Description</b>	Multi-storey building comprising tourist accommodation
<b>Building Height</b>	17 levels and 57.7m (lift over run)
<b>Description of levels</b>	<p><b>Ground Floor:</b> Lobby area, reception, building services, car parking, transformer, back of house facilities and waste collections area</p> <p><b>Level 1:</b> Conference Room, Staff room, gym and motel rooms</p> <p><b>Level 2 – 16:</b> building services, motel rooms in varying formats including DDA complaint rooms.</p> <p><b>Roof Terrace:</b> roof top garden and building services</p>
<b>Apartment floor area (excluding balconies)</b>	Rooms range from 25 to 72 square metres of floor space. Internally each room has ability to contain a double bed, ensuite and associated amenities
<b>Site Access</b>	Pedestrian access is from Wright Street
<b>Car and Bicycle Parking</b>	Proposal incorporates 3 car parks which are accessible from Wright Court and 5 bicycle parks that are located on Wright Street.
<b>Encroachments</b>	A canopy over the footpath on Wright Street
<b>Staging</b>	<p>The Development is proposed to be undertake in the following stages:</p> <p><b>Stage 1:</b> demolition and conservation work associated with the existing buildings on the site.</p> <p><b>Stage 2:</b> the balance of the works (construction of the motel)</p>

### **3. SITE AND LOCALITY**

#### **3.1 Site Description**

The development site comprises two allotments located at 134 Wright Street, Adelaide and is situated on the northern side of Wright Street. The combined development site is rectangular in shape and has a site area of approximately 502 square metres. The development site has a primary street frontage of approximately 18.5 metres to Wright Street and a secondary frontage of approximately 26.8 metres to Wright Court. The development site has free and unrestricted access to a private laneway located to the rear of the site (north boundary). The development site is considered generally flat.

The development site contains two, single storey buildings which directly abuts one another. The single storey buildings are both constructed from blue stone with red brick quoins and flush mortar joints. The building located on the eastern boundary is a Local Heritage Place.

Lot No	Section	Street	Suburb	Hundred	Title Reference
A592	F183054	Wright Street	Adelaide	Adelaide	CT 6160/616
A129	F207419	Wright Street	Adelaide	Adelaide	CT 5718/989



Figure 1 – Location Map (Local Heritage places are shaded blue)

### 3.2 Locality

The immediate locality is generally characterised by a wide range of land uses from commercial offices, retail tenancies, residential apartments and short-term tourist accommodation. The built form ranges from low scale single storey buildings through to building up to 22 storeys.

Wright Street is a two-way street with parallel parking and associated paved pedestrian footpaths, the street provides an east west link from Whitmore Square through to King William Street. The development site is within close vicinity to Gouger Street, a significant retail and hospitality precinct.



Wright Street – Looking North (towards subject site)



Wright Street – Looking East



Wright Street – looking South



Wright Street – looking West towards Whitmore Square



Wright Street – looking Northwest towards subject site



Wright Court – Looking North



Wright Court – Looking Southeast towards rear of subject site



Whitmore Square - looking Northeast towards subject site

**Figure 2 – Site photos**

#### 4. COUNCIL COMMENTS or TECHNICAL ADVICE

##### 4.1 City of Adelaide

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

- Existing boundary (back of path) levels must not be modified. Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.
- Stormwater runoff from the development must be contained within the property boundaries, collected and discharged to either Wright Court or Wright Street. Discharge to the surface or to the grated inlet pit in the private laneway behind the site is not supported.
- Property boundary level of the proposed driveway must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to the top of kerb level adjacent to the driveway ramp in Wright Court, to ensure adequate flooding protection to the building.
- Any collected irrigation seepage water from the rooftop gardens must be either discharged to sewer or an irrigation recycled water reuse system.
- The proposed development will impact on the public lighting within the proximity of the development site. SA Power Network lights are installed in Field Street and Wright Street. Stobie poles and overhead cabling is adjacent the development. On Wright Street there are Council post top columns and associated underground cabling and pits.
- The proposed vehicle manoeuvring areas and extended flaring of the driveway shown is not supported due to the impacts to pedestrians and the usability of the footpath. As the design is similar to domestic garaging and the connecting street experiences low volumes, the consultant should consider a multi manoeuvre exit, coordinated approaches to exiting (given these are staff vehicles) and a simpler approach to crossover design. Alternately, the garaging may need to be reduced to a wide single width crossover accommodating 2 vehicles only. It is noted that 1 parking space is nominated for temporary hard refuse storage in the waste report.
- Widened door width for the garage opening should be indicated in accordance with the traffic recommendations.
- The proposed bicycle parking location should be recessed further from the Wright Court intersection to improve pedestrian circulation
- The door between the bin room and the street will need to be widened to support bin movement to/from Wright Court.
- The canopy appears to be too close to the road edge for the proposed height and would be at high risk of being struck by large vehicles. Additionally, the proposed canopy that appears at approximately 3 metres in height over the private road would unduly restrict the use of the private lane and prevent large vehicles from using the lane without striking the canopy.
- Whilst the development relies on the loading zone present in Wright Street, no supporting data to confirm the current utilisation and availability of this space or in the general vicinity of the proposed development has been presented. The ongoing availability and existence of the parking zone in its current format is not guaranteed.
- The waste management plan is supported.
- A steel awning is proposed across the front of the three cottages and the introduction of what appears to be a steel support fin adjacent to the door of 134 Wright Street. The introduction of these contemporary elements is supported if the junction with the front wall is detailed to avoid the need for a box gutter or chasing of flashing into the wall.
- The general conclusions drawn by the heritage consultant relating to the heritage value of the cottages and the impact of the proposal on that heritage value are reasonable.
- The proposed canopy on Wright Court does not appear to meet Council's Encroachment Policy.

The applicant provided revised plans which removed the proposed canopy on Wright Court and widened the garage door on Wright Court. Council noted that most of the technical issues raised in the referral comments have been resolved. It was also confirmed that the proposed bicycle racks are considered on the Wright street footpath, as such installation of the racks are at the cost of the developer and to Council Standards.

The applicant acknowledges these concerns and accepts the imposition of a condition which requires the bicycle parking rail to be installed at their expense in accordance with the Council's standard/s, on the Wright Street footpath.

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

## 5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the **ATTACHMENTS**.

### 5.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The Panel must have regard to this advice. The Government Architect reviewed the proposed development and noted the following matters warrant further review and resolution:

- Review of the building height.
- Review of the podium form, architectural expression and materiality.
- Review of the scale and composition of the entry element.
- Refinement of the ground floor presentation to Wright Court.
- Review of internal room configurations to create a more generous lift foyer with access to natural light and outlook.
- Review of the balcony configurations to ensure amenity and usability.
- Consideration of high-quality materiality with finish and colour integral to their fabric, supported by the provision of material samples board.
- Incorporation of ESD principles.

The applicant acknowledged the referral comments and provided revised plans which incorporated coloured concrete in lieu of the applied painted finish. The brick parapet of the local heritage place and adjoining row dwellings was reinstated. The canopy over the Wright Court footpath was removed and widened the garage door on Wright Court. Additional documentation relating to the proposed ESD principles and design methodology was also provided.

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

### 5.2 Airports

The Adelaide Airport is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The Panel must take direction from the advice provided.

Airports reviewed the proposed development and approved the controlled activity for the intrusion of a building at 134 Wright Street, Adelaide into the prescribed airspace for Adelaide Airport to a maximum height of 100.2 metres AHD.

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



## 6. PUBLIC NOTIFICATION

The development site is contained wholly within the Capital City Zone and is not adjacent to the City Living Zone or Adelaide Historic (Conservation Zone). As such, the application is a Category 1 development pursuant to PDC 40 Capital City Zone. No public notification was required.

## 7. POLICY OVERVIEW

The subject site is within the Capital City Zone as described within the City of Adelaide Development Plan Consolidated 7 October 2019.

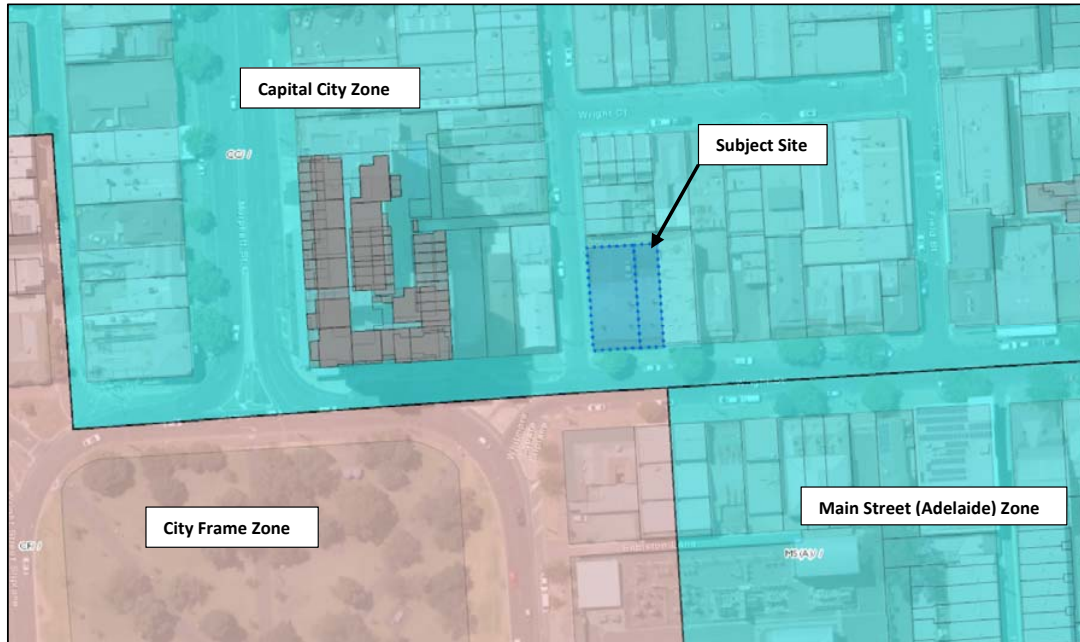


Figure 3 – Zoning Map

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

### 7.1 Zone

The Capital City Zone encourages a diverse range of land uses with non-residential land uses at ground floor level to achieve greater activation of street frontages. High-scale development is envisaged in the Zone with high street walls that frame the streets.

It is noted that there is a maximum building height limit of 43 metres for this part of the Capital City Zone. The Zoning seeks a high standard of architectural design and finish that is appropriate to the City's role and image as the capital of the State.

Innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and broader streetscape, while supporting optimal site development

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

## 7.2 Council Wide

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

## 7.3 Overlays

### 7.3.1 Adelaide City Airport Building Heights

The proposed development exceeds the OLS Values setout in Airport Building Heights MAP/1 (Overlay 5)

## 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide City Development Plan [Consolidated 7 October 2019], which are contained in **ATTACHMENTS**.

### 8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
<b>Building Height</b>	Capital City Zone has a prescribed maximum height 43 metres, although over height provisions apply when certain criteria are met	17 levels and 57.7m (roof line)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Discussed further in assessment
<b>Land Use</b>	Motel land use is envisaged within Zone	Motel land use	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Car Parking</b>	No minimal parking requirements in Capital City	Proposed development incorporates 3 car parks at ground.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Bicycle Parking</b>	<b>Tourist accommodation</b> 1 per 20 employees  2 for first 40 rooms, plus 1 for every additional 40 rooms <b>Total: 5 spaces</b>	Proposed development incorporates 5 bicycle parks on Wright Street.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Front Setback</b>	Zone generally seeks buildings built to the street frontage		YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Discussed further in assessment
<b>Rear Setback</b>	Zone and policy area generally silent on rear setbacks		YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Side Setback</b>	Zone and policy area generally silent on side setbacks		YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
<b>Private Open Space</b>	Development Plan is silent on short term tourist accommodation provisions		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	No POS is r required for short term tourist accommodation. Development has rooftop garden.

### 8.2 Land Use and Character

The proposal includes the development of a motel which is consistent with PDC 1 and envisaged uses within the Capital City Zone.

### **8.3 Building Height**

Capital City Zone PDC 21 notes developments should not exceed the maximum building height, unless it positively responds to the context that forms the desired future character of the locality, achieves the desired outcomes of the zone and the envisaged city form and (Part A) incorporates the retention, conservation and reuse of a building which is a listed heritage place.

The maximum building height as highlighted within PDC 21 for the development site is 43 metres. The proposed development is approximately 57.7 metres in height (lift overrun) which exceeds the maximum envisaged height by 14.7 metres. The proposal does involve the retention, conservation and reuse of the Local Heritage Place at 134 Wright Street, which aligns with PDC 21 (Part A).

Adelaide Airport has confirmed that the proposed development will penetrate the Adelaide Airport Obstacle Limitation Surface (OLS) airspace by approximately 18.2 metres. Subsequently Adelaide Airport reviewed the proposed development and has approved the controlled activity for the intrusion of a building at 134 Wright Street, Adelaide into the prescribed airspace for Adelaide Airport.

The Government Architect is not convinced that the proposed building height is sympathetic to the desired character of the locality and that the contextual response to the historic buildings, including the retained Local heritage place, and the fine grain character of the area is yet to be successfully demonstrated.

Contextually it is acknowledged that there is the Bohem apartments at 23 storeys and Indigo Hotel at 16 storeys within the immediate locality, both of which are similar in height and scale. Council concur with the heritage consultants' conclusions relating to the heritage value of the cottages and that the impact of the proposal on the heritage value of the place is considered reasonable.



**Figure 4 – Photo of Bohem and Indigo hotel**

The Capital City Zone is silent on the desired character of the Wright Street, however the adjoining Main Street (Adelaide) Zone seeks development within Wright Street to maintain pedestrian scale by developing buildings that enclose the street space, whilst maintaining openness to the sky and the streets' intimate, main street feel. The proposed development maintains pedestrian scale on Wright Street through the use of canopies and the single storey frontage. The remainder of the development is orientated to push the bulk, height and massing of the tower elements to the rear of the site away from the local heritage place and Wright Street.

On balance whilst the proposed development exceeds the maximum envisaged height, the development does retain the local heritage place and abutting character fronted row dwellings. The development provides a satisfactory response to the immediate locality to warrant the additional 14.7 metres height.

## **8.4 Design and Appearance**

The Capital City Zone seeks buildings to reflect innovative design approaches and contemporary architecture that responds appropriately to the locality and context. Contemporary juxtapositions will provide new settings for heritage places. There is a strong emphasis placed on creating interesting pedestrian environments and ground floor activation through careful building articulation and fenestration, frequent openings in building facades and other features.

The built form of the proposed development is broken down into three segments. The ground floor which contains the local heritage place and adjoining row dwellings, a three-storey podium element and a tower element.

The ground floor element of the development retains all three row dwellings as well as majority of the roof elements, chimney and the masonry wall along the western boundary which fronts onto Wright Court. The Government Architect strongly supports the retention of the row dwellings, window and door opening of the local heritage place. Concern was raised with the scale and composition of the new entry element on the Wright Street frontage. The Government Architect was of the opinion, that the tall vertical element interrupts the building's continuous brick cornice. The applicant acknowledged these concerns and noted that the development requires one clearly defined main entrance that is large enough to accommodate the expected traffic but is also visually legible.

The applicant provided revised drawings which reinstated the brick parapet over the new doorway to maintain the visual continuity of this element. It is also noted that Council in principle supports the contemporary elements which make up main entrance to development.



Original entrance and parapet

Reinstated brick parapet over main entrance

**Figure 5 – Revised parapet reinstalled above the main entrance**

The three-storey podium is setback from Wright Street 7.7 metres on level one which tapers to 4.6 metres on level four. The podium setback from the southern boundary provides a positive level of physical and visual separation from the single storey row dwellings on Wright Street. The level four walls of the development are a contrasting finish, which provides a visual break between the podium and tower element. The Government Architect in principle supports the provision of the podium element that is setback from the Wright Street, which provides separation from the retained historic buildings. The Government Architect is of the opinion that the tapered form of the podium presents a bold element to the row dwellings that does not sensitively address the existing scale and context of Wright Street and the historic built fabric.

The 11-storey tower element incorporates precast concrete, floor to ceiling glazing and horizontal aluminium fins and inset lighting strips. The top three levels of the top element incorporates contrasting material colours, which visually crowns the tower and roof top elements. The Government Architect supports the integration of the parapet wall, vertical aluminium fins and balustrades at the top of the building, which incorporates the building signage. Concern was raised about the proposed painted precast concrete walls, due to the on-going maintenance issues. The applicant responded and proposes to use a coloured concrete in lieu of the painted finish.

The proposed development incorporates a contemporary design language whilst balancing the delicate aesthetic of the local heritage place and the established streetscape. The applicant provided a detailed contextual analysis of the immediate locality and the resulting architectural

response. It is acknowledged that some elements of the development are subjective and could be further reviewed, however on balance the architectural expression and design response to the immediate locality is considered acceptable.

## 8.5 Heritage

The Capital City Zone envisages development to provide a new setting for heritage places, whilst appropriately responding to the site context and broader streetscape. The applicant engaged Hosking Willis Architects to provide a Heritage Impact Assessment.

The development site contains three row dwellings that are constructed out of bluestone with red brick quoins and parapet. It is noted that of the three row dwellings only 134 Wright Street is listed as a local heritage place. The Heritage consultant highlighted that the front verandah is not original and has replaced.

The proposed development is contemporary in design and has been orientated to push the bulk, height and massing of the tower elements to the rear of the site away from the row dwellings and local heritage place. The non-original veranda is proposed to be replaced with a contemporary canopy which should provide pedestrian scale along Wright Street. The design approach is considered appropriate and should provide a new setting for the local heritage place, whilst ensuring the heritage value and setting is not detrimentally impacted.

Council Wide PDC 136 (Heritage and Conservation) seeks development of heritage places to conserve the elements of the heritage value as identified in the relevant heritage tables. The Heritage consultant noted the proposed development will retain the elements that contribute to the heritage listings - namely the front facade and its inherent features such as roofline and chimney. It was also noted by the Heritage consultant that there will be no changes to the appearance of 134 Wright Street, other than the removal of the non-original veranda and conservation works.

Council reviewed the proposed development and note that the general conclusions drawn by the heritage consultant relating to the heritage value of the cottages and the impact of the proposal on that heritage value are reasonable.

The proposed development generally exhibits a built form that appropriately responds to the local heritage place (134 Wright Street) and the established streetscape. On balance the proposed development is considered consistent with the heritage requirements of the Development Plan.

## 8.6 Occupant Amenity

The Capital City Zone is generally silent on policies relating to short-term tourist accommodation, as such Council Wide policies were used in this section. On levels one to 16, a total of 100 rooms are proposed in varying forms and layouts. The floor plate of the proposed development has been orientated to provide natural light and ventilation to the motel suites.

The Government Architect raised concerns with the constrained arrangement of the lift foyer and communal circulation spaces. It was also noted that there is opportunity to review room configurations to create a more generous lift foyer with access to natural light and outlook. The lack of natural light and outlook to these internal circulation spaces is not considered ideal. It is also highlighted that the nature of these spaces is to circulate from motel suite to lift and time spent within this internal space is minimal and as such not considered fatal to the overall occupant amenity.

The proposed development incorporates five DDA compliant rooms which is commendable. The Government Architect supports the mix of motel accommodation types offered and in-principle supports the provision of balconies, however is not convinced the balconies are useable due to their narrow depth and a review of the depth of these balconies. The communal open space on the roof top is supported by the Government Architect and is generally considered a positive design feature.

On balance the occupant amenity and associated facilities in the way of a gym and communal roof top space, is supported. Whilst the internal circulation space is constrained, ultimately it is not considered fatal to the overall amenity of the development.

## 8.7 Traffic Impact, Access and Parking

### 8.7.1 Site Access and Traffic Impact

The Capital City Zone does not prescribe a minimum car parking requirement.

The applicant engaged GTA consultants to provide a Traffic Review for the proposed development. The consultant's report highlighted that an existing loading zone in Wright Street will provide an appropriate drop-off and pick-up location for customers. It is also acknowledged that there is appropriate off-street multi-level car parking facilities on Grote and Gouger Street that could be utilised by customers.

The consultant estimated that the proposed development could result in approximately 200 trips per day, which is considered minor in the context of existing traffic volumes on Wright Street and around Whitmore Square to the west. It is highlighted that the motel will not have room service or food and beverages, as such deliveries would be minimal comprising linen services and consumables (toiletries) two times per week by courier vans or small trucks via the loading zones on Wright Street.

Council noted that the consultant's report did not contain any supporting data to confirm the current utilisation and availability of the loading zone on Wright Street or in the general vicinity of the proposed development. Council also highlighted that the ongoing availability and existence of the parking zone in its current format is not guaranteed. The traffic consultant identified several other loading zones within close proximity to the subject site that could be utilised by guest and delivery vehicles.

The proposal incorporates three car parks at ground for staff and is accessed from Wright Court. Council initially did not support the proposed vehicle manoeuvring areas and extended flaring of the driveway, due to the impact to pedestrians and the usability of the footpath. The applicant widened the garage door on Wright Court to allow for additional clearances for the vehicle swept paths. The revised swept paths and widened garage door on Wright Street is supported by Council, however noted that the driveway crossover will need to meet Council's standard requirements for crossovers.

The resulting traffic as a result of the proposed development is considered to be relatively low and should have minimal impact on the existing conditions and immediate road network. The proposed development generally displays appropriate traffic considerations.

### 8.7.2 Bicycle parking

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

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

In accordance with the Development Plan the proposal should include a minimal of 5 bicycle spaces. The proposed development incorporates 5 bicycle parks on the Wright Street frontage, which satisfies Development Plan requirements. Council noted that the bicycle parking should be recessed further from Wright Court intersection to improve pedestrian circulation.

Council confirmed post referral comments that the proposed bicycle racks are located on the Wright street footpath, as such installation of the bicycle racks are to occur at the cost of the developer and to Council Standards.

The applicant acknowledges these concerns and accepts the imposition of a planning condition which requires the bicycle parking rack to be installed at their expense in accordance with the Council's standard/s, on the Wright Street footpath.

On balance the proposed development provides sufficient bicycle parking and whilst recessing the bicycle parking in from Wright Street would be supportable, it is not considered fatal to the application due to the relatively low levels of pedestrian traffic. A planning condition is suggested to ensure the proposed bicycle parks are constructed to Council standards.

## 8.8 Environmental Factors

### 8.8.1 Crime Prevention

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

The facade at ground on Wright Street and Wright Court utilised the existing windows of the heritage facades, which should provide some views in and out of the development. The reception desk is located close to the Wright Street frontage and provides a clear line of sight to the entrance and foyer, liftcore and stairwell. The applicant has also noted that the reception desk is expected to be open from 7:00am to 11:00pm, outside of these hours the motel guest will need to use their swipe cards to gain access to the lobby.

Notwithstanding the fire exit at ground which needs to be set in from the boundary to satisfy the relevant Building Code, the proposed built form generally provides a clear line of sight along Wright Street and down Wright Court.

The proposed land-uses should create a complementary mix of activity that could extend the duration of the day and into the night. The complementary mix of activities should increase public realm activation along Wright Street and Wright Court. The balconies on levels 2 and 4 should facilitate some natural passive surveillance onto Wright Street. The materials and finishes proposed at ground are considered to be robust and durable.

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

### 8.8.2 Noise Emissions

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

The building services in the form of air-conditioning condensers, hot water plants and water pumps are located on the roof and are appropriately screened. A condition of Planning Consent is recommended to be included in the decisions to deal with the final screening and acoustic treatment/output of the roof mounted building services.

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

### 8.8.3 Waste Management

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

The proposed waste collection storage area is located on Wright Court (western boundary) and is appropriately screened from the public realm. The waste storage area is large enough to accommodate two 660 litre general waste bins, one 660 Litre recycling bin and associated bin wash down area. The waste management strategy utilised a rear lift collection truck usually up to 9.5m in length.

The contractor will be responsible for collecting the bins from the motel waste room to the loading zone on Wright Street. Council supports the proposed waste management strategy, however noted that the door between the bin room and the street will need to be widened to support bin movement to/from Wright Court. The applicant provided revised plans which addressed Council's concerns relating to the required door widths.

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

#### **8.8.4 Energy Efficiency**

The Council Wide Energy Efficiency policies and objects seeks developments to be compatible with long term sustainability of the environment and minimise consumption of non-renewal resources and utilities.

The applicant intends to incorporate the following design initiatives into the development to minimise the environmental impact:

- high thermal performance glazing with a low solar heat gain coefficient:
- high levels of insulation to achieve a minimum building NatHERS energy rating of 6 stars
- installing energy-efficient lighting and water efficient tapware
- high efficiency inverter driven air conditioning systems
- utilising paints which contain fewer volatile organic compounds; and
- orienting the roof atop the 'fire pump' room on the rooftop terrace in a manner that will allow for the installation of efficient solar panels.

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

#### **8.8.5 Stormwater**

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

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

Council noted that stormwater runoff from the development must be contained within the property and discharged to either Wright Court or Wright Court. Stormwater discharge to the surface or to the grated inlet pit in the private laneway is not supported.

The applicant noted that a stormwater management plan, which demonstrates how runoff is captured and released will be prepared during the detailed design phase of the project.

The proposed development is unlikely to significantly increase stormwater discharge to the existing Council stormwater system. A condition of Planning Consent is recommended to be included in the decisions to ensure the final detailed stormwater management plan is submitted in consultation with the City of Adelaide.

#### **8.8.6 Wind Analysis**

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



The development utilises a podium base and tower element. The tower element of the building is setback approximately 5.8 metres from Wright Street and incorporates horizontal fins on the east and west elevation. The development along the majority of the Wright Street frontage provides further protection to the public realm in the form of a canopy.

The proposed development displays appropriate design consideration in the form of a podium, canopy, setbacks and facade articulation and generally satisfies the policy provisions relating to wind impact and is deemed acceptable.

## **8.9 Signage**

The proposed development includes corporate signage above the main building entrance on Wright Street and on the level 17 (roof top) of the southern and northern facades. The Government Architect supports the integration of the parapet wall and balustrades at the top of the building, which incorporates the building signage.

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

## **8.10 Interface**

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

The development has orientated the motel suites to the north, south and west frontages, ensuring that appropriate separation between adjoining sites is maintained regardless of any future developments on adjoining sites. It is acknowledged that views from the motel rooms are unrestricted and could result in some minor overlooking, however on balance the separation distances should minimise these impacts.

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



**Figure 6 - shadow diagram during winter solstice.**

The provided shadow diagram indicates that the proposed development does not result in a complete overshadowing of a building/dwelling during winter solstice. On balance the interface and overshadowing as a result of the proposed development is considered acceptable and aligns with the Council Wide Policy provisions.

## **9. CONCLUSION**

The applicant seeks Development Plan Consent for the demolition of existing structures, including portion of a Local Heritage Place, and construction of a 17-level motel building and associated building works in the Capital City Zone at 134 Wright Street, Adelaide.

The proposed development exceeds the maximum envisaged height of 43 metres for the subject site, however it is recognised that the proposal seeks to retain, conserve and reuse the Local Heritage Place and adjoining character fronted row dwellings. As such the proposal qualifies for over height provisions.

The discussion as to the success of the fine grain response could be further reviewed, however it is ultimately acknowledged that the development does provide a satisfactory response to the immediate locality to warrant the additional 14.7 metres in height.

The design and appearance of the development is contemporary in nature and aligns with the envisaged built form for the Capital City Zone. The ground level/canopy provides human scale and an interesting pedestrian environment whilst appropriately responding to the immediate locality. It is acknowledged that whilst there are opportunities to further develop the layout and functionality of the development, it ultimately is not considered fatal to the application. All motel suites have direct access to natural light and are appropriately proportioned.

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

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

## 10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the City of Adelaide Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by 134 Wright Street Pty Ltd C/- Future Urban Pty Ltd for the demolition of existing structures, including portion of a Local Heritage Place, and construction of a 17 level motel building at 134 Wright Street, Adelaide.

## PLANNING CONDITIONS

1. The development granted Development Plan Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.  
*Reason for condition: to ensure the development is constructed in accordance with endorsed plans and application details.*
2. Prior to the granting of Development Approval for Stage two, the applicant shall submit a final detailed schedule of external materials and finishes including a physical materials sample board, to the reasonable satisfaction of the State Planning Commission in consultation with the Government Architect.  
*Reason for condition: to ensure the materials and finishes proposed are consistent with the architectural drawings.*
3. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Planning Commission prior to the occupation or use of the development.  
*Reason: to ensure the internal car park and crossovers adhere to the relevant Australian Standards*
4. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.  
*Reason for condition: to ensure the stormwater is in accordance with the relevant Australian Standards*

5. The development will comply with noise level criteria specified in Environmental Protection (Noise) Policy 2007 (under the Environmental Protection Act). This includes noise from roof-level plant and equipment and the air-conditioning units with consideration given to the adjacent properties. Noise attenuation devices and visual screening will be implemented as necessary.  
*Reason for condition: to ensure the building services comply with the relevant noise level criteria specified in Environmental Protection (Noise) Policy 2007.*
6. The final design of the bicycle rack shall be submitted for approval to the City of Adelaide, prior to occupation or use of this development.  
*Reason for condition: to ensure the proposed bicycle rack on Wright Street aligns with Council standards*
7. A final detailed Stormwater Management Plan shall be submitted, to the satisfaction of the State Planning Commission in consultation with the City of Adelaide. The details of the plan shall be incorporated within the Building Rules Consent documentation, submitted for Stage two Development Approval, and be implemented prior to occupation or use of the development.  
*Reason for condition: to ensure the proposed stormwater management aligns with Council infrastructure and requirements*

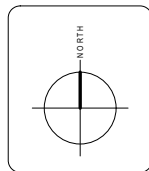
#### ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Planning Commission.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.
- e. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the City of Adelaide.
- f. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths transverse by vehicles using the site are to be maintained in a reasonable condition for the duration of the works and are to be reinstated to the satisfaction of Council on completion of the works.
- g. All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.



**DRAWING SCHEDULE**

001	LOCALITY PLAN
002	SITE PLAN
002	DEMOLITION PLAN
100	LEVEL GROUND
100	LEVEL 01
101	LEVEL 02
101	LEVEL 03
102	LEVEL 04
102	LEVEL 05-06
103	LEVEL 07-12
103	LEVEL 13
104	LEVEL 14
104	LEVEL 15
104	ROOF
300	SOUTH ELEVATION
300	WEST ELEVATION
301	NORTH ELEVATION
400	CROSS SECTION
400	EAST ELEVATION
400	COLOURED PERSPECTIVES
500	STREETSCAPE PLAN
500	SHADOW DIAGRAMS



**FOR APPROVAL**

100000	FOR APPROVAL	D
101000	FOR REVIEW	C
102000	FOR REVIEW	B
103000	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

**COVER PAGE LOCALITY PLAN**

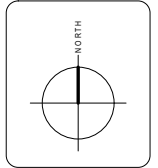
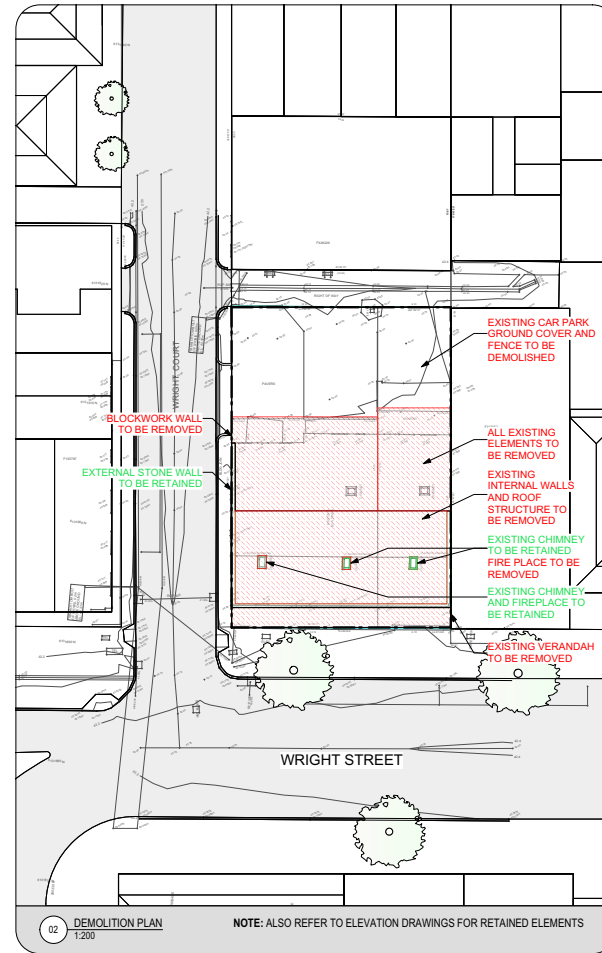
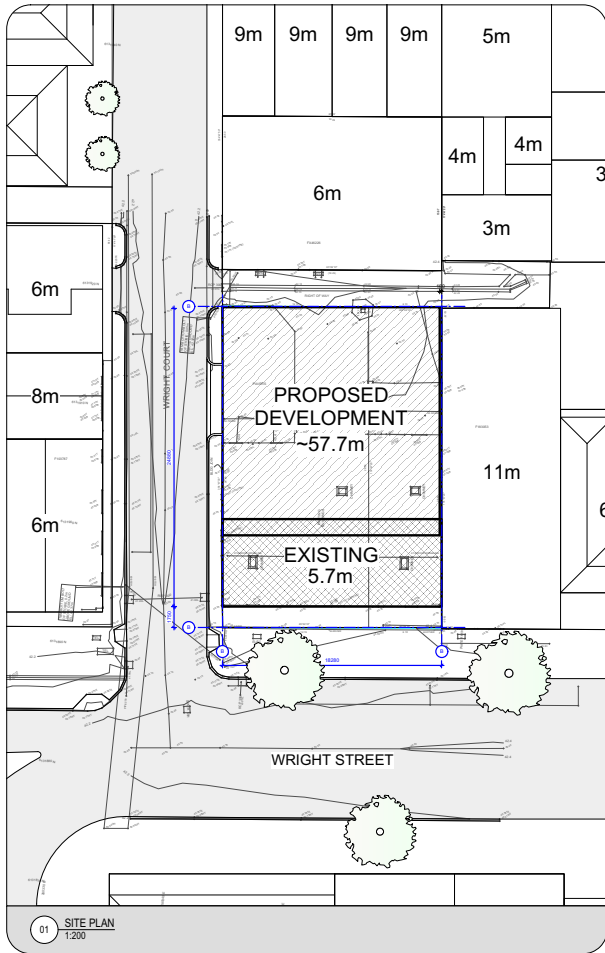
134-136 WRIGHT STREET	ADDRESS	
MULLISTOREY HOTEL	PROJECT	
AS SHOWN	TP	
SCALE	DRAWN BY	
16 WRI	001	
JOB NUMBER	DRAWING NUMBER	
DATE	PRINT DATE	
WV	--	D
CREATED BY	APPROVED BY	ISSUE

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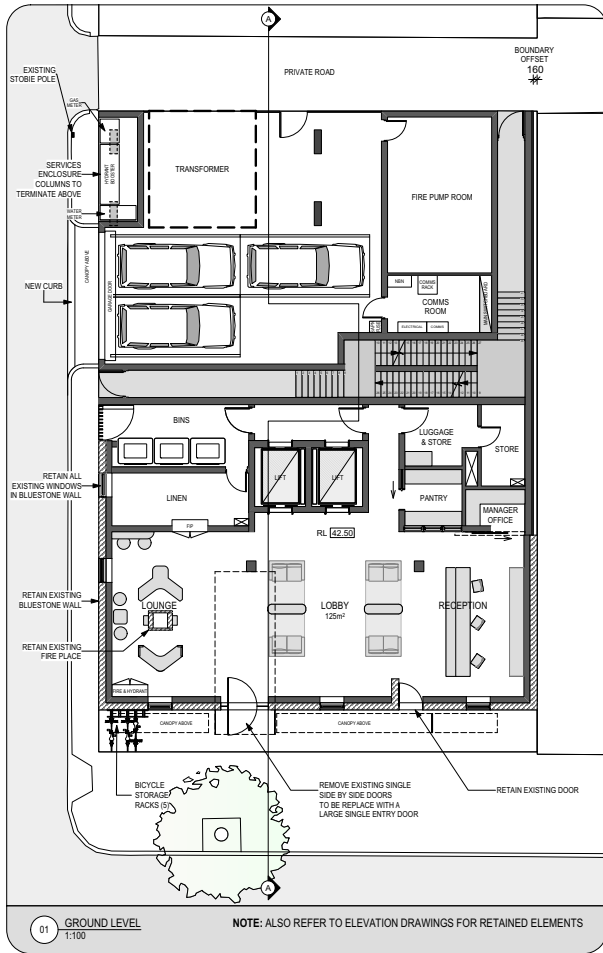
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010014	FOR REVIEW	C
010016	FOR REVIEW	B
010018	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

SITE PLAN & DEMOLITION PLAN		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULLISTOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP
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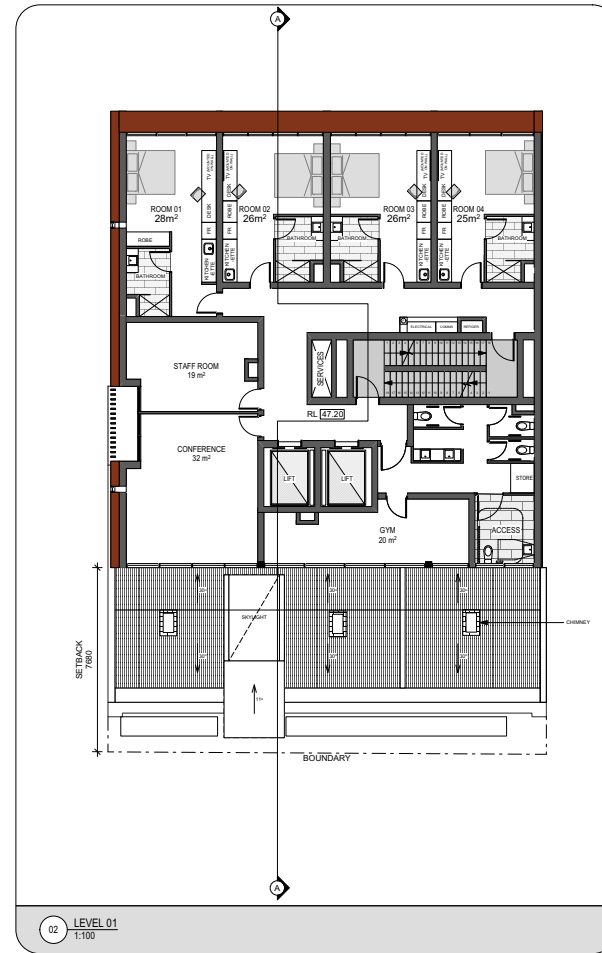
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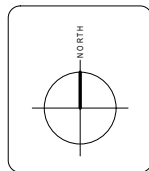
LEGEND

	EXISTING WALL
	NEW WALL



GROSS FLOOR AREAS

G	457m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
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13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	



FOR APPROVAL

11/08/20	FOR APPROVAL	E
17/02/21	REAPPROVE	D
19/03/21	FOR REVIEW	C
19/03/21	FOR REVIEW	B
19/03/21	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

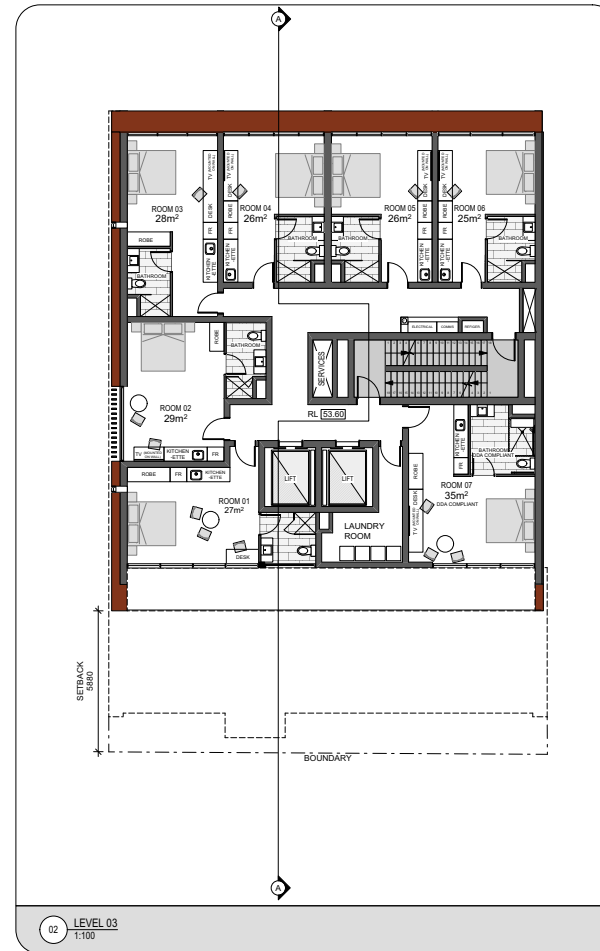
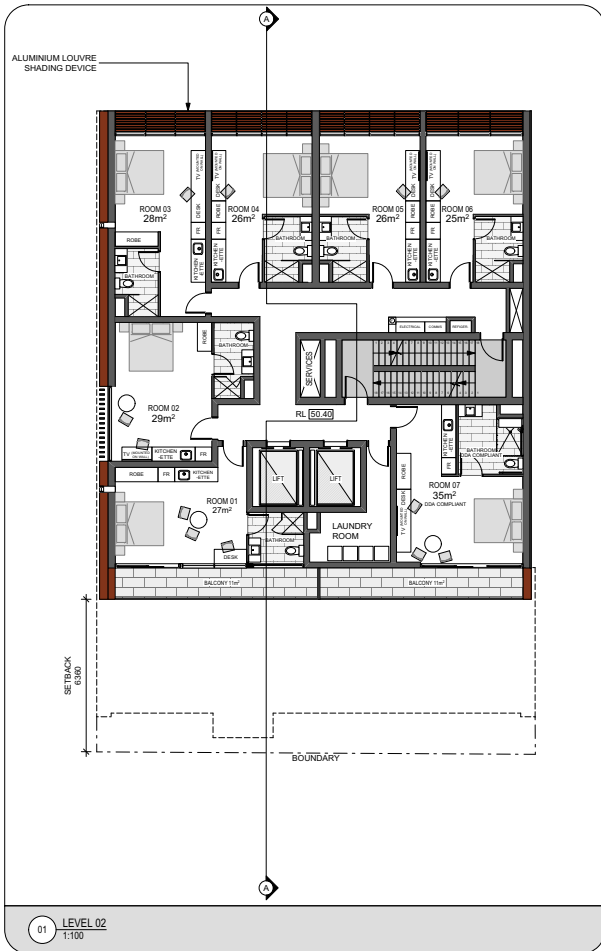
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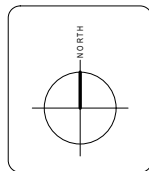
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TOTAL 5,849m <sup>2</sup>	



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15/08/20	FOR APPROVAL	E
17/02/21	REAPPROVAL	D
19/04/21	FOR REVIEW	B
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DATE	REVISION HISTORY	ISSUE

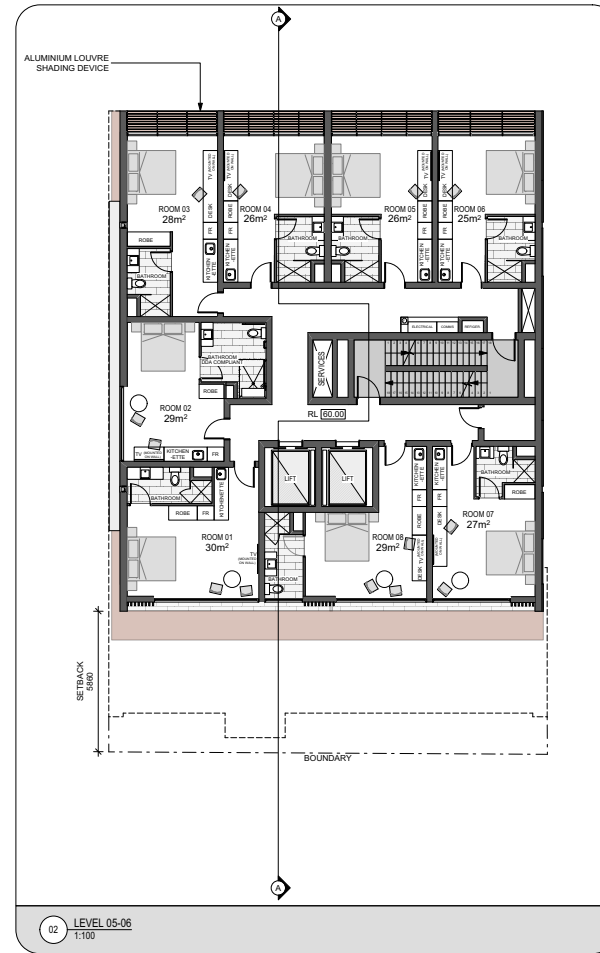
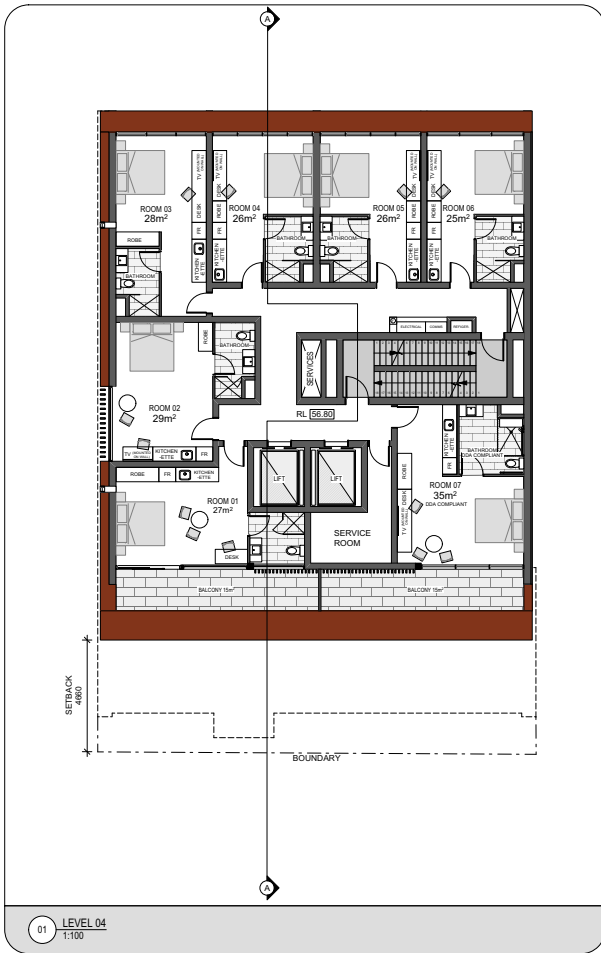
LEVEL 02 & LEVEL 03		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULLISTOREY HOTEL		PROJECT
AS SHOWN	TP	DRAWING
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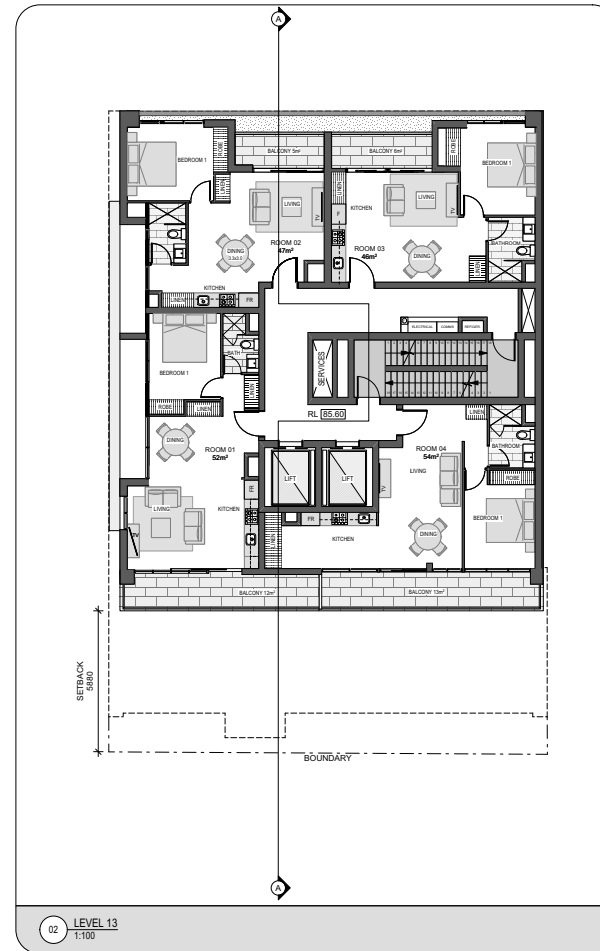
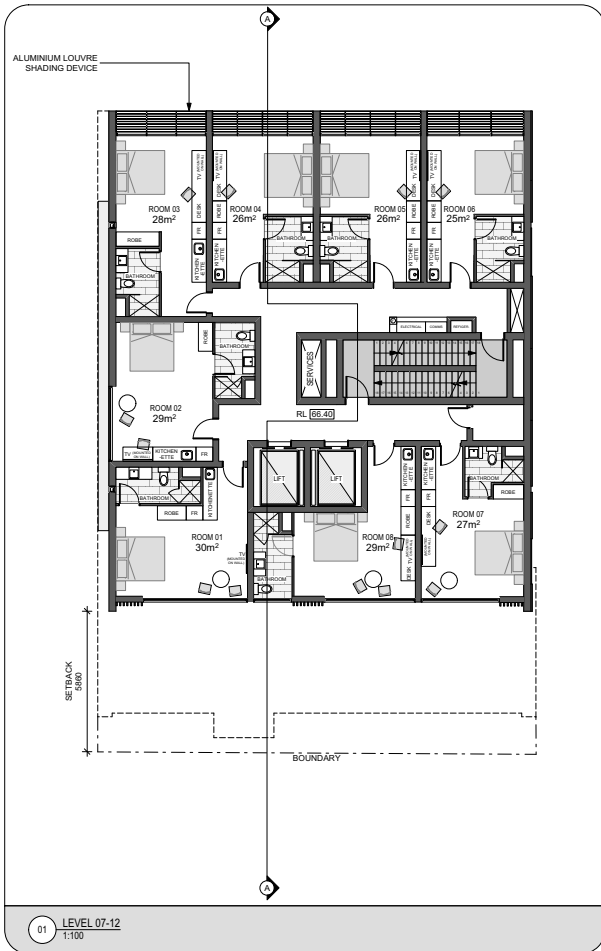
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17/08/20	REAPPROVE	D
19/08/20	FOR REVIEW	B
20/08/20	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

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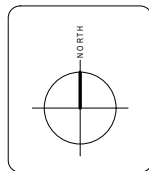
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10/000	FOR APPROVAL	E
10/010	REAPPROVE	D
10/011	FOR REVIEW	C
10/012	FOR REVIEW	B
10/013	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

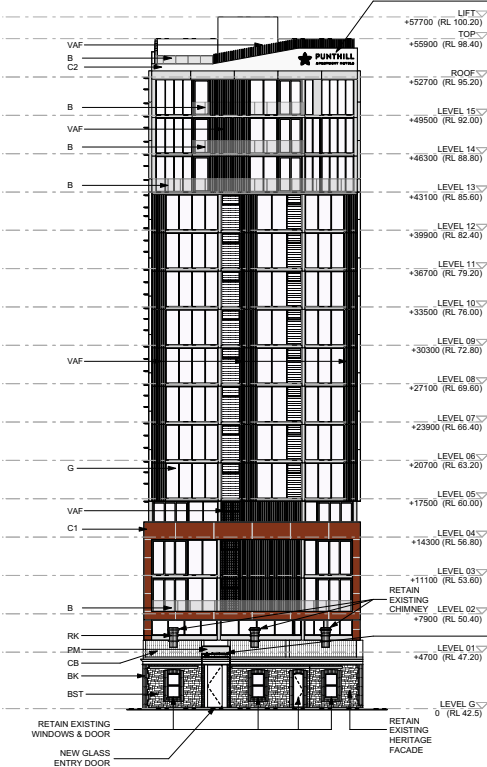
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MULLISTOREY HOTEL PROJECT		
AS SHOWN	TP	DRAWING
16 WRI	103	DRAWING NUMBER
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01 SOUTH ELEVATION  
1:200

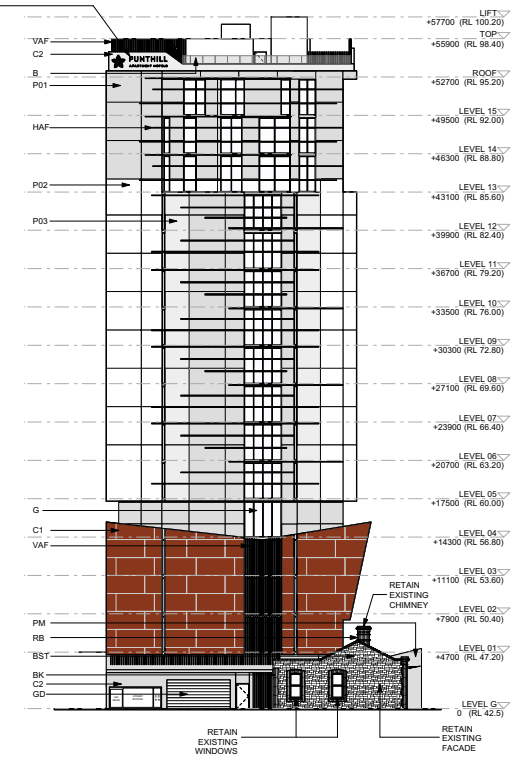


HIGH LEVEL: ILLUMINATED HOTEL OPERATOR SIGN



LOW LEVEL: ILLUMINATED HOTEL OPERATOR SIGN

NOTE:  
SIGN COLOURS CONSIST OF:  
- ORANGE (RGB - 241, 55, 34)  
- BLACK (RGB - 30, 33, 38)  
- WHITE (RGB - 255, 255, 255)



02 WEST ELEVATION  
1:200

MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUORN
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITEWINDRAY ISLAND PAINT 86
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
VF	VERTICAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT

FOR APPROVAL		
10/000	FOR APPROVAL	E
10/010	FOR REVIEW	D
10/020	FOR REVIEW	C
10/030	FOR REVIEW	B
10/040	FOR REVIEW	A
DATE	REVIEW HISTORY	ISSUE

SOUTH ELEVATION & WEST ELEVATION		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULTI STOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP
16 WRI	300	DRAWING NUMBER
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TO COMMENCEMENT OF WORK

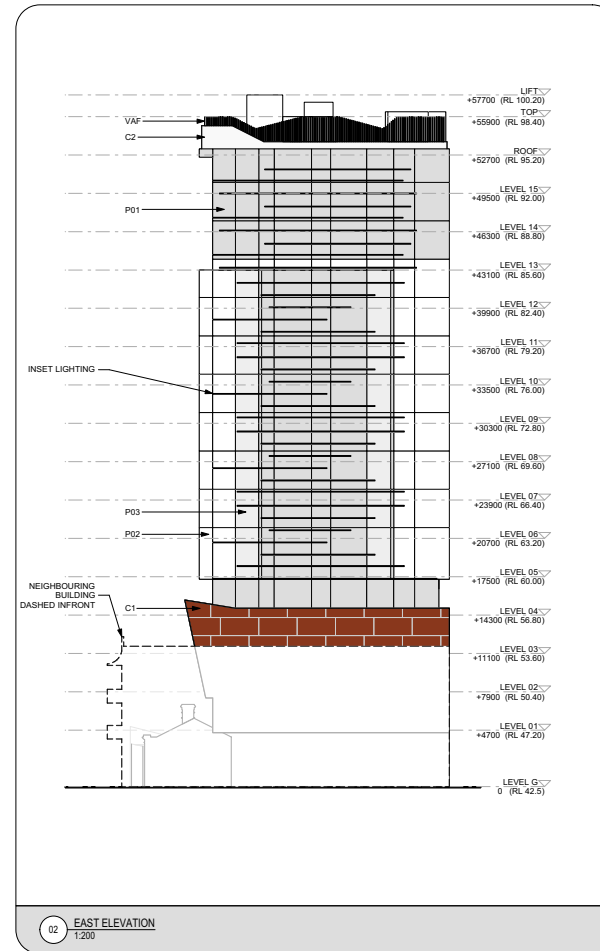
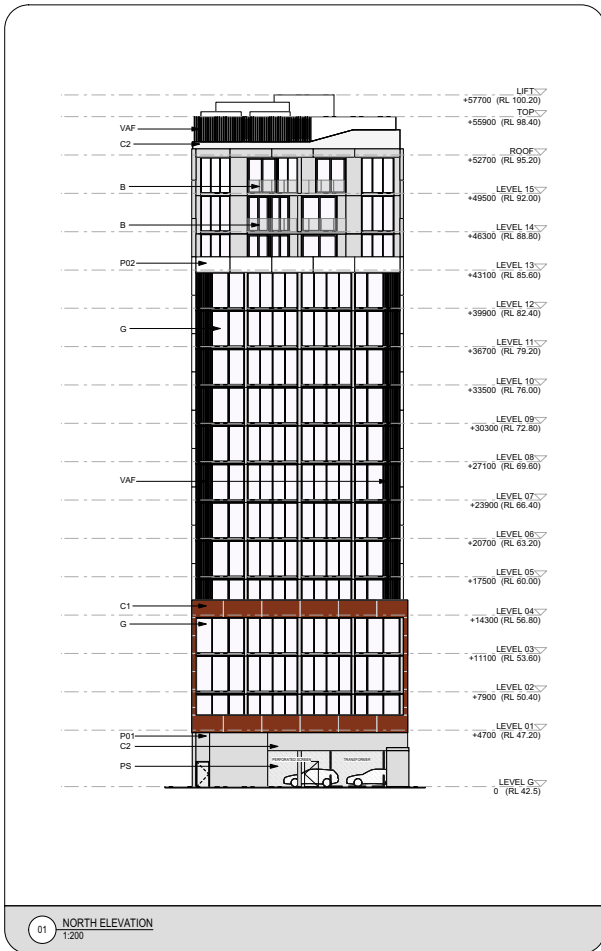
ARCHITECTURE  
PROJECT MANAGEMENT  
SCENIC CONSTRUCTION

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NORTH ADELAIDE SA 5008

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MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUORN
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITENWAY ISLAND PAINT 88
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
VF	VERTICAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT

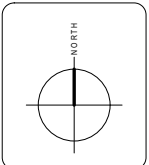
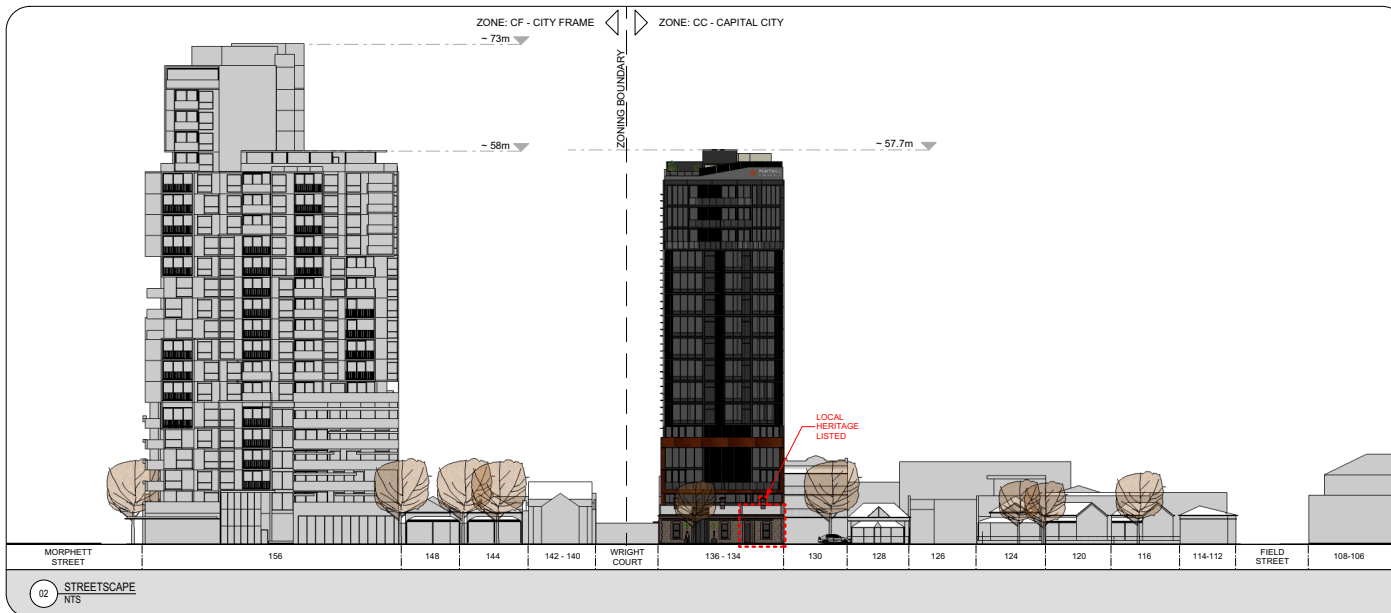
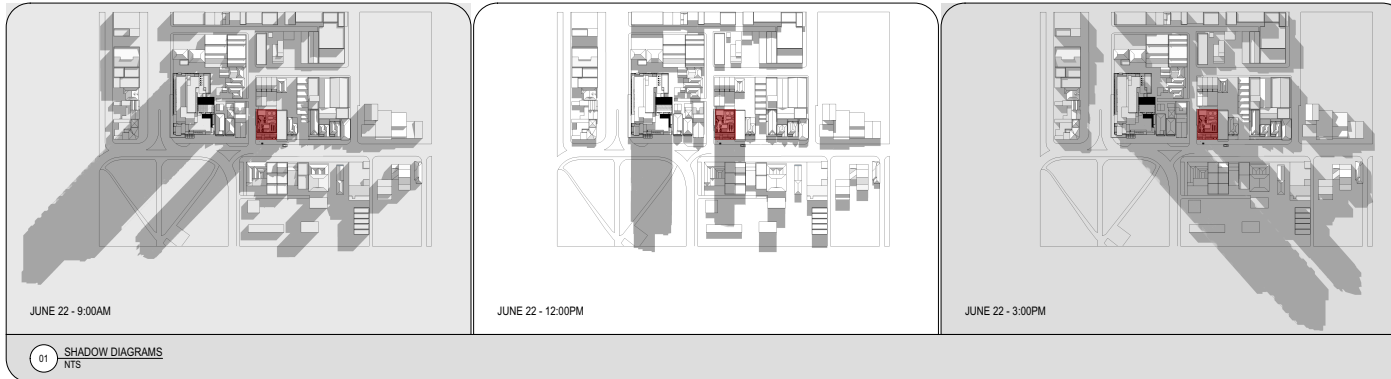
FOR APPROVAL		
10/08/20	FOR APPROVAL	E
10/12/14	FOR REVIEW	C
10/12/14	FOR REVIEW	B
10/12/14	FOR REVIEW	A
DATE	REVIEW HISTORY	ISSUE

NORTH ELEVATION & EAST ELEVATION		DRAWING
134-136 WRIGHT STREET ADDRESS		
MULTISTOREY HOTEL PROJECT		
AS SHOWN	SCALE	TP DRAWING
16 WRI	301	JOB NUMBER DRAWING NUMBER
PRINT DATE		
WV	---	E
CHECKED BY	APPROVED BY	ISSUE
DO NOT SCALE FROM DRAWINGS CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK		

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**FOR APPROVAL**

15/06/21	FOR APPROVAL	D
16/06/21	FOR REVIEW	C
17/06/21	FOR REVIEW	B
18/06/21	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

**SHADOW DIAGRAMS & STREETScape**

134-136 WRIGHT STREET		ADDRESS
MULLISTOREY HOTEL		PROJECT
AS SHOWN	TP	DRAWN BY
16 WRI	500	DRAWING NUMBER
JOB NUMBER		DRAWING NUMBER
PRINT DATE		
WV	--	D
CHECKED BY	APPROVED BY	ISSUE
DO NOT SCALE FROM DRAWINGS CONTRACTOR TO VERIFY DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK		

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BASALT  
LOCATION: ROOF SHEETS + GROUND FLOOR CLADDING



EXISTING RED BRICK  
LOCATION: WINDOW & CORNER QUINS

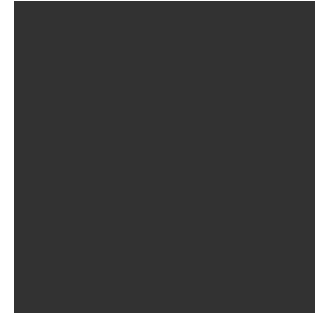


HERRINGBONE PATTERN PERFORATED SCREEN  
LOCATION: BACK OF SITE (NORTH ELEVATION - GROUND FLOOR)

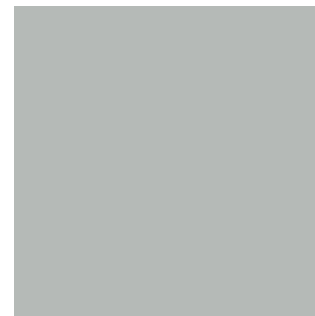


CERAMIC TILE, NEOLITH IRON COPPER SATIN  
LOCATION: PROPOSED BUILDING PODIUM

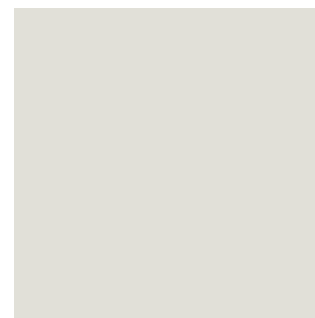
EXISTING BLUESTONE  
LOCATION: ROW HOUSING WALLS



MONUMENT  
LOCATION: PRECAST CONCRETE



PLATINUM CLASS  
LOCATION: PRECAST CONCRETE



WHITSUNDAY ISLAND  
LOCATION: PRECAST CONCRETE

FOR APPROVAL		
ISSUED	FOR APPROVAL	A
DATE	REVISION HISTORY	ISSUE

MATERIALS		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULTISTOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP
16 WRI	400	DRAWING
JOB NUMBER	DRAWING NUMBER	
		PRINT DATE
CHECKED BY	APPROVED BY	A
		ISSUE

DO NOT SCALE FROM DRAWINGS  
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK

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PROJECT MANAGEMENT  
DESIGN CONSULTANT  
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**Site photos**



Wright Street - Looking North (towards subject site)



Wright Street - Looking East



Wright Street - looking South



Wright Street - looking West towards Whitmore Square



Wright Street - looking Northwest towards subject site



Wright Court - Looking North



Wright Court - Looking Southeast towards rear of subject site



Whitmore Square - looking Northeast towards subject site



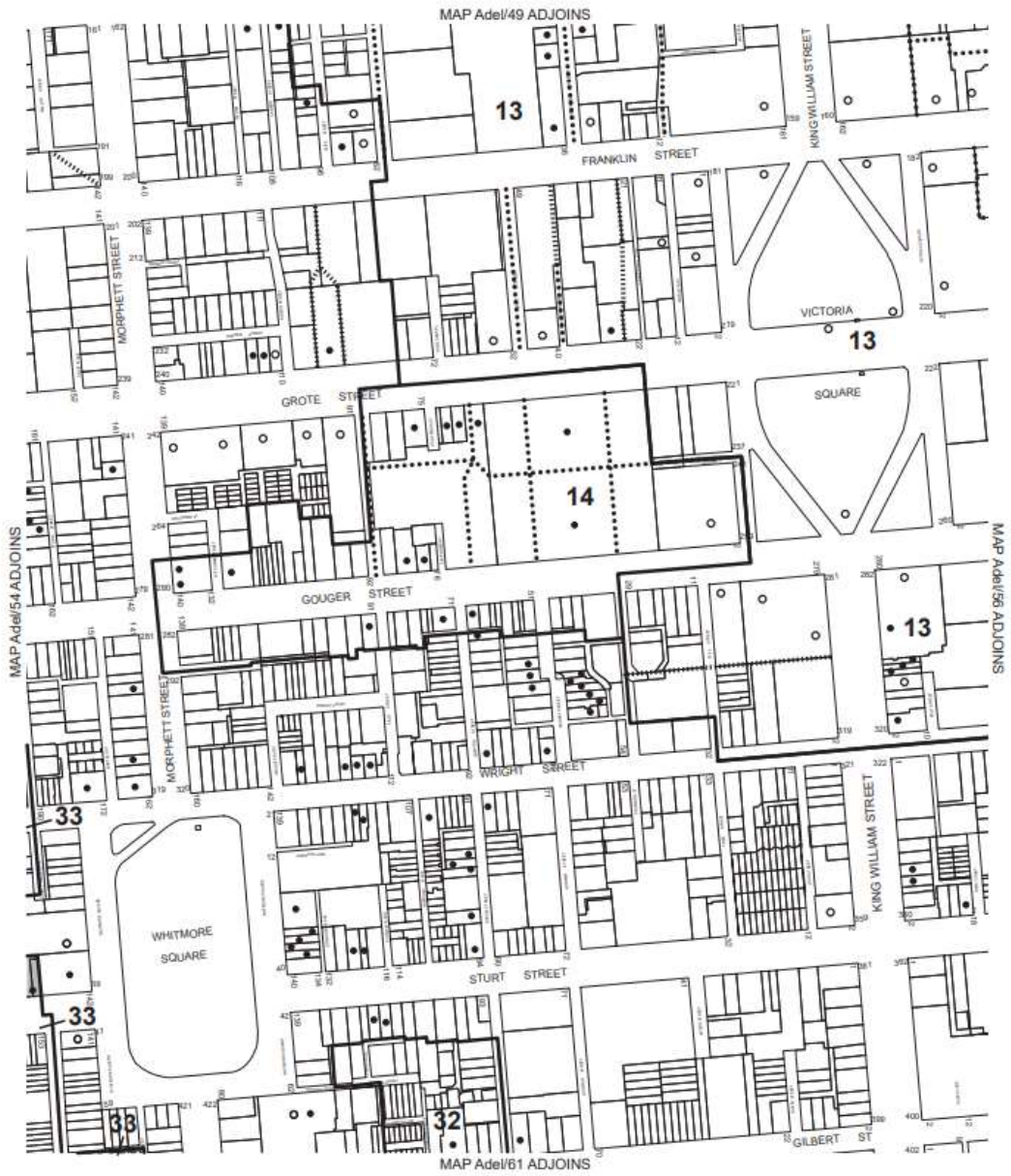
**NOTE : For Policy Areas See MAP Adel/55**

CC	Capital City Zone
CF	City Frame Zone
CiL	City Living Zone
MS(A)	Main Street (Adelaide) Zone



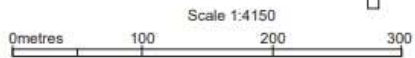
	Zone Boundary
	Development Plan Boundary

**ADELAIDE (CITY)  
ZONES  
MAP Adel/24**  
Consolidated - 30 April 2020



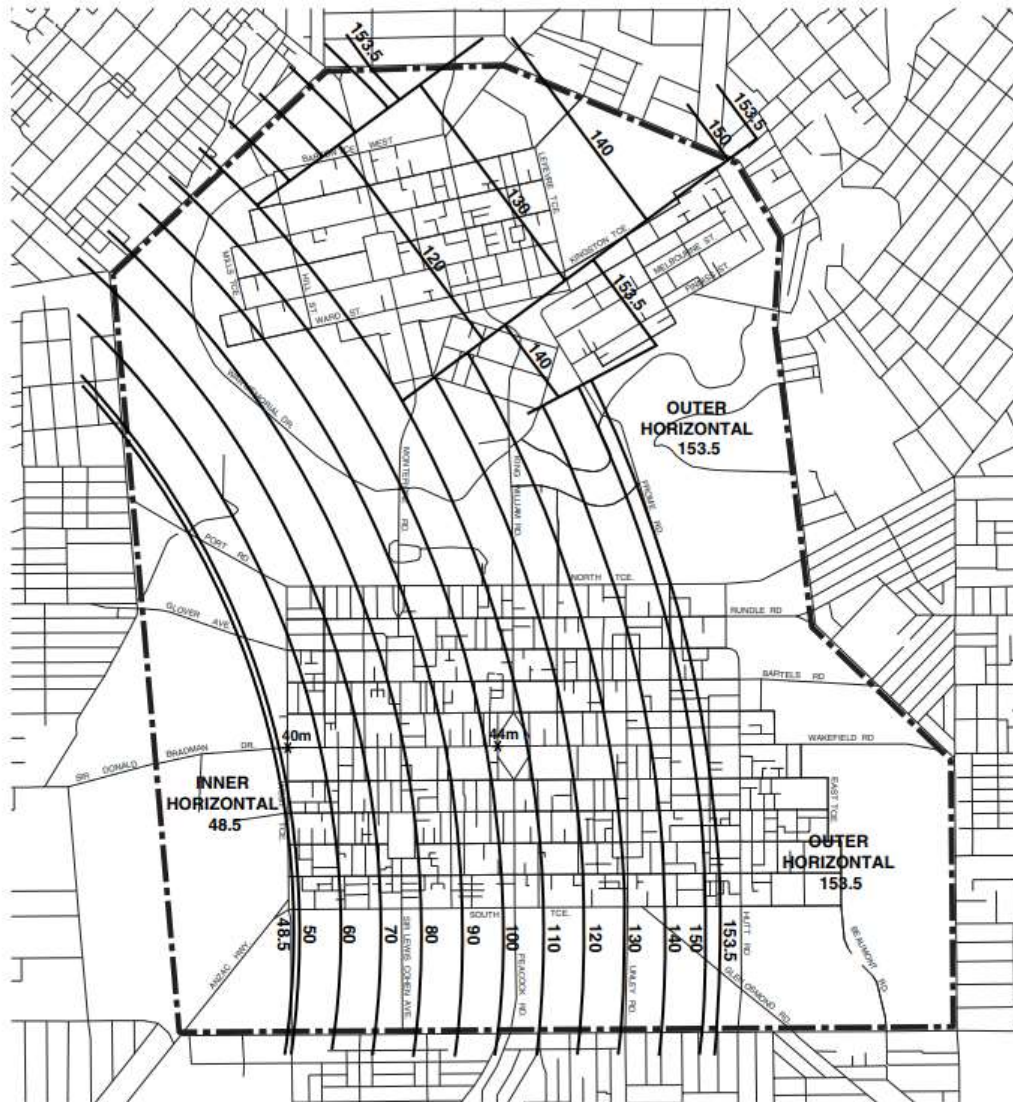
- 13 Central Business Policy Area
- 14 Main Street Policy Area
- 32 South Central Policy Area
- 33 South West Policy Area
- State Heritage Place
- Local Heritage Place
- Policy Area Boundary
- ▨ Maximum height of 2 storeys

- ..... Existing Pedestrian Link
- Proposed Pedestrian Link



## ADELAIDE (CITY) POLICY AREAS MAP Adel/55

Consolidated - 30 April 2020



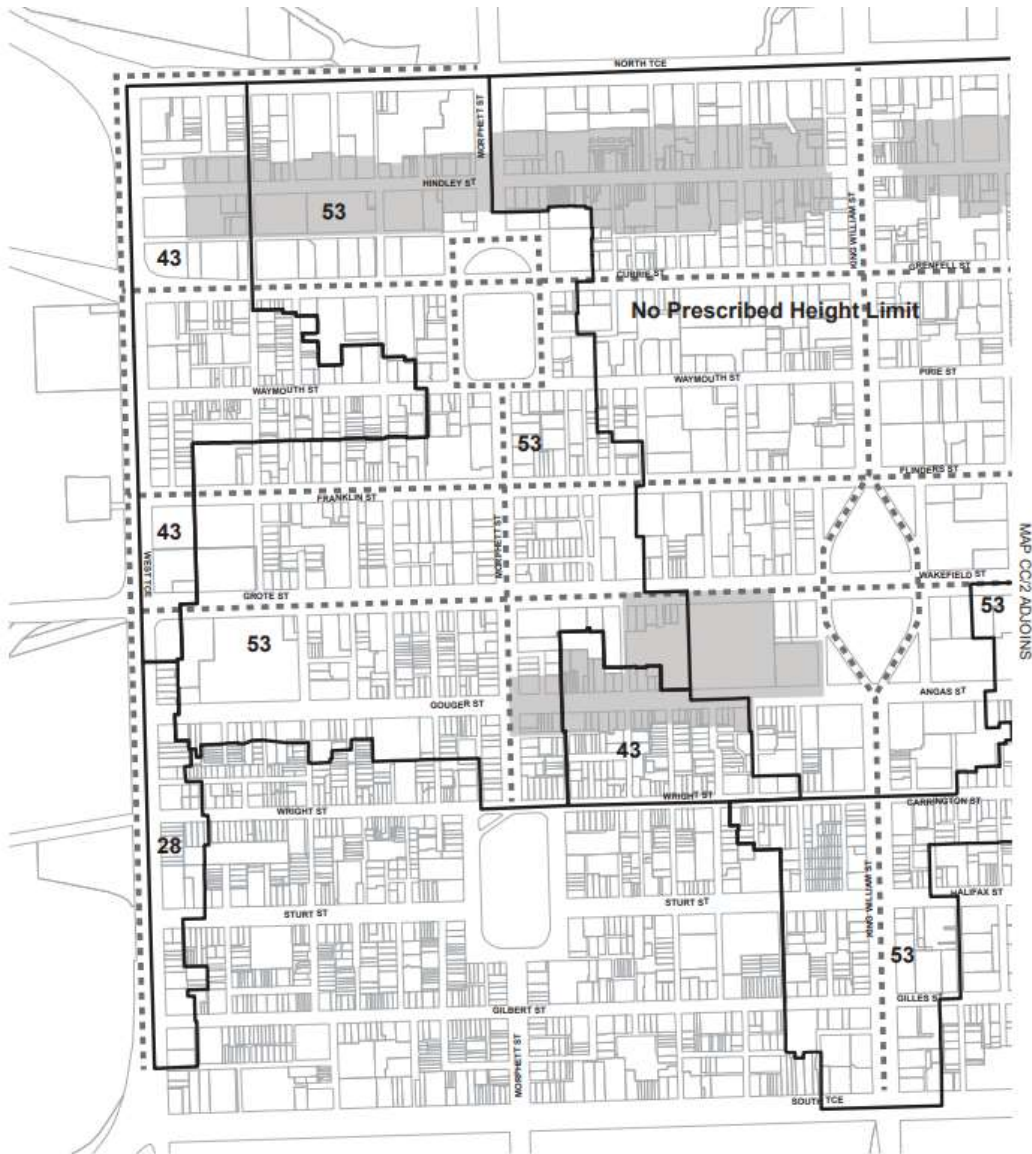
Referral to the Department of Transport and Regional Services through Adelaide Airport Limited is required where a development would exceed the Obstacle Limitation Surface (OLS) contours on this map.

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






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

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



MAP CC/2 ADJOINS

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



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

Consolidated - 30 April 2020

REAL PROPERTY ACT, 1886



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



## Certificate of Title - Volume 6160 Folio 616

<b>Parent Title(s)</b>	CT 5381/372				
<b>Creating Dealing(s)</b>	SC 12338322				
<b>Title Issued</b>	03/08/2015	<b>Edition</b>	3	<b>Edition Issued</b>	18/01/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

134 WRIGHT STREET PTY. LTD. (ACN: 612 501 569)  
OF 46 GREENHILL ROAD WAYVILLE SA 5034

### Description of Land

ALLOTMENT 592 FILED PLAN 183054  
IN THE AREA NAMED ADELAIDE  
HUNDRED OF ADELAIDE

### Easements

TOGETHER WITH RIGHT(S) OF WAY OVER THE LAND MARKED A (T 68792)

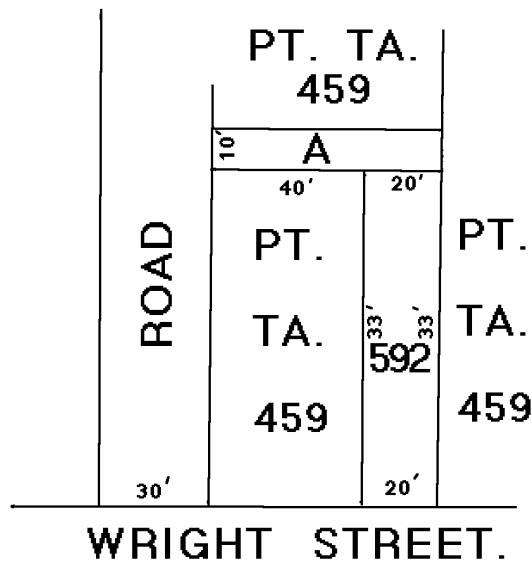
### Schedule of Dealings

<b>Dealing Number</b>	<b>Description</b>
12628655	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

### Notations

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

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 238 I227  
 SEE TITLE TEXT FOR EASEMENT DETAILS



**DISTANCES ARE IN FEET AND INCHES  
 FOR METRIC CONVERSION**  
 1 FOOT = 0.3048 METRES  
 1 INCH = 0.0254 METRES

**NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION**

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 5718 Folio 989

<b>Parent Title(s)</b>	CT 1818/32				
<b>Creating Dealing(s)</b>	CONVERTED TITLE				
<b>Title Issued</b>	13/12/1999	<b>Edition</b>	4	<b>Edition Issued</b>	18/01/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

136 WRIGHT STREET PTY. LTD. (ACN: 612 502 600)  
OF 46 GREENHILL ROAD WAYVILLE SA 5034

### Description of Land

ALLOTMENT 129 FILED PLAN 207419  
IN THE AREA NAMED ADELAIDE  
HUNDRED OF ADELAIDE

### Easements

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED A

### Schedule of Dealings

<b>Dealing Number</b>	<b>Description</b>
12628654	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

### Notations

<b>Dealings Affecting Title</b>	NIL
<b>Priority Notices</b>	NIL
<b>Notations on Plan</b>	NIL

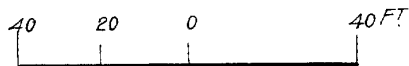
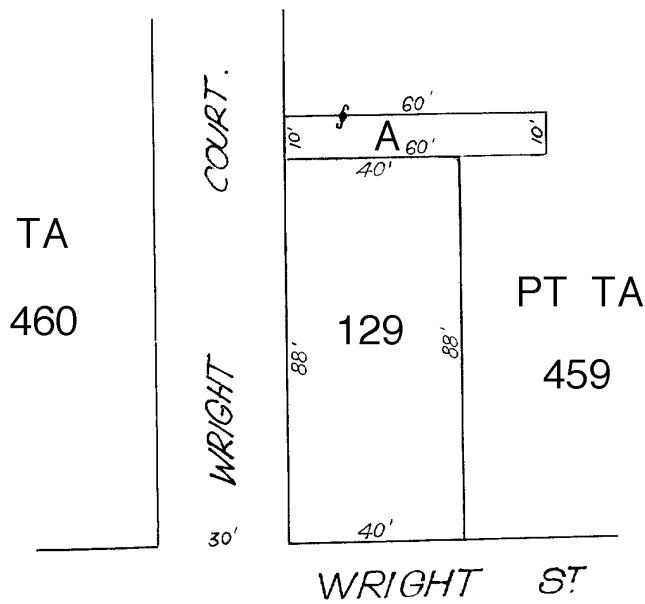
### Registrar-General's Notes

TITLE AFFECTED BY SURVEY VIDE X21383  
APPROVED FX12969

<b>Administrative Interests</b>	NIL
---------------------------------	-----



THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1818/32  
 SEE TITLE TEXT FOR EASEMENT DETAILS



DISTANCES ARE IN FEET AND INCHES	
FOR METRIC CONVERSION	
1 FOOT	= 0.3048 metres
1 INCH	= 0.0254 metres

**NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION**

# DEVELOPMENT APPLICATION FORM

**AUTHORITY:** THE STATE COMMISSION ASSESSMENT PANEL

**APPLICANT:** 134 WRIGHT STREET PTY LTD

Postal Address: C / - FUTURE URBAN PTY LTD  
GPO BOX 2403, ADELAIDE SA 5001

**OWNER:** 134 WRIGHT STREET PTY LTD AND 136 WRIGHT STREET PTY LTD

Postal Address: 46 GREENHILL ROAD, WAYVILLE SA 5034

**BUILDER:** TO BE CONFIRMED

Postal Address: \_\_\_\_\_

Licence No: \_\_\_\_\_

**CONTACT PERSON FOR FURTHER INFORMATION:**

Name: MR FABIAN BARONE

Telephone: (08) 8221 5511

Email: FABIAN@FUTUREURBAN.COM.AU

Mobile: 0423 490 724

**EXISTING USE:**

BOTH BUILDINGS ARE PRESENTLY VACANT

**FOR OFFICE USE**

Development No: \_\_\_\_\_

Previous Development No: \_\_\_\_\_

Assessment No: \_\_\_\_\_

<input type="checkbox"/> <b>Complying</b>	Application forwarded to SCAP/Council on: _____  Decision: _____ Type: _____ Date: _____ / ____ / ____
<input type="checkbox"/> <b>Non-complying</b>	
<input type="checkbox"/> <b>Notification Cat 2</b>	
<input type="checkbox"/> <b>Notification Cat 3</b>	
<input type="checkbox"/> <b>Referrals</b>	
<input type="checkbox"/> <b>SCAP</b>	

	Decision	Fees	Receipt No	Date
<b>Planning:</b>	YES			
<b>Building:</b>				
<b>Land Division:</b>				
<b>Additional:</b>				
<b>Dev Approval:</b>				

**DESCRIPTION OF PROPOSED DEVELOPMENT:**

DEMOLISH A PORTION OF THE LOCAL HERITAGE PLACE (TOWNSCAPE) AT 134 WRIGHT STREET, ADELAIDE AND A PORTION OF THE SINGLE STOREY BUILDING AT 136 WRIGHT STREET, ADELAIDE, AND CONSTRUCT A 16 STOREY MOTEL CONTAINING 100 ROOMS AND A ROOFTOP TERRACE

**LOCATION OF PROPOSED DEVELOPMENT:**

STREET NUMBER	LOT NUMBER	ROAD	SUBURB	HUNDRED	VOLUME	FOLIO
134	592	WRIGHT ST	ADELAIDE	ADELAIDE	6160	616

STREET NUMBER	LOT NUMBER	ROAD	SUBURB	HUNDRED	VOLUME	FOLIO
136	129	WRIGHT ST	ADELAIDE	ADELAIDE	5718	989

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS, 2008 APPLY? YES:  NO:

HAS THE CITB LEVY BEEN PAID? YES:  NO:

DEVELOPMENT COST (Do not include any fit-out costs): \$10,958,000

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

**SIGNATURE:**

**Dated:** DECEMBER 18, 2019



\_\_\_\_\_  
 FOR 134 WRIGHT STREET PTY LTD

**DEVELOPMENT REGULATIONS, 2008**  
**Form of Declaration**  
**(Schedule 5, Clause 2A)**

To: The State Commission Assessment Panel  
From: 134 Wright Street Pty Ltd  
Date of Application: December 18, 2019

**Location of Proposed Development:**

Street Number:	<u>134</u>	Lot Number:	<u>592</u>
Road:	<u>Wright Street</u>	Area:	<u>Adelaide</u>
Section No (full/part):	<u></u>	Hundred:	<u>Adelaide</u>
Volume:	<u>6160</u>	Folio:	<u>616</u>

Street Number:	<u>136</u>	Lot Number:	<u>129</u>
Road:	<u>Wright Street</u>	Area:	<u>Adelaide</u>
Section No (full/part):	<u></u>	Hundred:	<u>Adelaide</u>
Volume:	<u>5718</u>	Folio:	<u>989</u>


**Nature of Proposed Development:**

Demolish a portion of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide and a portion of the single storey building at 136 Wright Street, Adelaide, and construct a 16 storey motel containing 100 rooms and a rooftop terrace.

I, Craig McRostie, declare, in my capacity as a representative of the Applicant, that the proposed development will involve the construction of a building which would, if constructed in accordance with the accompanying drawings, 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.

December 18, 2019  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Signed

19 December 2019

Ms Gabrielle McMahon  
A/Team Leader – Inner Metro Development Assessment  
Strategic Development Assessment  
Planning and Land Use Services  
Department of Planning, Transport and Infrastructure  
By email: [gabrielle.mcmahon@sa.gov.au](mailto:gabrielle.mcmahon@sa.gov.au)



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GPO Box 2403  
Adelaide SA 5001  
PH: 08 8221 5511  
W: [www.futureurbangroup.com](http://www.futureurbangroup.com)  
E: [info@futureurbangroup.com](mailto:info@futureurbangroup.com)  
ABN: 34 452 110 398

Dear Gabrielle,

**RE: 134 – 136 WRIGHT STREET, ADELAIDE**

We act for 134 Wright Street Pty Ltd.

Our client seeks development plan consent from the State Commission Assessment Panel ('the SCAP') to:

- demolish a portion of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide;
- demolish a portion of the single storey building at 136 Wright Street, Adelaide; and
- construct a 16 storey motel containing 100 rooms and a rooftop terrace at 134 – 136 Wright Street, Adelaide.

Our client's development application is attached for your consideration. It contains:

- a completed and signed development application form;
- a completed and signed powerline clearance declaration form;
- a copy of each certificate of title; and
- a copy of our planning report.

Appended to our planning report you will also find:

- one set of the plans, elevations, sections and diagrams drawn by Mr William Valimitis of Chasecrown;
- a copy of the design statement written by Mr Valimitis of Chasecrown;
- a copy of heritage impact assessment carried out by Mr Sam Hosking of Hosking Willis Architecture;
- a copy of the traffic review carried out by Mr Paul Morris of GTA Consultants; and
- a copy of the waste management plan prepared by Mr Joel Phillips of Colby Phillips Advisory.

Once the applicable fees have been determined, could you please arrange for a copy of the SCAP's tax invoice to be sent to us by email ([fabian@futureurban.com.au](mailto:fabian@futureurban.com.au)).



If, in the interim, you have any queries or concerns regarding our client's development application, please do not hesitate to contact the undersigned in the first instance.

Yours sincerely

A handwritten signature in black ink, appearing to read "Fabian Barone".

**Fabian Barone**  
Director



**PLANNING REPORT**  
**16 STOREY MOTEL CONTAINING 100 ROOMS AND**  
**A ROOFTOP TERRACE**

134 – 136 WRIGHT STREET, ADELAIDE

Prepared for:  
134 Wright Street Pty Ltd

Date:  
19.12.2019

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**Document Control**

Revision	Description	Author	Date
V1	DRAFT	FB	16.12.2019
V2	FINAL	FB	19.12.2019

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## **APPENDICES**

- APPENDIX 1. COMPENDIUM OF ARCHITECTURAL DRAWINGS*
- APPENDIX 2. HERITAGE IMPACT ASSESSMENT*
- APPENDIX 3. TRAFFIC REVIEW*
- APPENDIX 4. WASTE MANAGEMENT PLAN*
- APPENDIX 5. DESIGN STATEMENT*

## 1. INTRODUCTION

This report has been prepared to accompany an application by 134 Wright Street Pty Ltd ('the Proponent') for development plan consent ('consent') to:

- demolish a portion of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide;
- demolish a portion of the single storey building at 136 Wright Street, Adelaide; and
- construct a 16 storey motel containing 100 rooms and a rooftop terrace at 134 – 136 Wright Street, Adelaide ('the site').

In preparing this report, we have:

- inspected the site and its surroundings;
- identified, and reviewed, what we consider to be the most pertinent provisions of the Adelaide (City) Development Plan ('the Development Plan');
- examined the compendium of architectural drawings at Appendix 1;
- reviewed, and summarised the key findings of, the heritage impact assessment at Appendix 2 and the traffic review at Appendix 3; and
- had regard to the waste management plan at Appendix 4, the brief design statement at Appendix 5, the Development Act, 1993 and the Development Regulations, 2008 ('the Regulations').

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most pertinent provisions of the Development Plan.

## 2. THE SITE

The site consists of two contiguous allotments, namely Allotment 592 on Filed Plan 183054 and Allotment 129 on Filed Plan 207419.

These allotments combine to produce a rectangular holding which has a primary frontage of 18.29 metres to Wright Street on its southern side, a secondary frontage of 26.82 metres to Wright Court on its western side and an area of 490.54 square metres or thereabouts.

The site presently accommodates two single storey buildings which are butted up against one another and combine to span from the eastern boundary of the site to the western (opposite) boundary of the site.

The eastern building is:

- located on Allotment 592;
- according to Table Adel/3 of the Development Plan, a Local Heritage Place (Townscape);
- oriented to Wright Street;
- presently vacant but was most recently used for commercial purposes; and
- principally composed of pointed bluestone and red brick quoins with raked mortar joints.

The western building is:

- not heritage listed;
- split into two tenancies, both of which are presently vacant but were most recently used for commercial purposes;
- oriented to Wright Street; and
- principally composed of pointed bluestone and red brick quoins with raked mortar joints.

Both of the existing buildings are set back around 1.0 metre from the southern boundary of the site to incorporate a verandah which is presently held in place by painted timber posts.

There is an informal car park at the northern end of the site which is:

- intended to be shared by the tenants of both of the existing buildings;
- sealed with two different surfaces (bitumen and pavers);
- partly overgrown with weeds and used to store a myriad of plastic bins for putrescibles and recyclables; and
- accessible via a right of way over the private road which runs parallel with the northern boundary of the site.

There are no registered easements or encumbrances which could impede or avert the proposal altogether, and there are no regulated or significant trees on, or near, the site.

### 3. THE LOCALITY

Whilst inspecting the site and its surroundings, we noticed, amongst other things, that:

- this particular locality contains a mix of uses, none of which predominate;
- there are three single storey row dwellings on the northern side of the private road which runs parallel with the northern boundary of the site (these dwellings are oriented to Wright Court);
- there is a three storey motel on the adjoining allotment to the east of the site which is oriented to Wright Street and accompanied by a beauty salon on the ground floor;
- there is a religious institution on the north-western (opposite) corner of the T – junction of Wright Street and Wright Court (the Buddhist Compassion Relief Tzu Chi Foundation);
- there is a 23 storey, mixed use building on the north-eastern corner of the T – junction of Morphet Street and Whitmore Square which is approximately 73 metres tall;
- there is a two storey upholstery shop and a single storey costume shop directly opposite the site, on the southern side of Wright Street;
- there is a single storey building containing several office tenancies on the south-eastern side of the Whitmore Square Slip Lane which connects Wright Street and Whitmore Square together;
- Whitmore Square, a large and public reserve, is located less than 50 metres to the south-west of the site;
- there is a loading zone which runs parallel with the site's primary frontage to Wright Street;
- the aforementioned loading zone:
  - » operates from 7:00 am to 7:00 pm on weekdays and weekends;
  - » permits commercial vehicles to stop for up to, but not exceeding, 30 minutes at any one time; and
  - » permits non-commercial vehicles to stop for up to, but not exceeding, 10 minutes at any one time;
- vehicles are not permitted to be parked parallel to the site's secondary frontage to Wright Court; and
- there is a mature tree within the verge on the northern side of Wright Street which will not need to be pruned or removed to facilitate this development.

The site and its surroundings are shown on Drawing 001, Issue C at Appendix 1.

#### 4. THE PROPOSAL

The Proponent seeks consent to:

- demolish a portion of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide;
- demolish a portion of the single storey building at 136 Wright Street, Adelaide; and
- construct a 16 storey motel containing 100 rooms a rooftop terrace on the site.

The motel will be operated by the Punthill Apartment Hotel Group, an independent, Australian owned and managed accommodation provider that was founded in 1987.

The particulars of the proposal are depicted across the compendium of architectural drawings at Appendix 1.

The compendium to which we refer contains those drawings listed within Table 4.1 below.

**Table 4.1: The Compendium of Architectural Drawings**

Number	Title	Issue	Date
001	Coverage Plan Locality Plan	C	December 19, 2019
002	Site Plan Demolition Plan	C	December 19, 2019
100	Ground Level and Level 01	C	December 19, 2019
101	Level 02 and Level 03	C	December 19, 2019
102	Level 04 and Level 05 – 06	C	December 19, 2019
103	Level 07 – 12 and Level 13	C	December 19, 2019
104	Level 14, Level 15 and Roof Level	C	December 19, 2019
300	South Elevation and West Elevation	D	December 19, 2019
301	North Elevation and East Elevation	D	December 19, 2019
400	North – South Section and Coloured Perspectives	C	December 19, 2019
500	Shadow Diagrams and Streetscape	C	December 19, 2019

The particulars of the proposal are also summarised overleaf.

#### **4.1 Demolition**

It is clear from Drawing 002, Issue C at Appendix 1 that:

- the verandah on the southern side of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide and the single storey building at 136 Wright Street, Adelaide will be removed;
- the roofs atop the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide and the single storey building at 136 Wright Street, Adelaide will be removed;
- the southern entrance to the single storey building at 136 Wright Street, Adelaide will be removed;
- the concrete blockwork which forms part of the western façade of the single storey building at 136 Wright Street, Adelaide will be demolished;
- all of the internal walls will be demolished;
- the car park at the northern end of the site will be extirpated; and
- the corrugated iron fences along the perimeter of Allotment 129 will be removed.

#### **4.2 Conservation Works**

It is also clear from Drawing 002, Issue C at Appendix 1 that:

- the chimney stack belonging to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide will be retained;
- the chimney stacks belonging to the single storey building at 136 Wright Street, Adelaide will also be retained despite not being heritage listed;
- the roofs atop the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide and the single storey building at 136 Wright Street, Adelaide will be replaced;
- the bluestone and red brick walls on the eastern and southern sides of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide will be retained; and
- the bluestone and red brick walls on the southern and western sides of the single storey building at 136 Wright Street, Adelaide will also be retained despite not being heritage listed.

The Proponent undertakes, as part of the proposal, to repoint the mortar between the retained brickwork and stonework (as required), and to repaint the retained door and window frames.

#### **4.3 Allotment Amalgamation**

Allotments 129 and 592 will need to be amalgamated in order for the proposal to proceed.

With that said, the Proponent does not require development approval to undertake this activity, as it is captured by Schedule 3, Clause 11 of the Regulations.

## 4.4 Building Footprint

### 4.4.1 Orientation

The motel will be oriented to Wright Street.

### 4.4.2 Siting

The ground level will:

- abut the northern and western boundaries of the site;
- be set back up to, but not exceeding, 160 millimetres from the eastern boundary of the site; and
- continue to be set back 1.8 metres from the southern boundary of the site.

Level 01 will be set back up to, but not exceeding, 900 millimetres from the northern boundary of the site, up to, but not exceeding, 160 millimetres from the eastern boundary of the site, 7.7 metres from the southern boundary of the site and up to, but not exceeding, 1.2 metres from the western boundary of the site.

Levels 02, 03 and 04 will be set back up to, but not exceeding, 900 millimetres from the northern boundary of the site, 160 millimetres from the eastern boundary of the site, up to, but not exceeding, 7.7 metres from the southern boundary of the site and up to, but not exceeding, 500 millimetres from the western boundary of the site.

Levels 05 through to 12 will be set back up to, but not exceeding, 900 millimetres from the northern boundary of the site, 160 millimetres from the eastern boundary of the site, up to, but not exceeding, 6.3 metres from the southern boundary of the site and up to, but not exceeding, 500 millimetres from the western boundary of the site.

Levels 13, 14 and 15 will be set back up to, but not exceeding, 2.4 metres from the northern boundary of the site, 160 millimetres from the eastern boundary of the site, up to, but not exceeding, 7.5 metres from the southern boundary of the site and up to, but not exceeding, 1.5 metres from the western boundary of the site.

## 4.5 Land Use

The proposed building is properly described in land use terms as a motel.

According to Schedule 1 of the Regulations, a motel means “a building or group of buildings providing temporary accommodation for more than 5 [sic] travellers, and includes an associated restaurant facility, but does not include a hotel or residential flat building.”

(Our underlining for emphasis.)

The proposed building is not a ‘hotel,’ as it is not proposed to be licensed as such under the Liquor Licensing Act ,1985.

The proposed building is not a ‘residential flat building’ either, as none of the rooms will be self-contained.

#### 4.6 Ground Level

The ground level has been designed to accommodate:

- an open plan reception, lobby and lounge area which will be oriented to, and accessible from, Wright Street;
- an office for the manager of the motel;
- two lifts and a stairwell which will provide access to Levels 01 through to 15 and to the rooftop terrace;
- two stores, one of which will be used to store luggage belonging to the motel’s guests;
- a walk-in-pantry;
- a linen room;
- a waste enclosure which will be accessible from Wright Court;
- a ‘communications’ room;
- a ‘fire pump’ room;
- a transformer which will be concealed from both Wright Street and Wright Court;
- a services enclosure; and
- an at-grade car park for staff which will be capable of accommodating up to three cars.

#### 4.7 Level 01

Level 01 will contain four rooms, as well as a staff room, a conference room, a gymnasium, and toilets for men, women and people with a disability.

The staff room, conference room, gymnasium and toilet facilities are all ancillary and subservient features of the motel.

Each room on Level 01 will come equipped with a kitchenette, fridge, robe, desk and TV.

The composition of each room on Level 01 is particularised in Table 4.2 below.

**Table 4.2: Rooms on Level 01**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01	28 sqm	One	One	No	North	No
02	26 sqm	One	One	No	West	No
03	26 sqm	One	One	No	North	No
04	25 sqm	One	One	No	North	No



#### 4.8 Level 02

Level 02 will contain seven rooms and a laundry. Each room on Level 02 will come equipped with a kitchenette, fridge, robe, desk and TV.

The composition of each room on Level 02 is particularised in Table 4.3 below.

**Table 4.3: Rooms on Level 02**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01	27 sqm	One	One	11 sqm	South	No
02	29 sqm	One	One	No	West	No
03	28 sqm	One	One	No	North	No
04	26 sqm	One	One	No	North	No
05	26 sqm	One	One	No	North	No
06	25 sqm	One	One	No	North	No
07	35 sqm	One	One	11 sqm	South	Yes

#### 4.9 Level 03

Level 03 will contain seven rooms and a laundry. Each room on Level 03 will come equipped with a kitchenette, fridge, robe, desk and TV.

The composition of each room on Level 03 is particularised in Table 4.4 below.

**Table 4.4: Rooms on Level 03**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01	27 sqm	One	One	No	South	No
02	29 sqm	One	One	No	West	No
03	28 sqm	One	One	No	North	No
04	26 sqm	One	One	No	North	No
05	26 sqm	One	One	No	North	No
06	25 sqm	One	One	No	North	No
07	35 sqm	One	One	No	South	Yes

#### 4.10 Level 04

Level 04 will contain seven rooms and a services enclosure. Each room on Level 04 will come equipped with a kitchenette, fridge, robe, desk and TV. The composition of each room on Level 04 is particularised in Table 4.5 below.

**Table 4.5: Rooms on Level 04**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01	27 sqm	One	One	15 sqm	South	No
02	29 sqm	One	One	No	West	No
03	28 sqm	One	One	No	North	No
04	26 sqm	One	One	No	North	No
05	26 sqm	One	One	No	North	No
06	25 sqm	One	One	No	North	No
07	35 sqm	One	One	15 sqm	South	Yes

#### 4.11 Levels 05 and 06

Levels 05 and 06 will each contain eight rooms. Each of the 16 rooms across Levels 05 and 06 will come equipped with a kitchenette, fridge, robe, desk and TV. The composition of each room on Levels 05 and 06 is particularised in Table 4.6 below.

**Table 4.6: Rooms on Level 05 and 06**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01 x 2	29 sqm	One	One	No	South	No
02 x 2	29 sqm	One	One	No	West	Yes
03 x 2	28 sqm	One	One	No	North	No
04 x 2	26 sqm	One	One	No	North	No
05 x 2	26 sqm	One	One	No	North	No
06 x 2	25 sqm	One	One	No	North	No
07 x 2	28 sqm	One	One	No	South	No
08 x 2	29 sqm	One	One	No	South	No

#### 4.12 Levels 07 to 12

Levels 07 through to 12 will each contain eight rooms. Each of the 48 rooms across Levels 07 through to 12 will come equipped with a kitchenette, fridge, robe, desk and TV. The composition of each room on Levels 07 through to 12 is particularised in Table 4.7 below.

**Table 4.7: Rooms on Level 07 to 12**

Room	Floor Area	Beds	Bathrooms	Balcony	Orientation	DDA Compliant
01 x 2	29 sqm	One	One	No	South	No
02 x 2	29 sqm	One	One	No	West	No
03 x 2	28 sqm	One	One	No	North	No
04 x 2	26 sqm	One	One	No	North	No
05 x 2	26 sqm	One	One	No	North	No
06 x 2	25 sqm	One	One	No	North	No
07 x 2	28 sqm	One	One	No	South	No
08 x 2	29 sqm	One	One	No	South	No

#### 4.13 Level 13

Level 13 will contain four rooms.

Each of the rooms on Level 13 will feature an open plan kitchen, dining and living room, a bedroom, a bathroom and a balcony.

The composition of each of the rooms on Level 13 is particularised in Table 4.8 below.

**Table 4.8: Rooms on Level 13**

Room	Floor Area	Bedrooms	Bathrooms	Balcony	Orientation	DDA Compliant
01	52 sqm	One	One	12 sqm	South / West	No
02	47 sqm	One	One	5.0 sqm	North / West	No
03	46 sqm	One	One	6.0 sqm	North	No
04	55 sqm	One	One	13 sqm	South	No

#### 4.14 Level 14

Level 14 will contain four rooms.

Each of the rooms on Level 14 will feature an open plan kitchen, dining and living room, a bedroom, a bathroom and a balcony.

The composition of each of the rooms on Level 14 is particularised in Table 4.9 below.

**Table 4.9: Rooms on Level 14**

Room	Floor Area	Bedrooms	Bathrooms	Balcony	Orientation	DDA Compliant
01	52 sqm	One	One	7.0 sqm	South / West	No
02	47 sqm	One	One	5.0 sqm	North / West	No
03	46 sqm	One	One	6.0 sqm	North	No
04	55 sqm	One	One	8.0 sqm	South	No

#### 4.15 Level 15

Level 15 will contain three rooms.

Each of the rooms on Level 15 will feature an open plan kitchen, dining and living room, two bedrooms, a bathroom (Room 03 will feature two bathrooms) and a balcony.

The composition of each of the rooms on Level 15 is particularised in Table 4.10 below.

**Table 4.10: Rooms on Level 15**

Room	Floor Area	Bedrooms	Bathrooms	Balcony	Orientation	DDA Compliant
01	65 sqm	Two	Two	15 sqm	South / West	No
02	69 sqm	Two	One	5.0 sqm	North / West	No
03	72 sqm	Two	Two	6.0 sqm	North	No

#### **4.16 Rooftop Terrace**

The rooftop terrace has been designed to accommodate:

- a tiled and landscaped area with timber seating for the motel's guests to utilise;
- a 'fire pump' room;
- two fire tanks;
- a water pump and three water tanks; and
- the motel's air conditioning condensers and hot water plant.

#### **4.17 Floor to Ceiling Heights**

The ground level will have a floor to ceiling height of 4.0 metres.

Levels 01 through to 15 will each have a floor to ceiling height of 2.7 metres.

#### **4.18 Building Height**

The motel, when measured from the finished ground level to the top of the lift overrun, will be 57.7 metres tall.

#### **4.19 External Materials**

The Proponent has selected a handful of contemporary yet robust materials which are intended to complement the fabric of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide.

The materials to which we refer include, but are not necessarily limited to, painted precast concrete, ceramic tiles, non-combustible aluminium cladding (Larcore 6mm Aluminium Honeycomb Core Panels), powder-coated aluminium and steel, and clear glass.

#### **4.20 Access**

The at-grade car park for staff will be accessible via a new crossover on the eastern side of Wright Court.

Each staff member will be given a remote control so that they can open, and close, the panel lift door.

#### **4.21 Bicycle Parking**

A stainless steel rail that is capable of accommodating up to, but not exceeding, five bicycles at any one time will be installed between the motel and the southern boundary of the site.

#### **4.22 Car Parking**

The at-grade car park for staff has been designed to accommodate up to three cars.

#### **4.23 Stormwater**

A stormwater management plan, which demonstrates how runoff is to be captured and released, will be prepared during the detailed design phase of this project.

With that said:

- it should be noted that the extent of impervious horizontal surfaces within the confines of the site will not be increased; and
- it is reasonable to assume, based on the preliminary advice the Proponent has received from its civil engineers to date, that runoff can be released in a clean state and at an appropriate rate so as to not pollute, or place undue strain on the carrying capacity of, the City of Adelaide's existing stormwater drainage network.

#### **4.24 Waste**

It is clear from the waste management plan at Appendix 4 that:

- the waste enclosure on the ground level has been designed to accommodate the requisite type and number of bins (two, 660 litre bins for putrescibles and a 660 litre bin for recyclables);
- putrescibles and recyclables deposited within the rooms and communal facilities will be collected by the motel's personnel on a daily basis and transferred to the waste enclosure via the lifts;
- a private contractor will be engaged to collect putrescibles up to seven times per week and recyclables up to four times per week; and
- the motel's personnel will need to wheel the bins to the kerb on the northern side of Wright Street so that they can be emptied into the private contractor's waste collection vehicle whilst it is parked within the confines of the existing loading zone on the southern side of the site.

#### **4.25 Landscaping**

The rooftop terrace will be neatly landscaped with a suitable selection of plants.

A detailed landscaping plan is currently being prepared for the rooftop terrace and will be supplied to the relevant authority upon completion.

#### **4.26 Environmental Sustainability**

The Proponent intends to minimise the environmental impact of this development by:

- installing thickened glass and insulation;
- installing energy-efficient lighting and water-efficient tapware;
- using a selection of paints which contain fewer volatile organic compounds; and
- orienting the roof atop the 'fire pump' room on the rooftop terrace in a manner that will allow for the installation of efficient solar panels.

## **4.27 Encroachments**

A new canopy, which will extend over the footpath on the eastern side of Wright Court, is to be affixed to the western façade of the ground level. This structure will need to be assessed and subsequently endorsed by the City of Adelaide.

## **4.28 Operational Aspects**

### **4.28.1 Operating Hours**

The reception desk on the ground level is expected to be open from 7:00 am to 11:00 pm on weekdays and weekends. Outside of these times, the motel's guests will need to use their swipe cards to gain access to the ground level.

### **4.28.2 Personnel**

There is expected to be up to, but not exceeding, three staff members on-site at any one time.

### **4.28.3 Checking In and Out**

The motel's guests will be encouraged to arrive and depart via the loading zone which runs parallel with the site's primary frontage to Wright Street, as non-commercial vehicles are permitted to be parked within this zone for up to, but not exceeding, 10 minutes at any one time between the hours of 7:00 am and 7:00 pm on weekdays and weekends.

### **4.28.4 Deliveries**

Linen will be delivered to the motel once per day and consumables (toiletries, etc.) will be delivered to the motel twice per week.

A medium rigid vehicle will be used to deliver linen and consumables to the motel.

It is anticipated that the medium rigid vehicle will be able to be parked within the confines of the loading zone which runs parallel with the site's primary frontage to Wright Street, as the waste collection and delivery processes will not coincide with one another.

### **4.28.5 Signage**

An internally illuminated sign will be erected above the main entrance to the ground level and two internally illuminated signs will be affixed to the perimeter walls of the rooftop terrace. One of these signs will face south, whilst the other will face west.

All three signs will feature the prospective operator's business name and logo.

## **4.29 Staging**

This development will be carried out across two consecutive stages.

The first stage will involve the demolition and conservations works associated with the existing buildings on the site.

The second and final stage will involve the balance of the works (i.e. the construction of the motel.)

## **5. PROCEDURAL MATTERS**

### **5.1 The Relevant Authority**

According to Schedule 10, Clause 4B, Subordinate Clause (1) of the Regulations, the State Commission Assessment Panel ('the SCAP') must assume the role of the relevant authority, as the motel will cost in excess of \$10,000,000 to complete.

### **5.2 The Relevant Version of the Development Plan**

The relevant version of the Development Plan for procedural and assessment purposes was gazetted on September 26, 2019 and subsequently consolidated on October 17, 2019.

The site, under this version of the Development Plan, is located wholly within the confines of the Capital City Zone ('the Zone') but adjacent to the City Frame and Main Street (Adelaide) Zones, both of which extend to the centre of Wright Street.

### **5.3 Form of Development**

According to Principles of Development Control ('Principles') 38 and 39 of the Zone, the proposal involves a form of development that is neither complying nor non-complying. It must, therefore, be assessed, and determined, on its merits by the SCAP in its capacity as the relevant authority.

### **5.4 Category of Development**

According to Principle 40 of the Zone, the proposal involves a Category 1 form of development that is exempt from any form of public notification, as the site is not adjacent to the Adelaide Historic (Conservation) or City Living Zones.

### **5.5 Statutory Referrals**

According to Schedule 8 of the Regulations, the application to which the proposal relates must be referred to the Commonwealth Secretary for the Department of Transport and Regional Services, and to the Government Architect.



## 6. ASSESSMENT

Our assessment of the proposal is set out below and does not extend to the internal layout, amenity or functionality of the rooms within the motel, as those provisions which relate to ‘medium to high scale residential/serviced apartment’ development do not apply to the proposal.

### 6.1 Heritage Conservation

Council Wide Principle 136 provides guidance with respect to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. It advises that:

**136 Development of a heritage place should conserve the elements of heritage value as identified in the relevant tables.**

Mr Sam Hosking of Hosking Willis Architecture has, as part of the heritage impact assessment at Appendix 2, assessed the proposal against this provision. According to Mr Hosking:

“134 Wright Street is listed as a Local Heritage Place (Townscape). The proposed development will retain the elements that contribute to the listing, namely the front façade and its inherent features, and the roofline and chimney. There will be no changes to the appearance of 134 Wright Street, other than the removal of the non-original verandah and conservation works.”

Council Wide Principle 137 also provides guidance with respect to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. It advises that:

**137 Development affecting a State heritage place (Table Adel/1), Local heritage place (Table Adel/2), Local heritage place (Townscape) (Table Adel/3) or Local heritage place (City Significance) (Table Adel/4), including:**

- (a) adaptation to a new use;
- (b) additional construction;
- (c) part demolition;
- (d) alterations; or
- (e) conservation works;

**should facilitate its continued or adaptive use, and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.**

Mr Hosking has, as part of the heritage impact assessment at Appendix 2, assessed the proposal against this provision. According to Mr Hosking:

“The proposed development that includes 134 Wright Street will result in the adaptive reuse of the Local Heritage Place (Townscape) which is currently vacant and underutilised. The proposed development adopts design techniques which respect the scale of the place, and retains the heritage components “House” [sic] included in Table Adel/3. It pushes the bulk of the tower away from Wright Street, which will sit behind the line of the masonry wall on Wright Court. It has also been designed with a podium material that connects visually to the colour and texture of the original masonry, thereby sitting comfortably with the heritage material palette found on the row dwellings.

The proposed development will return the appearance of 134 Wright Street to a more original façade by removing the existing verandah and conserving the original masonry materials and other building elements.

Overall, the form of the proposed development will complement the appearance of the local heritage place [sic].”

Council Wide Principle 138 also provides guidance with respect to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. It advises that:

- 138 A local heritage place (as identified in Tables Adel/2, 3 or 4) or the Elements of Heritage Value (as identified in Table Adel/2) should not be demolished unless it can be demonstrated that the place, or those Elements of Heritage Value that are proposed to be demolished, have become so distressed in condition or diminished in integrity that the remaining fabric is no longer capable of adequately representing its heritage value as a local heritage place.**

Mr Hosking has, as part of the heritage impact assessment at Appendix 2, assessed the proposal against this provision. According to Mr Hosking:

“The development retains the street façade to a depth exceeding the ridgeline and chimney of the Local Heritage Place (Townscape). This incorporates the major features of the building that contribute to its listing, and include [sic] the bluestone and brickwork, timber door and window, roofline and chimney. As a result of the retention of these elements, those on the adjacent un-listed buildings [sic] will also be retained.”

Council Wide Principle 139 also provides guidance with respect to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. It advises that:

- 139 Development of Local Heritage Places (Townscape) should occur behind retention depths (as established from the street facade of the heritage place) of 6 metres in non-residential Zones and Policy Areas, and 4 metres in the City Living Zone or the Adelaide Historic (Conservation) Zone or as otherwise indicated in the heritage Tables in respect of frontages and side wall returns.**

Mr Hosking has, as part of the heritage impact assessment at Appendix 2, assessed the proposal against this provision. According to Mr Hosking:

“The proposed development retains the street façade of the Local Heritage Place (Townscape) including chimneys and roof form, the ridge being approximately 4m [sic] from the front façade of the Place. With the exception of the insertion of the new entrance canopy the façades of the two adjacent row dwellings are also retained.

The length of masonry retained to Wright Court is approximately 13 metres. This fabric is not included in Table Adel/3. The proposed development will meet this requirement for 134, 136 and 136A Wright Street, of which 134 is listed as a Local Heritage Place.”

Council Wide Principle 142 also provides guidance with respect to the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. It advises that:

- 142 Development that abuts the built form/fabric of a heritage place should be carefully integrated, generally being located behind or at the side of the heritage place and without necessarily replicating historic detailing, so as to retain the heritage value of the heritage place.**

Mr Hosking has, as part of the heritage impact assessment at Appendix 2, assessed the proposal against this provision. According to Mr Hosking:

“The design of the proposed development is clearly contemporary in style and does not try to imitate or replicate historic detailing. The new canopy to the Wright Street entrance is modern with the entry statement located on the façade of the two row dwellings which are not heritage listed. No changes are proposed to the Local Heritage Place (Townscape) and consequently no detailing will be obscured or replicated. The design of the new podium and tower above responds to the proportion, scale and massing of the existing heritage place and is sufficiently articulated to reduce its visual bulk. It is located behind the façade of the heritage place, which will reduce its visual impact along Wright Street. Consequently, the proposed development is considered to integrate well with the scale, proportion and façade articulation of the local heritage place [sic].”

## 6.2 Land Use

The intended use of the site is appropriate for three reasons.

First, a motel is among the long list of uses that are envisaged within the Zone. Principle 1 of the Zone attests to this.

Second, the Desired Character Statement ('the DCS') for the Zone calls for "a range of employment, community, educational, tourism and entertainment facilities."

(Our underlining for emphasis.)

Third, the conversion of the ground level into the motel's reception, lobby and lounge will ensure that this portion of the building remains "active during the day, evening and late night," as sought by the DCS for the Zone.

## 6.3 Siting

Principle 12 of the Zone provides guidance with respect to the siting of the motel. It advises that:

- 12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:**
- (a) relates to the scale and context of adjoining built form;
  - (b) provides a human scale at street level;
  - (c) creates a well-defined and continuity of frontage;
  - (d) gives emphasis and definition to street corners to clearly define the street grid;
  - (e) contributes to the interest, vitality and security of the pedestrian environment;
  - (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and
  - (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);  
other than (h) or (i):
  - (h) in the Central Business Policy Area;
  - (i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.

The retention and subsequent conservation of the bluestone and red brick walls belonging to the existing buildings on the site will:

- maintain a "human scale at street level," as sought by Clause (b);
- maintain the site's 'well-defined' primary frontage to Wright Street, as sought by Clause (c);
- continue to define the north-eastern corner of the T – junction of Wright Court and Wright Street, as sought by Clause (d); and
- contribute in a positive manner to the interest of the pedestrian environment, as sought by Clause (e).

The incorporation of an appropriately scaled podium between the primary façade of the existing buildings on the site and the main tower element of the motel (Levels 05 through to 15) will create a new and contemporary setting for the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide. The podium's finishes draw on the natural tones found within the bluestone and red brick walls, and its overall form and expression has been heavily influenced by the angles associated with the existing roof structure.

The main tower element of the motel will be set back 6.3 to 7.7 metres from the southern boundary of the site to maintain the visual prominence of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide and a sense of openness to the sky, as sought by Clause (f).

## 6.4 Height

Principle 21 of the Zone provides guidance with respect to the height of the motel. It advises that:

- 21** Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and
- (a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or
  - (b) more than 15% of dwellings are affordable housing; or
  - (c) only if:
    - (i) at least three of the following are provided:
      - (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;
      - (2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
      - (3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
      - (4) no on site [sic] car parking is provided;
      - (5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;
      - (6) a range of dwelling types that includes at least 10% of 3 + bedroom apartments;
      - (7) the building is adjacent to the Park Lands;
      - (8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 in relation to sunlight access and overlooking; and
    - (ii) at least three of the following sustainable design measures are provided:
      - (1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
      - (2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;
      - (3) passive heating and cooling design elements including solar shading integrated into the building;
      - (4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;
      - (5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.

(Our underlining for emphasis).

According to Concept Plan Figure CC/1 of the Development Plan, the maximum height that has been prescribed for this site is 43 metres.

Whilst the motel will exceed the maximum height that has been prescribed for this site by 14.7 metres, we note that Clause (a) of Principle 21 allows for this exceedance to occur because:

- the motel, at 16 storeys and 57.7 metres in height, will provide an orderly transition up to the western side of Wright Court (noting, of course, that a height limit of 53 metres applies to those sites that are situated between Wright Court and Morphett Street), and to the 23 storey, mixed use building on the north-eastern corner of the T – junction of Morphett Street and Whitmore Square which is approximately 73 metres tall (the height of the motel does, therefore, have regard to its contextual setting and to the anticipated city form);
- the motel, at 16 storeys and 57.7 metres in height, will also provide an orderly transition down to the southern side of Wright Street, where a 22 metre height limit applies to sites with an area of less than 1,500 square metres;
- the proposal involves the retention, conservation and reuse of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide; and
- the proposal also involves the retention, conservation and reuse of the bluestone and red brick walls on the southern and western sides of the single storey building at 136 Wright Street, Adelaide, as they are considered by the Proponent to contribute positively to the character and fabric of this particular locality.

The orderly transition to which we refer is accurately depicted in Figure 6.1 below.

**Figure 6.1: The transition from the site to ‘Bohem’**



## 6.5 External Appearance

Principles 6, 7 and 16 of the Zone provide guidance with respect to the external appearance of the motel. They advise that:

- 6 **Development should be of a high standard of architectural design and finish which is appropriate to the City’s role and image as the capital of the State.**
- 7 **Buildings should achieve a high standard of external appearance by:**
  - (a) **the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;**
  - (b) **providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;**
  - (c) **ensuring lower levels are well integrated with, [sic] and contribute to a vibrant public realm; and**
  - (d) **ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.**
- 16 **Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.**

The design statement at Appendix 5, which was written by Mr William Valimitis of Chasescrown, provides a succinct insight into the thought process behind the design and external appearance of the motel. It states, in part, that:

“The principle [sic] design goal is create [sic] a high quality, innovative design that responds to its surroundings, acknowledges existing built form and enhances the character of the immediate area. The architecture responds to site context and the broader streetscape and supports optimal site development. The proposal retains most of the meaningful structure and integrates it into the new use.

3 [sic] key design considerations include:

- Row housing conservation, restoration and integration.
- Podium design – a contemporary juxtaposition providing a new setting for the heritage place [sic].
- Overall building height and the relationship to the adjacent Bohem apartments.

Thus the proposal has three main components – the existing row houses, the podium and the tower. The podium form, scale and materiality are designed to create a dialogue with the existing row dwellings.

Retention of the existing row dwellings and podium design and scale maintains a comfortable pedestrian environment along Wright Street and Wright court [sic].

The tower is regular in shape using muted white, black and grey tones. The form is contemporary with rectangular vertical and horizontal patterns drawn from the row dwellings.

The main Wright street [sic] façade is set back from the row dwelling frontage allowing for the retention of the main gable ridge and chimneys whilst still allowing for good site utilisation.

The hotel [sic] accommodation is a diverse offering with a range of room sizes and services. There will be a sizeable roof garden to provide amenity to the users taking in views of Whitmore square [sic] and the hills.

The ground floor contains the public lobby spaces providing ground floor activation and surveillance to Wright Street.

West and north facing [sic] glazing will be protected by the incorporation of overhangs and louvres.

The new components of the proposal are located to ensure the street level integrity of the existing row dwellings whilst allowing for an effective hotel [sic] room floor plate.

The podium is scaled to appropriately transition from the existing row dwellings to the tower portion of the proposal above. The podium finishes relate to natural colourings found in the brickwork and bluestone walls of the existing row dwellings. The podium form is directly influenced by the angles of the roof form of the row dwellings.

It is proposed to fashion the main building entry around the existing adjacent entrances of the two non-listed dwellings. It is also proposed to remove the existing non-original verandah. The new entry is designed to be subtle, not detracting from the existing row dwellings but significant enough to reflect the importance of the overall proposal. The black steel plate structure forming the new entrance is intended to be a contrast to the mass and depth of the stone brick structure, distinguishing new from old.

All external materials and finishes specified are of high quality. The podium material will be a high-grade manufactured stone product that possesses excellent properties for building façade use (Neolithic iron corten satin). The tower will be a combination of precast concrete and premium non-combustible aluminium cladding (Larcore 6mm Aluminium Honeycomb Core Panels) battens and louvres. It is proposed that the precast concrete will be finished in a high performance Dulux Acratex system.

There is a deliberate material and form break between the podium and tower at Level 4 [sic]. The break provides for the transition of architectural language between the podium and the tower.

Generally the building changes from base to top providing for visual interest with each portion relating to its relative position in the building hierarchy. The 4 [sic] storeys high base is scaled and detailed for appreciation by the pedestrian. The middle section of the tower generally repeats a rhythmic pattern while the top terminates the building with an element containing the building signage and roof garden.

All building façades provide a high degree of articulation with the eastern boundary façade incorporating both colour and panel articulation including recessed lighting bands that reflect the horizontal louvres on the western façade.”

It is clear, after having read the design statement at Appendix 5 in its entirety, that the design and external appearance of the motel is of an extremely high standard, as it should be given the additional height that is sought by the Proponent.



## 6.6 Overshadowing

Council Wide Principle 120 provides guidance with respect to 'overshadowing.' It advises that:

**120 Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.**

The extent of shadow that is likely to be cast by the motel between the hours of 9:00 am and 3:00 pm on the winter solstice is depicted across the shadow diagrams at the top of Drawing 500, Issue C at Appendix 1.

It is reasonably clear from these diagrams that:

- the motel will not cast a single shadow across the residential properties on the northern side of the private road which runs parallel with the northern boundary of the site;
- the motel will not cast a single shadow over the residential properties that are bounded by Wright Court to the east, Wright Street to the south and Morphett Street to the west; and
- the motel will not cast a single shadow across the residential properties that are bounded by Wright Street to the north, Russell Street to the east and Whitmore Square to the west until well after midday on the winter solstice.

The proposal is, therefore, not at odds with Council Wide Principle 120.

## 6.7 Access

Mr Paul Morris of GTA Consultants was instructed by the Proponent to review, and comment on, the proposed access arrangements.

Whilst Mr Morris' findings can be found at Appendix 3, it is important to note that standard passenger cars will be able to be driven into, and reversed out of, the car park on the ground level without colliding with cars that are parked on the western (opposite) side of Wright Court.

The turn path diagrams on the third page of the traffic review at Appendix 3 attest to this.

## 6.8 Bicycle Parking

Table Adel/6 of the Development Plan provides guidance with respect to the provision of on-site bicycle parking.

According to Table Adel/6, the motel generates a theoretical demand for one 'employee' space and four 'guest' spaces.

A stainless steel rail that is capable of accommodating up to, but not exceeding, five bicycles at any one time will be installed between the motel and the southern boundary of the site.

Accordingly, the proposal complies with Table Adel/6.

## 6.9 Car Parking

Table Adel/7 of the Development Plan provides guidance with respect to the provision of on-site car parking.

According to Table Adel/7, the motel does not generate a theoretical demand for any on-site car parking. With that said, the prospective operator of the motel has requested the Proponent to provide three spaces on the ground level for its personnel to utilise.

The provision of three spaces on the ground level is entirely acceptable, as the car park will be sleeved, and concealed from Wright Street, by the motel's open plan reception, lobby and lounge area, as sought by Principle 32, Clause (a) of the Zone.

## 6.10 Traffic

Mr Morris was also instructed by the Proponent to determine whether or not the proposal is likely to have an adverse effect on the surrounding road network.

Whilst Mr Morris' findings can be found at Appendix 3, it is important to note that:

- the motel, when operating at capacity, is likely to generate up to 22 'trips' during the morning peak hour period and up to 200 'trips' per day; and
- the volume of traffic associated with the motel "will be minor in the context of existing traffic volumes on Wright Street and around Whitmore Square to the west."

## 6.11 Stormwater

Council Wide Principle 127 provides guidance with respect to the management of stormwater. It advises that:

**127 Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.**

A stormwater management plan, which demonstrates how runoff is to be captured and released, will be prepared during the detailed design phase of this project.

With that said:

- it should be noted that the extent of impervious horizontal surfaces within the confines of the site will not be increased; and
- it is reasonable to assume, based on the preliminary advice the Proponent has received from its civil engineers to date, that runoff can be released in a clean state and at an appropriate rate so as to not pollute, or place undue strain on the carrying capacity of, the City of Adelaide's existing stormwater drainage network.

## 6.12 Waste

Council Wide Principle 103 provides guidance with respect to the management of waste. It advises that:

- 103 Development greater than 2000 square metres of total floor area should manage waste by:**
- (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
  - (b) on-site storage and management of waste;
  - (c) disposal of non-recyclable waste; and
  - (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

The waste enclosure on the ground level of the motel has been designed to accommodate the requisite type and number of bins for putrescibles and recyclables, and to ensure that these bins remain concealed from motel's lobby and from the public realm. Both forms of waste will, therefore, be temporarily stored, and disposed of, in an environmentally sound manner, as sought by Council Wide Principle 103.

## 6.13 Wind

Council Wide Principle 125 provides guidance with respect to the management of wind. It advises that:

- 125 Development that is over 21 metres in building height and is to be built at or on the street frontage should minimise wind tunnel effect.**

The Proponent has sought to protect the footpath on the northern side of Wright Street from downwash winds by:

- retaining the bluestone and red brick walls belonging to the existing buildings on the site;
- incorporating an appropriately scaled podium between the primary façade of the existing buildings on the site and the main tower element of the motel (Levels 05 through to 15); and
- setting the main tower element of the motel 6.3 to 7.7 metres back from the southern boundary of the site.

## 6.14 Signage

Principle 33 of the Zone provides guidance with respect to the signage that is proposed. It advises that:

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

The proposed signs will:

- be clear, simple and concise, and limited in both number and size to minimise visual clutter;
- be integrated with, and complementary to, the architectural form, style and colour of the motel;
- consist of not more than three colours; and
- simply convey the name and logo of the prospective operator of the motel.

### 6.15 Passive Surveillance

Clause (c) of Council Wide Objective 51 provides guidance with respect to passive surveillance. It calls for development that is “designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by improving perceptions of public safety through passive surveillance.”

In accordance with Clause (c), the motel will allow for:

- Wright Street to be passively surveilled by:
  - » orienting the conference room and gymnasium on Level 01 to the south;
  - » orienting 36 of the rooms to the south; and
  - » incorporating nine south-facing balconies into its overall design despite the fact that none of the private open space provisions apply to the proposal; and
- Wright Court to be passively surveilled by:
  - » providing the staff and conference rooms on Level 01 with west-facing windows; and
  - » orienting 17 of the rooms to the west.

## 7. CONCLUSION

We have concluded from our assessment of the proposal that it is deserving of consent.

In support of our conclusion, we wish to highlight that:

- the key elements of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide will be retained, conserved and reused;
- neither the podium nor the main tower elements of the motel will detract from the fabric, setting or visual prominence of the Local Heritage Place (Townscape);
- a motel is an envisaged form of development within the zone;
- the motel will add to the range of employment and tourist facilities within the Zone;
- the conversion of the ground level into the motel's reception, lobby and lounge will ensure that this portion of the building remains active for extended periods of time;
- the motel will accommodate a mix of one and two bed rooms with generous floor areas and a high degree of amenity, noting that many of the rooms will come equipped with a balcony despite the fact the none of the private open space provisions apply to the proposal;
- the motel, at 16 storeys and 57.7 metres in height, will provide an orderly transition up to the western side of Wright Court (noting, of course, that a height limit of 53 metres applies to those sites that are situated between Wright Court and Morphett Street), and to the 23 storey, mixed use building on the north-eastern corner of the T – junction of Morphett Street and Whitmore Square which is approximately 73 metres tall;
- the motel, at 16 storeys and 57.7 metres in height, will also provide an orderly transition down to the southern side of Wright Street, where a 22 metre height limit applies to sites with an area of less than 1,500 square metres;
- the design and external appearance of the motel is of an extremely high standard;
- the motel will not cast an excessive or unreasonable amount of shadow across sensitive receptors;
- the recommended number of on-site bicycle parking spaces will be provided;
- standard passenger cars will be able to be driven into, and reversed out of, the car park on the ground level without colliding with cars that are parked on the western (opposite) side of Wright Court;
- the car park will be sleeved, and concealed from Wright Street, by the motel's open plan reception, lobby and lounge area;
- the volume of traffic associated with the motel will have a negligible impact on the surrounding road network;
- stormwater and waste will be managed in an environmentally sound manner;
- the footpath on the northern side of Wright Street will be protected from downwash winds; and
- the motel will allow Wright Street and Wright Court to be passively surveilled.

**APPENDIX 1. COMPENDIUM OF ARCHITECTURAL DRAWINGS**

## **APPENDIX 2. HERITAGE IMPACT ASSESSMENT**

**APPENDIX 3. TRAFFIC REVIEW**



**APPENDIX 4. WASTE MANAGEMENT PLAN**

**APPENDIX 5. DESIGN STATEMENT**



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## DESIGN STATEMENT

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JOB NO	16-WRI
PROJECT	PUNTHILL APARTMENT HOTELS WRIGHT STREET
ADDRESS	134-136 Wright Street, Adelaide
REVISION	3

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- The Site & Immediate Locality
- Current Condition
- Zoning and Site Potential

## 2.0 ARCHITECTURAL DESIGN

- Design Principles
- Built Form Height / Density
- Accommodation Diversity / Amenity
- Architectural Expression / Materials



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## 1.0 BACKGROUND

### THE SITE AND IMMEDIATE LOCALITY

The subject site is located at 134-136 Wright Street Adelaide just east of Whitmore Square and is in the order of 491m<sup>2</sup> in area. It is a corner site bounded by Wright Street and Wright Court, with a right of way running along the northern boundary. The neighbouring 3 storey building immediately east of the site is built on the boundary and presents a blank unfinished concrete wall facing west towards the site.



Subject site and the eastern neighbour



Right of way from Wright Court at the rear of the subject site



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This section of Wright street consists predominately of small scale commercial operations with a mix of design styles from different eras. There are a number of local heritage places in the immediate vicinity. Buildings have small to zero front boundary setbacks.



Looking East along Wright Street from in front of the subject site

Four properties to the west of the subject site, the corner of Morphett street and Whitmore square, has recently seen the construction of a 23 storey apartment building (73metres in height) know as Bohem apartments. The Bohem apartment building has significantly changed the context of the locality in line with current capital city zoning.



Looking west along Wright Street to Bohem Apartments from in front of the subject site

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## CURRENT CONDITION

The site currently consists of three single storey bluestone row dwellings with brick quoins and parapet in a poor state of repair. The front verandah is understood not to be original. Number 134, the eastern most of the dwellings is a local heritage place.

The buildings have a small approximately 1 metre set back from Wright Street and are built on the Wright Court boundary. Other building features include a corrugated roof, typical of the period and red brick chimneys located on the Wright Street pitched roof. The front windows are frosted and fitted with security bars.



Existing condition of row dwellings to Wright Street

The neighbouring building to the east significantly diminishes the general immediate streetscape appeal and the blank stained concrete side-wall has a direct detrimental impact on the subject property.



Neighbouring eastern boundary wall



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**ZONING AND SITE POTENTIAL**

134-136 Wright Street is within the capital city zone, the economic and cultural focus of the state. The desired character set out in the City of Adelaide’s development plan for this zone includes a range of employment, community, educational, tourism and entertainment facilities. The zone is envisaged to be active during the day, evening and night.

The proximity of the site to the Gouger main street precinct, Adelaide central market, court precinct and King William street tram opens up the potential for a variety of intensive uses.

After consideration of various development options the owner has opted for a well-suited boutique hotel use that responds to the desired character of the capital city zone. A hotel will reinforce an active precinct and provide for ground level activation through a well design lobby, generating good levels of pedestrian activity. An experience hotel operator has committed to the site and has played an important role in the design process. Hotels are an envisaged land use in the capital city zone.

Previous schemes developed prior to our engagement indicated potential removal of the two unlisted row dwellings. Chasecrown was of the opinion in this case that retention of all three row dwellings would not only be beneficial to the single local heritage place but would benefit the overall Wright Street streetscape. The proposal retains the majority of the street facing detailed external fabric, the front gable and chimneys and the full extent of the bluestone wall to Wright Court. The row dwellings will perform an active role in the proposal.



Gouger Street Main Street



## 2.0 ARCHITECTURAL DESIGN

### DESIGN PRINCIPLES

The principle design goal is create a high quality, innovative design that responds to its surroundings, acknowledges existing built form and enhances the character of the immediate area. The architecture responds to site context and the broader streetscape and supports optimal site development. The proposal retains most of the meaningful existing structure and integrates it into the new use.

3 key design considerations include:

- Row housing conservation, restoration and integration.
- Podium design – a contemporary juxtaposition providing a new setting for the heritage place.
- Overall building height and the relationship to the adjacent Bohem apartments.



The proposal set against Bohem apartments looking west

Thus the proposal has three main components – the existing row houses, the podium and the tower. The podium form, scale and materiality are designed to create a dialogue with the existing row dwellings.



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Proposed podium looking east toward the site

Retention of the existing row dwellings and podium design and scale maintains a comfortable pedestrian environment along Wright Street and Wright court.

The tower is regular in shape using muted white, black and grey tones. The form is contemporary with rectangular vertical and horizontal patterns drawn from the row dwellings.

The main Wright street facade is set back from the row dwelling frontage allowing for the retention of the main gable ridge and chimneys whilst still allowing for good site utilisation.

The hotel accommodation is a diverse offering with a range of room sizes and services. There will be a sizable roof garden to provide amenity to the users taking in views of Whitmore square and the hills.

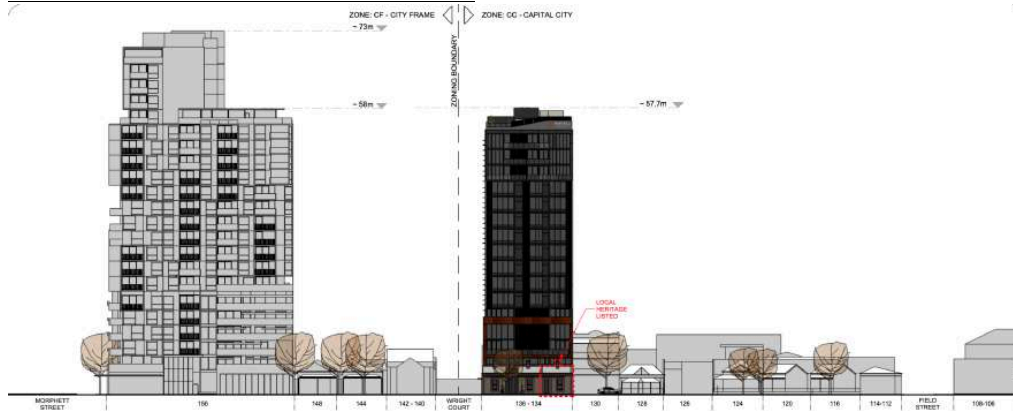


Proposed roof garden

The ground floor contains the public lobby spaces providing ground floor activation and surveillance to Wright Street.

West and north facing glazing will be protected by the incorporation of overhangs and louvers.

## BUILT FORM HEIGHT / DENSITY



Streetscape relationship with Bohem apartments

The site falls in the 43m height capital city zone, on the border of the 43m - 53m building height areas. This precinct contains existing buildings of this scale namely Bohem apartments at 73m in height. The proposal is scaled to provide an orderly transition from the taller Bohem apartments as indicated in the streetscape drawing above.

We believe that in addition to the relationship with Bohem apartments, the retention, conservation and reuse of the entire existing row dwelling façades and principle form which includes a listed heritage place, the high standard of design and materiality and fulfilling desired future character principles in regards to activation, and



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streetscape contribution, that items 16 and 21 of the principles of development control regarding accommodation of extra height should be granted.

## ACCOMMODATION DIVERSITY / AMENITY

A range of accommodation types will be provided including studios, 1 and 2 bedroom apartments. The apartments will be serviced by range of communal areas including outdoor roof top garden and gym.

In summary the proposed building will contain:

- 100 rooms
  - 89 studio rooms
  - 8 one bedroom apartments
  - 3 two bedroom apartments
- Communal roof top outdoor garden
- Gymnasium
- Conference room
- Entrance lobby, reception and sitting areas
- Associated service areas



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## ARCHITECTURAL EXPRESSION / MATERIALS



Overall view of the proposed building looking north-east from Whitmore Square

The new components of the proposal are located to ensure the street level integrity of the existing row dwellings whilst allowing for an effective hotel room floor plate.

The podium is scaled to appropriately transition from the existing row dwellings to the tower portion of the proposal above. The podium finishes relate to natural colourings found in the brickwork and bluestone walls of the existing row dwellings. The podium form is directly influenced by the angles of the roof form of the row dwellings.

It is proposed to fashion the main building entry around the existing adjacent entrances of the two non-listed dwellings. It is also proposed to remove the existing non-original verandah. The new entry is designed to be subtle, not detracting from the existing row dwellings but significant enough to reflect the importance of the overall proposal. The black steel plate structure forming the new entrance is intended to be a contrast to the mass and depth of the stone brick structure, distinguishing new from old.

All external materials and finishes specified are of high quality. The podium material will be a high-grade manufactured stone product that possesses excellent properties for building façade use (Neolith iron corten satin). The tower will be a combination of precast concrete and premium non-combustible aluminium cladding (Larcore 6mm Aluminium Honeycomb Core Panels) battens and louvers. It is proposed that the precast concrete will be finished in a high performance Dulux Acratex system.

There is a deliberate material and form break between the podium and tower at level 4. The break provides for the transition of architectural language between the podium and the tower.

Generally the building changes from base to top providing for visual interest with each portion relating to its relative position in the building hierarchy. The 4 storeys high base is scaled and detailed for appreciation by the pedestrian. The middle section of the tower generally repeats a rhythmic pattern while the top terminates the building with an element containing the building signage and roof garden.



Proposed top of building

All building facades provide a high degree of articulation with the eastern boundary façade incorporating both colour and panel articulation including recessed lighting bands that reflect the horizontal louvres on the western façade.



Proposed eastern elevation with recessed strip lighting

These multiple architectural rhythms assure visual interest in all the building facades.

# Heritage Impact Assessment

Proposed Multi-storey Hotel

134-136 Wright Street, Adelaide



Hosking Willis Architecture  
Level 1, 121 South Terrace, Adelaide

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<http://www.hoskingwillis.com.au>

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## 1.0 Introduction

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### 1.1 Objectives of the Report

The objective of this report for the proposed hotel at 130 Wright Street, is to review and assess the heritage impact of this proposed development on the adjacent Local Heritage Place, 134 Wright Street, Adelaide.

The following tasks have been undertaken in order to develop an understanding of the place and to inform the statement:

- Inspection of the site and context to define and understand the extent of the heritage listed place affected by the development.
- Review of the heritage status of the adjacent property and landscape features and the criteria under which the place is considered to have heritage value.
- Analysis of the heritage integrity and condition of the place.
- Review of the design of the proposed development and liaison with the client to understand the design objectives.
- Assessment of the proposed development against the provisions of the Adelaide (City) Council Development Plan (17 October 2019).
- Assessment of the potential impact of the proposed development on the fabric and condition of the heritage place.
- Preparation of this Heritage Impact Statement.

### 1.2 Design Drawings

The following documentation prepared by Chase Crown has been reviewed:

- 16\_WRI – Planning Drawings (28-11-19) – 11 pages
- 16\_WRI – Working Drawings 3.pdf - 13 pages
- 16WRI\_Model 01.png

### 1.3 Existing Heritage Context

The house at 134 Wright Street was assessed in a Townscape heritage survey undertaken between 1988 and 1989 and was included in the Development Plan as a Local Heritage Place (Townscape).

The description and extent as listed in Table Adel/3 within the Adelaide (City) Council Development Plan is as follows:

134 Wright Street ADELAIDE	House			CT 0238/227		215
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Refer to Section 4.0 for a more detailed discussion of the heritage value of the place and the impact on this by the proposed development.

### 1.4 Location of the Place

134 Wright Street is located on the northern side of Wright Street to the north east of Whitmore Square and on the corner of Wright Street and Wright Court.

The local heritage place is the easternmost of three row dwellings on the site, and is on a separate title.

Abutting the site on the eastern boundary is a modern three-storey accommodation building. To the south, on the opposite side of Wright Street, are single storey offices and a commercial premises with single and two storey portions. West of the site, over Wright Court, are four single storey detached buildings. A multi-storey residential tower is located on the corner of Morphett Street and Wright Street.

Generally buildings on this portion of Wright Street are single or double storey with small front boundary set-backs.

### **1.5 Zoning and Surrounding Locality**

Within the Adelaide (City) Council Development Plan the subject site falls within the Capital City Zone as defined on Zones Map Adel/24. The Main Street (Adelaide) Zone is located to the south on the opposite side of Wright Street.

### **1.6 Amendments to Proposed Design**

Minor amendments have been made to the proposed design during discussions with Hosking Willis Architecture. A list of the changes, as understood by Hosking Willis Architecture are:

- Location of entry relocated to be within the two western row cottages.
- Internal functions of the ground floor modified.
- Retention of the full extent of the bluestone wall to Wright Court

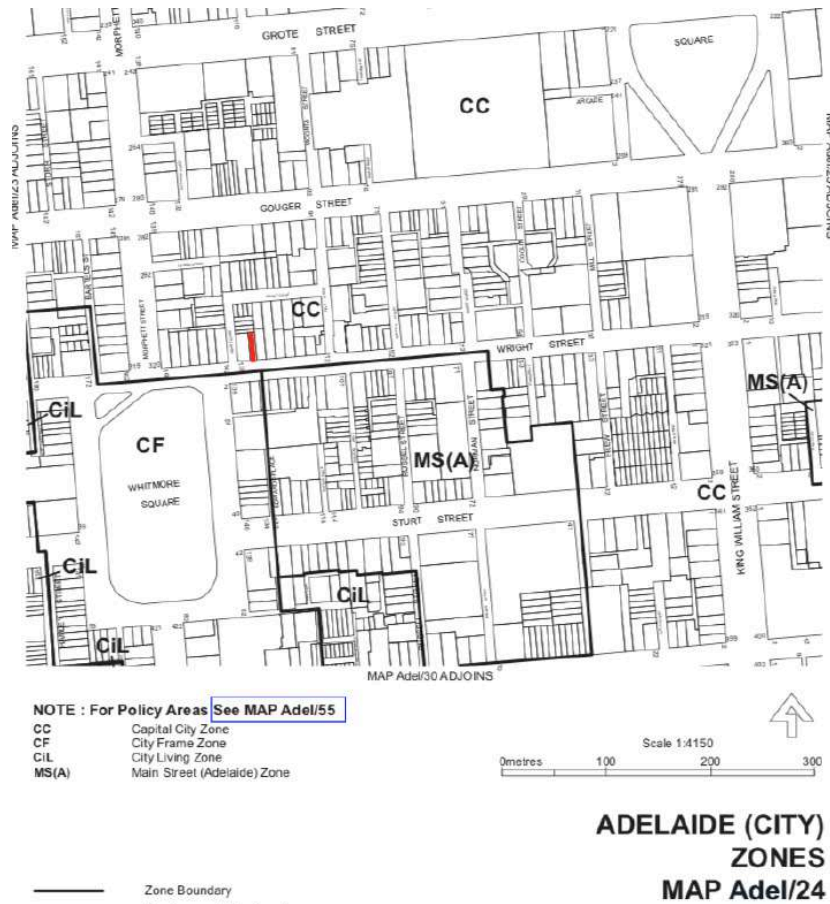


Figure 1: Part of Zones Map Adel/24. Red indicates subject site.

Source: Adelaide (City) Council Development Plan, 17 October, 2019.

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## 2.0 Historical Overview

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### 2.1 Historical Overview

Residential development throughout Adelaide occurred quickly after settlement and different areas within the City soon developed their own character. Wealthier inhabitants of the city constructed houses overlooking parklands along North, East and South Terraces and east of King William Street.

Residential development occurred south of Gouger Street, Angas Street and east of Hutt Street but within the south-east dwellings were interspersed with factories and industrial development. Adelaide continued to grow from the time of its establishment until 1914 when there were 43,133 people residing in the city.

Within the southern portion of the city small businesses including shops, stores, factories, workshops and warehouses developed at the same time as residential development and this was particularly evident in the south west quadrant of Adelaide. Dwellings here mostly consisted of small row dwellings or single dwellings. More two storey terraces were developed as housing prices in the colony rose. Dwellings were predominantly of masonry construction.

Small dwellings for the less prosperous residents of the city were developed away from the terraces and closer to the main thoroughfares. The 1850s saw development within the south west characterised by narrow streets of small workers cottages with more than 50 people occupying a town acre. This type of development occurred most rapidly in the 1870s and 1880s.

Residents of the south of the city worked close to where they lived. Men worked as mechanics, labourers, tradesmen, factory hands or as public employees for the railway, gangers or policemen. Single women worked as teachers, servants, dressmakers, shop assistants and nurses among other things. The south west also had a reputation for prostitution and the illegal sale of liquor.

After the first world war and during the depression much of the housing in the south west was considered substandard and suffered from being located with factories which produced a toxic waste. Demolition of many of these was envisaged prior to the second world war, but the outbreak of war resulted in their retention. They were later purchased by the influx of European migrants into the area following the end of the War.

The southern part of Adelaide remains residential with commercial activities located along major thoroughfares.

### 2.2 Site Development

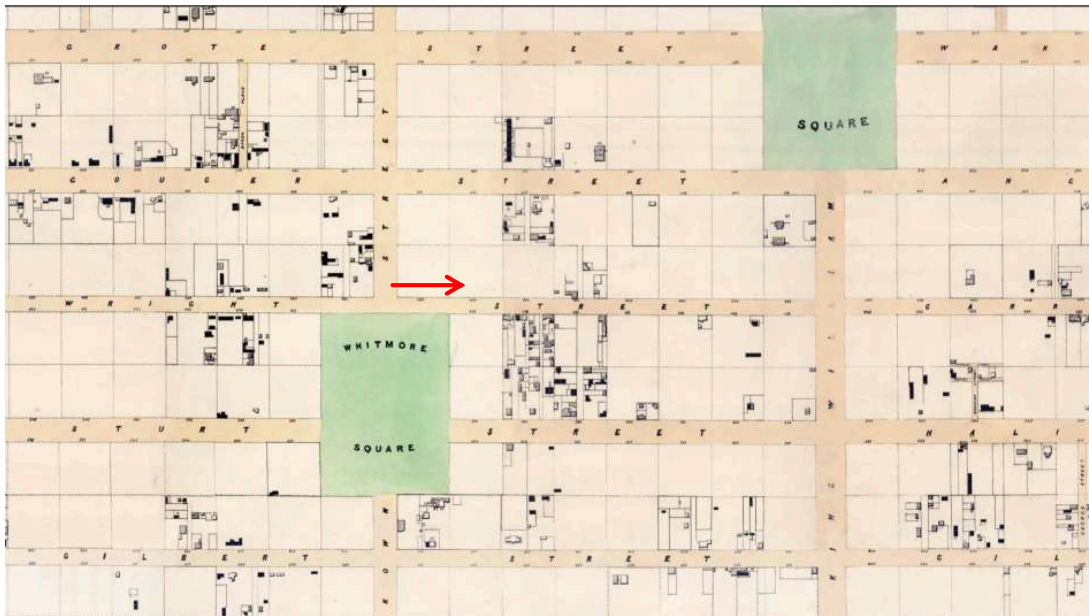
The local heritage place at 134 Wright Street appears to be the earliest of the three row dwellings and is located on a separate title to the two adjacent dwellings to the west.

The Kingston Plan of 1842 shows no development within town acre 459. The Smith Survey indicates a single dwelling in the approximate location of the current row dwelling but with no development to the west.

adjacent dwellings.

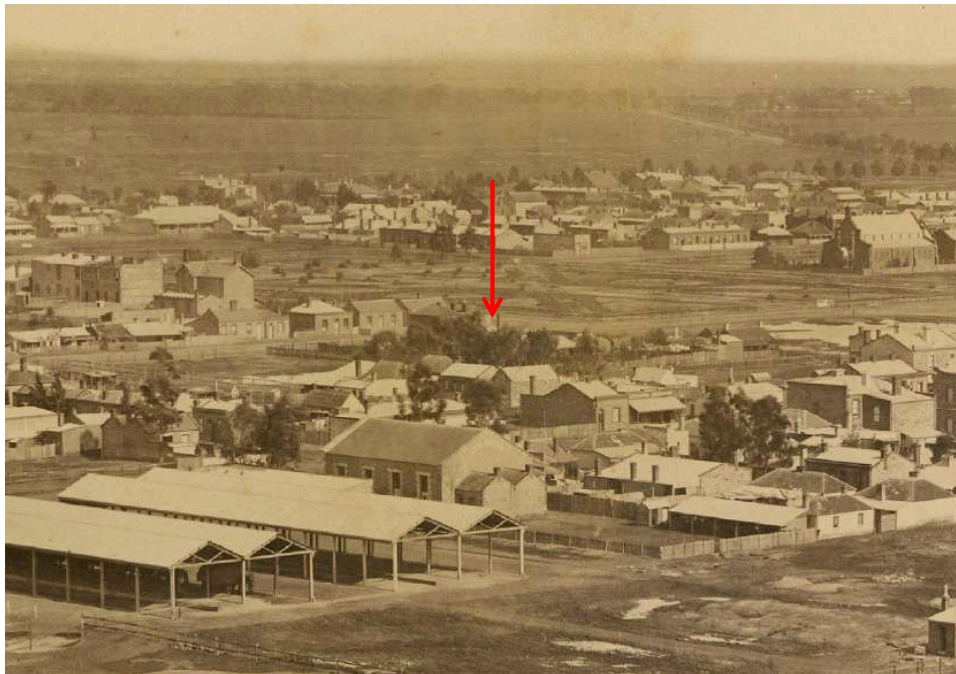
The dwellings appear to date from the late 19<sup>th</sup> century, around the time many of the town acre

blocks in the south west of the city were subdivided to make more space for workers dwellings.



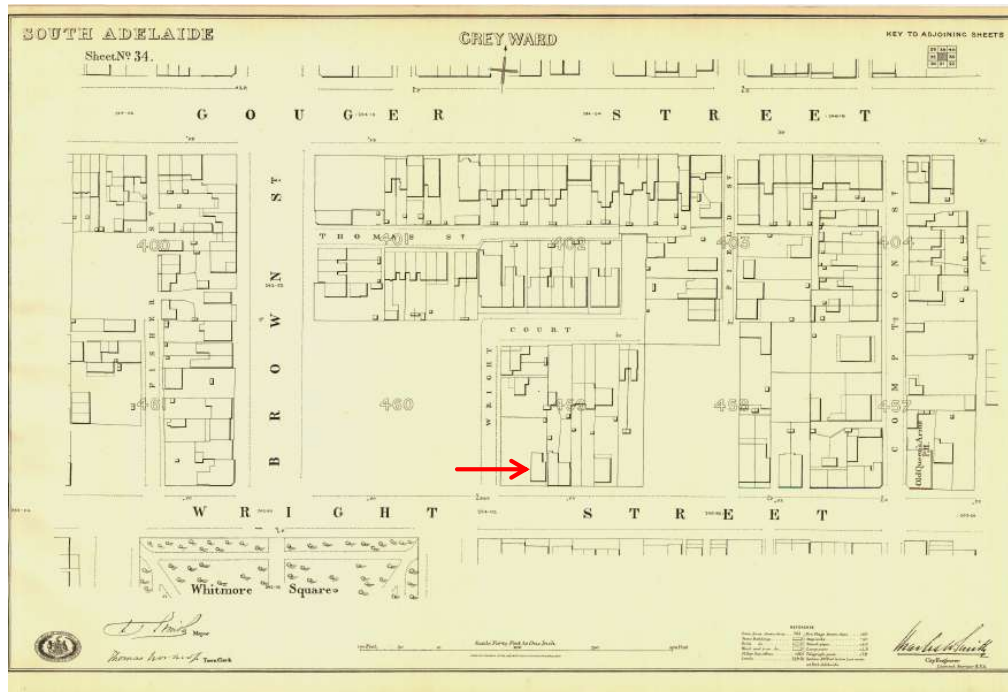
**Figure 2:** Part Kingston Plan, 1842. 134 Wright Street indicated.

Source: State Library of South Australia [b2202237]



**Figure 3:** View of Adelaide looking south-west, 1870. 134 Wright St indicated.

Source: State Library of South Australia [b2202237]



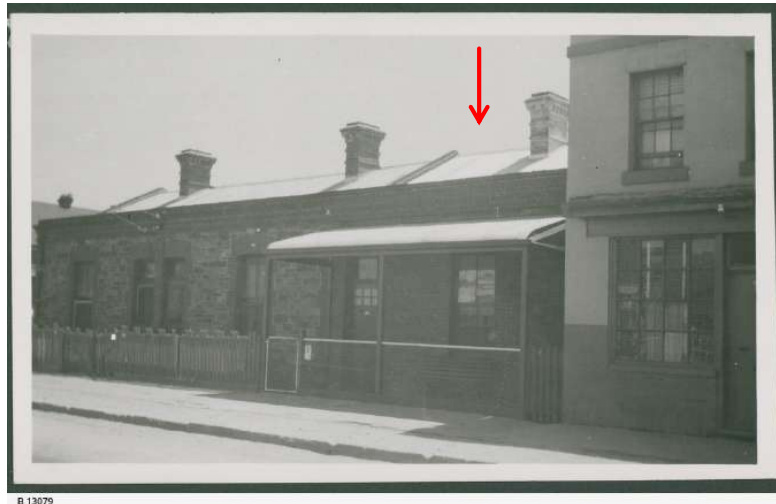
**Figure 4:** Part Smith Survey, 1881, sheet 34. 134 Wright Street indicated.

Source: State Library of South Australia [b2202237]



**Figure 5:** Aerial view of Whitmore Square, 1962. Site indicated.

Source: City of Adelaide – City Archives [3554ITEM0605]



**Figure 6:** 134 Wright Street, 1954.

Source: State Library of South Australia [b13079]

## 3.0 Site Context

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### 3.1 Introduction

A survey of the site context was undertaken in November 2019. The survey was limited to visual observation and documentary evidence, without physical intervention to any fabric or access to the inside of any property.

### 3.2 Description

The proposed development site contains three row dwellings with a verandah to the street frontage, which is set within the Wright Street boundary. The verandah is not original, and has replaced what was possibly originally a small front garden, which is now paved or concreted. All three row dwellings are bluestone with brick quoins and parapet. Brick chimneys are located on the Wright Street pitch of the roof.

The row dwellings are the full width of the site, skillion roofed additions to the rear of the original building forms. Boundary fences to the rear are galvanised iron, and now separate car parking spaces within what would have been the rear yards.

The dwellings have most recently been used as small offices, and are now all empty. Internally, the original layouts are legible, however a number of changes to the fabric have been made.

Opposite the site to the south, across Wright Street, are mostly commercial properties, predominantly one storey in height, with some two storey portion.

To the east is a three storey accommodation building, which sits directly adjacent the site, and older dwellings that contain a mix of uses. Buildings are either built to the street boundary or with small setbacks with fenced front gardens. To the west is more small scale development, with a multi-storey residential tower located at the corner of Morphett and Wright Streets.

The subject site is essentially level.

### 3.3 Heritage Integrity

The Local Heritage Place (Townscape) retains its original roof form, chimneys and front wall. A non-original verandah has been added. The lean-to has been extended with the rear walls constructed of concrete block.

Masonry and brickwork remain unpainted.

### 3.4 Current Photographs

The following photographs of the site were taken in November 2019.





**Figure 7:** 134, 136, 136a Wright Street. 134 to right hand side.

Source: Hosking Willis Architecture, November 2019.



**Figure 8:** 134 Wright Street

Source: Hosking Willis Architecture, November 2019.



**Figure 9:** *Wright Court elevation, 136a Wright Street*  
**Source:** *Hosking Willis Architecture, November 2019.*



**Figure 10:** *Rear of 134, 136 and 136a Wright Street*  
**Source:** *Hosking Willis Architecture, November 2019.*



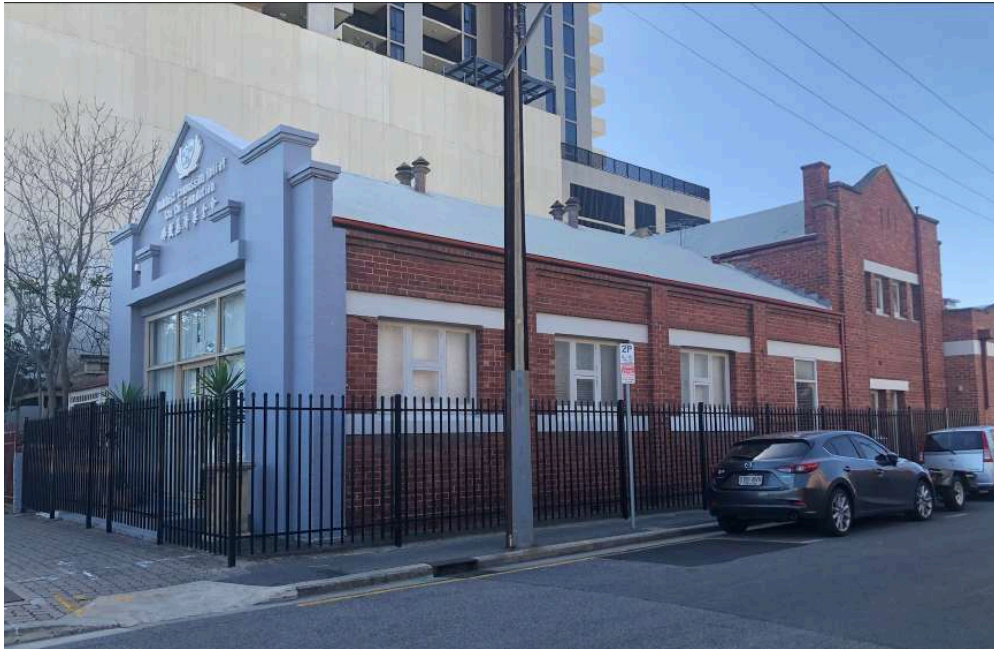
**Figure 11:** *Rear of 134 Wright Street*

Source: *Hosking Willis Architecture, November 2019.*



**Figure 12:** *10-14 Wright Court, located to rear of subject site.*

Source: *Hosking Willis Architecture, November 2019.*



**Figure 13:** 140-142 Wright Street

Source: Hosking Willis Architecture, November 2019.



**Figure 14:** 123 Wright Street

Source: Hosking Willis Architecture, November 2019.



**Figure 15:** 127 Wright Street

Source: Hosking Willis Architecture, November 2019.



**Figure 16:** 131 Wright Street

Source: Hosking Willis Architecture, November 2019.



**Figure 17:** 137-139 Wright Street

Source: Hosking Willis Architecture, November 2019.

### 3.5 Description of the Proposal

The proposed development involves the construction of a 15 storey hotel to the rear of the three row dwellings located on the corner of Wright Street and Wright Court.

The proposed new development will retain the front (south) and Wright Court (west) facades of the existing terrace row and the roof form and chimneys facing Wright Street. A portion of the roof line to the rear of the ridge will be retained and form a box gutter junction between the new and existing.

A new entrance to the Hotel will be created between the existing door openings to 136 and 136A. The front façade of 134 Wright Street will remain largely unchanged, with conservation works to the façade to be undertaken. The existing door, window and chimney will be retained, as will the line of the party wall that projects through the roof line between 134 and 136.

The new building has been designed with a strong podium element between levels 1 and 4, which will be clad with a ventilated ceramic tile façade system, in a colour similar to rusted steel. The podium form to Wright Street is set back behind the existing stone wall, and has an angled top, evoking the form of the end gable to the street. The new entrance canopy to Wright Street reflects the angles of the podium form as a contemporary insertion into the existing building.

The tower element raises from levels 5 to 15 and consists of painted precast concrete, glass and metal shading blades in a combination of dark and grey tones. The body of the tower will contrast strongly with the ceramic tile material of the podium and the bluestone and brickwork of the original dwellings.

The reception and lobby are located at ground level within the three row dwellings. Car parking and service areas are located towards the rear of the site and accessed from Wright Court. Hotel rooms of various configurations are located on levels one through to fifteen.



**Figure 18:** *Proposed Development, 134-136 Wright Street*

Source: *ChaseCrown, November 2019.*

## 4.0 Review of Heritage Place

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### 4.1 General

The concept of heritage value assists in identifying and assessing the qualities that make a place or object of value to the community. An understanding of the nature and degree of that value indicates where constraint is required with future work, and conversely, introduces flexibility by identifying aspects that can be developed with greater freedom.

Heritage value encompasses all the values or meanings that a place may have to people beyond its utilitarian value, and can refer to the criteria under Section 16 of the Heritage Places Act (1993) for state heritage places, and Section 23(4) of the Development Act 1993 for local heritage places. A place can be designated as a place of state or local heritage value if it meets one of the criteria listed in the relevant Act.

134 Wright Street was included as a local heritage place prior to the establishment of the 23(4) criteria and was included in the Adelaide (City) Council Development Plan following a Townscape Survey undertaken in the late 1980s. As such, it is considered to have heritage value due to its streetscape character and contribution. It is not known why the adjoining dwellings were not listed.

The following map indicates the heritage context surrounding the site.



**Figure 19:** *Aerial view showing subject site and adjacent local heritage places.*

Blue indicates Local Heritage Places.

Source: [maps.sa.gov.au/SAPPA](https://maps.sa.gov.au/SAPPA). November, 2019.



## 5.0 Assessment of Proposed Development

### 5.1 Relevant Policy

The Adelaide (City) Council Development Plan provides the relevant statutory control for the development of Local Heritage Places and sites adjacent these heritage places. Specific Heritage and Conservation objectives and principles are contained within the Development Plan.

The objectives and policies ensure that any development retains the heritage value and setting of a heritage place and ensures that its built form contribution to the locality is maintained. The objectives and policies guide development of sites adjacent heritage places to ensure that their context is not compromised, and that appropriate development and conservation is undertaken.

Development should generally facilitate continued or adaptive re-use and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

Development affecting State and Local heritage places requires development approval.

#### 5.1.1 Capital City Zone

With regard to the location of the site, the relevant Objective of the policy section of the Adelaide (City) Council Development Plan (consolidated 17 October, 2019) are included below. The policy statement is followed by a Hosking Willis Architecture comment assessing the impact of the proposed development on the objective.

The subject site is located within the Capital City Zone.

#### Desired Character

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

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

#### Comment

The proposed development is of a contemporary design which pushes the bulk of the tower to the rear of the row dwellings and the local heritage place at 134 Wright Street. The development replaces a non-original verandah with a contemporary canopy and retains the front and side facades of 134, 136 and 136a Wright Street. As a result the pedestrian scale along Wright St will be maintained.

**Principle of Development Control 5:** Development should be consistent with the Desired Character of the Zone.

#### Comment

As indicated above, the proposed development is of a contemporary design which pushes the bulk, height and massing of the tower to the rear of the row dwellings and the local heritage place at 134 Wright Street. The development replaces a non-original verandah with a contemporary canopy and retains the front and side facades of 134, 136 and 136a Wright

Street. As a result the pedestrian scale along Wright St will be maintained.

### 5.1.2 Council Wide Policy – Heritage and Conservation

With regard to Heritage Places, the relevant broader Council-wide sections of the Adelaide (City) Development Plan are included below. Each policy statement is followed by a Hosking Willis Architecture comment assessing the impact of the proposed development on each of the relevant provisions.

#### Heritage Places

**Objective 42:** Acknowledge the diversity of Adelaide’s cultural heritage from pre-European occupation to current time through the conservation of heritage places and retention of their heritage value.

#### Comment

The proposed development retains the portion of the Local Heritage Place (Townscape) – the street façade and roof line – that contributes to its heritage listing and value, and will return its appearance to a more original condition.

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

#### Comment

The development retains the portion of the Local Heritage Place (Townscape) as outlined above. The setting of the place is maintained by locating the bulk of the tower away from the street frontage and by the retention of the two, unlisted, row dwellings adjacent. The three existing properties will continue to be read as a uniform and consistent row of dwellings that positively contributes to the built form of the locality.

**Objective 44:** Continued use or adaptive reuse of the land, buildings and structures comprising a heritage place.

#### Comment

The proposed development will support the adaptive reuse of the Local Heritage Place (Townscape), which is currently underutilised and vacant. The proposed development will ensure that the building has an ongoing active use into the future.

**Principle of Development Control 136:** Development of a heritage place should conserve the elements of heritage value as identified in the relevant tables.

#### Comment

134 Wright Street is listed as a Local Heritage Place (Townscape). The proposed development will retain the elements that contribute to the listing, namely the front façade and its inherent features, and the roofline and chimney. There will be no changes to the appearance of 134 Wright Street, other than removal of the non-original verandah and conservation works. The Development Plan does not list specific elements in the tables for conservation.

**Principle of Development Control 137:** Development affecting a State heritage place (Table Adel/1), local heritage place (Table Adel/2), Local heritage place (Townscape) (Table Adel/3) or a Local heritage place (City Significance) (Table Adel/4), including:

- a) Adaptation to a new use;
- b) Additional construction;
- c) Part demolition
- d) Alterations; or
- e) Conservation works;

Should facilitate its continued or adaptive use, and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.

#### Comment

The proposed development that includes 134 Wright Street will result in the adaptive reuse of the Local Heritage Place (Townscape) which is currently vacant and underutilised. The proposed development adopts design techniques which respect the scale of the place, and retains the heritage components "House" included in Table Adel//3. It pushes the bulk of the tower away from Wright Street, which will sit behind the line of the masonry wall on Wright Court. It has also been designed with a podium material that connects visually to the colour and texture of the original masonry, thereby sitting comfortably with the heritage material palette found on the row dwellings.

The proposed development will return the appearance of 134 Wright Street to a more original façade by removing the existing verandah and conserving the original masonry materials and other building elements.

Overall, the form of the proposed development will complement the appearance of the local heritage place.

**Principle of Development Control 138:** A local heritage place (as identified in Tables Adel/2, 3 or 4) or the Elements of Heritage Value (as identified in Table Adel/2) should not be demolished unless it can be demonstrated that the place, or those Elements of Heritage Value that are proposed to be demolished, have become so distressed in condition or diminished in integrity that the remaining fabric is no longer capable of adequately representing its heritage value as a local heritage place.

#### Comment

The development retains the street facade to a depth exceeding the ridge line and chimney of the Local Heritage Place (Townscape). This incorporates the major features of the building that contribute to its listing, and include the bluestone and brickwork, timber door and window, roofline and chimney. As a result of the retention of these elements, those on the adjacent un-listed buildings will also be retained.

**Principle of Development Control 139:** Development of Local Heritage Places (Townscape) should occur behind retention depths (as established from the street façade of the heritage place) of 6 metres in non-residential Zones and Policy Areas, and 4 metres in the City Living Zone or the Adelaide Historic (Conservation) Zone or as otherwise indicated in the heritage Tables in respect of frontages and side wall returns.

#### Comment

The proposed development retains the street façade of the Local Heritage Place (Townscape) including chimneys and roof form, the ridge being approximately 4m from the front façade of the Place. With the exception of the insertion of the new entrance canopy the façades of the two adjacent row dwellings are also retained.

The length of masonry façade retained to Wright Court is approximately 13 metres. This fabric is not included in Table Adel/3.

The proposed development will meet this requirement for 134, 136 and 136A Wright Street, of which 134 is listed as a Local Heritage Place.

**Principle of Development Control 142:** Development that abuts the built form/fabric of a heritage place should be carefully integrated, generally being located behind or at the side of the heritage place and without necessarily replicating historic detailing, so as to retain the heritage value of the heritage place.

#### Comment

The design of the proposed development is clearly contemporary in style and does not try to imitate or replicate historic detailing. The new canopy to the Wright Street entrance is modern with the entry statement located on the façade of the two row dwellings which are not heritage listed. No changes are proposed to the Local Heritage Place (Townscape) and consequently no detailing will be obscured or replicated.

The design of the new podium and tower above responds to the proportion, scale and massing of the existing heritage place and is sufficiently articulated to reduce its visual bulk. It is located behind the façade of the heritage place, which will reduce its visual impact along Wright Street. Consequently, the proposed development is considered to integrate well with the scale, proportion and façade articulation of the local heritage place.



**Figure 19:** Streetscape detail, 134-136 Wright Street

Source: ChaseCrown, November 2019.

## 5.2 Assessment Summary

The proposed development is a contemporary tower using modern materials. The proposed development retains the frontage of the Local Heritage Place (Townscape) and that of the two dwellings adjacent.

The setback of the tower from the site frontage for the full height of the tower results in retention of the pedestrian scale at street level and the context of the heritage place. The design also allows for activation of the heritage place with the reception area for the hotel to be located within the three (former) dwellings.

The canopy has been located away from the Local Heritage Place (Townscape), and is positioned in front of the two dwellings adjacent. A small steel canopy has been added to 134 Wright Street but this is minimal and results in a better outcome with the removal of the existing non-original verandah.

The careful selection of colours and materials proposed will connect the new and old buildings visually to create a cohesive development.

The development is in keeping with the intent of the Development Plan for Local Heritage Places (Townscape), as it seeks contemporary development that respects the heritage fabric and setting whilst not limiting development potential.

It is considered that the proposed development will not detract from the heritage value of the dwelling at 134 Wright Street.

## 5.3 Conclusion of Heritage Impact

Hosking Willis Architecture has reviewed the drawings prepared by Chase Crown and carefully considered the likely visual and physical impacts of the proposed development on the heritage value of the Local Heritage Place (Townscape).

Hosking Willis Architecture has also considered the requirements for heritage places contained within Adelaide (City) Council Development Plan and concludes that the proposed development at 134 -136a Wright Street will not diminish the heritage value of the Local Heritage Place (Townscape) at 134 Wright Street.



25 June 2020

Karl Woehle  
Planning Officer – CBD and Inner Metro Team  
Strategic Development Assessment  
Planning and Department  
Department of Planning, Transport and Infrastructure

**RE: Development Application 020/A068/19**

**134-136 Wright Street, Adelaide  
Ecologically Sustainable Design Intent Report**

Starfish Developments intent in redeveloping 134-136 Wright Street is to implement best practice Ecologically Sustainable Design (ESD) initiatives into the proposed building where feasible. As the Developer of multiple high density projects, we are acutely aware of the long term benefits realised through an efficient design targeting a reduction in energy consumption.

The following ESD initiatives are currently proposed to be incorporated into the building and will be further considered during the detailed design phase:

**Building Design Features**

- High thermal performance glazing with a low solar heat gain coefficient to mitigate solar heat gains during summer.
- High thermal performance building envelope (walls, suspended floors above unconditioned spaces and roofs) incorporating high levels of insulation to achieve a minimum building NatHERS energy rating of 6 stars. The use of precast concrete and reduced window openings to the western façade has been considered within the current design.
- High performance insulation to meet NCC minimum standards and best practice industry standards will be installed.
- Design elements to the northern and western facades include horizontal louvres and fins maximising shading.

**Energy Efficient Design Features**

- Master shut down controls within each hotel room.
- High efficiency inverter driven air conditioning systems.

A: 254 ANGAS ST  
ADELAIDE SA 5000  
T: 08 8110 9888



- Provision of high efficiency LED lighting throughout.
- Building lighting control system including motion detection and daylight sensors.
  - Lighting circuits zoned to suit functional spaces and incorporate time scheduling.
  - External lighting systems controlled by time clocks and photocells.
  - Submetering to common areas for energy management and control.

#### **Water Efficient Design Features**

- Provision of water efficient sanitary and tap ware fixtures and fittings to reduce flow in accordance with Water Efficiency Labelling Scheme (WELS).
- Provision of 3 litre dual flush water efficient WC suites.
- Natural gas fired hot water plant.
- Forced circulation domestic hot water flow and return pipe work loop to prevent long draw off times at fixtures and subsequent water and energy wastage.
- Water sub-metering to base building plant and equipment for water and energy consumption management and control.

Sincerely

A handwritten signature in blue ink, appearing to read "Craig McRostie".

Craig McRostie  
Project Director

REF: S185400

DATE: 19 December 2019

134 Wright Street Pty Ltd  
c/- Level 6, 431-439 King William Street  
Adelaide SA 5000

Attention: Mr. Craig McRostie

Dear Craig,

**RE: PROPOSED MOTEL – 134-136 WRIGHT STREET ADELAIDE – TRAFFIC REVIEW**

A motel is proposed to be developed on a site located at 134-136 Wright Street in Adelaide. GTA Consultants has been engaged by Starfish Developments to provide a review of the traffic and parking impacts of the proposed development.

### Existing Situation

The subject site is located on the north-eastern corner of Wright Street and Wright Court in Adelaide, with frontages to both streets. The site also has an existing right of way lane on the northern boundary.

The site is located within the Capital City zone and is currently occupied by an existing commercial use (270sq.m leasable floor space) with access for informal parking via a right of way at the rear of the site. The surrounding properties include a mix of residential, commercial, retail and public land uses. The site is located within walkable distances to public transport stops on Morphett Street (bus), Sturt Street (bus) and King William Street (City South and Victoria Square tram stops). It is also located adjacent to the Gouger Street retail and residential precinct, and near to the central business district (Pirie Street/Grenfell Street) and Rundle Mall retail precinct (walkable to both). The existing site is shown in Figure 1.

Figure 1: View of existing site from Wright Street



VIC | NSW | QLD | SA | WA  
Level 5, 75 Hindmarsh Square  
ADELAIDE SA 5000  
PO Box 119  
RUNDLE MALL SA 5001  
t// +618 8334 3600  
ABN 66 137 610 514  
[www.gta.com.au](http://www.gta.com.au)



## Wright Street

Wright Street functions as a local road and is under the control of the Adelaide City Council. It is a two-way road aligned in an east-west direction and configured with a 2-lane, 11.5 metre wide carriageway set within a 20 metre wide road reserve (approximately).

Marked kerbside parking exists on both sides of Wright Street that is subject to time restrictions between 15 minute and 3 hours depending on the time and the day, including some being ticket parking. A loading zone exists on Wright Street in front of the site.

The footpath on Wright Street adjacent the site is approximately 3.7 metres wide. Wright Street is subject to a default speed limit of 50km/h and is estimated to carry approximately 6,000 vehicles per day.

## Wright Court

Wright Court functions as a local road and is under the control of the Adelaide City Council. It is a two-way road aligned in a north-south direction and configured with a 2-lane, 6.7 metre wide carriageway set within a 9.2 metre wide road reserve (approx.). Footpaths on the east and west side of the road are 1.1 metres wide (approximately) respectively.

No Stopping is signposted on the eastern side of Wright Court adjacent the site, with 2 hour parking 8am-6pm weekdays or Residential Permit parking signposted on the western side of Wright Court. Wright Court is subject to a default speed limit of 50km/h and is estimated to carry less than 500 vehicles per day.

## Proposed Development

The proposed development consists of a multi-level building with 100 motel rooms. There will be ancillary floor area on the ground and level 1 including lobby/reception, waste and storage rooms, and customer accessed gymnasium and meeting room. Parking spaces are proposed on the ground floor with direct access from Wright Court.

## Parking

Based on the Adelaide (City) Development Plan consolidated 17<sup>th</sup> October 2019, there is no requirement for parking for tourist accommodation in the Capital City zone based on *Table Adel/7 On-site Car Parking Provisions*.

The proposed development will however provide 3 parking spaces for use by staff. An existing loading zone on Wright Street and adjacent on-street parking will cater for parking demands for passenger drop-off and pick-up, and parking for guests and visitors.

The proposed parking spaces located on the Wright Court frontage will provide parking for authorised vehicles (staff) only. Vehicles will be able enter and exit each space directly to and from the street with sufficient space on Wright Court available to enable appropriate turning movements.

Minor modifications to the door width, driveway crossover and pavement marking of the spaces is recommended based on the concept plans, which can be accommodated in detailed design. There will be no impact on existing parking spaces on Wright Court or Wright Street.

A turn path diagram of the proposed entry and exit manoeuvres are shown in Figure 2 and 3.

Figure 2: Vehicle entry turn path

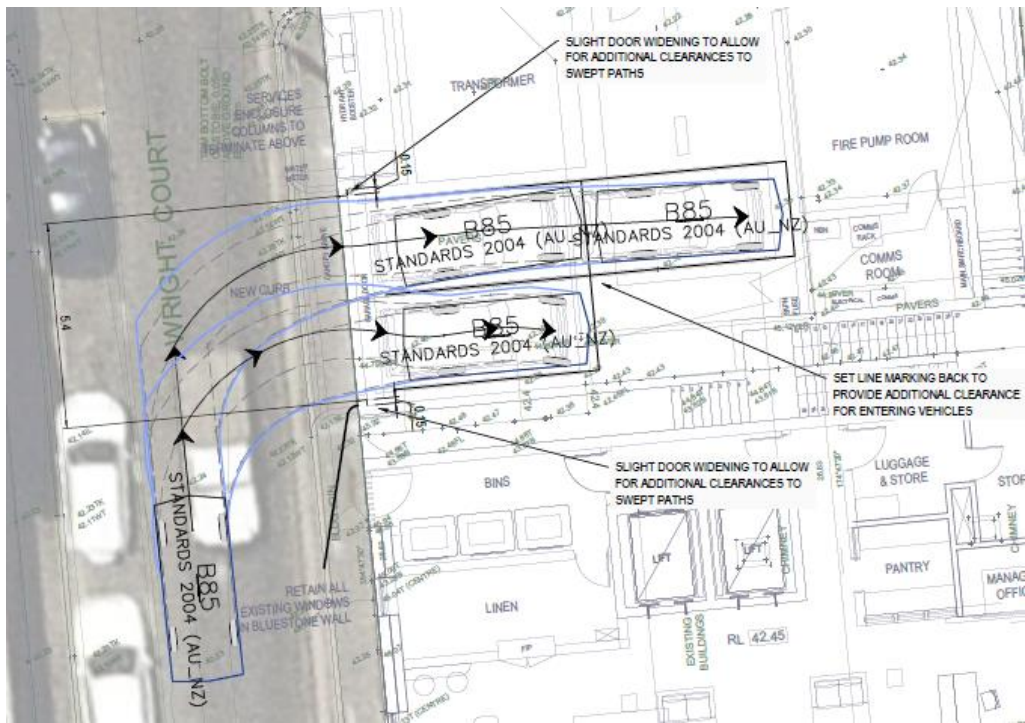
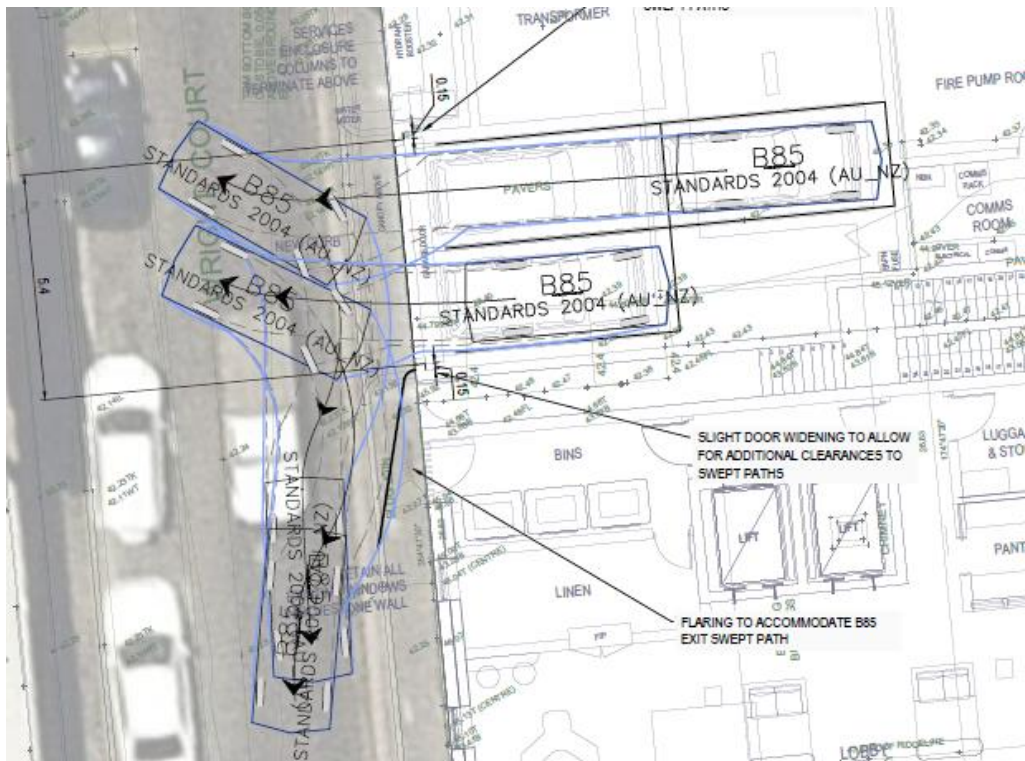


Figure 3: Vehicle exit turn path



## Bicycle Parking

The Development Plan provides requirements for bicycle parking in *Table Adel/6 Bicycle Parking Provisions* for a motel use as follows:

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Motel	1 per 20 employees.	2 for the first 40 rooms, plus 1 for every additional 40 rooms.

Based on the above, there would a requirement for 1 space for employees (less than 20 employees at any one time on site), and 4 spaces for the motel rooms. A bicycle parking rail for 5 bicycles will be provided on the Wright Street frontage of the site.

## Access

The existing loading zone in Wright Street will provide a drop-off and pick-up location for customers to the motel where required. It is noted that many customers arriving by public transport would walk from the bus stops and tram stops identified earlier. Notwithstanding the above, the locality provides various locations for drop-off and pick-up with a number of loading zones and parking spaces located nearby.

Customers will be likely to walk to destinations in the city, or use taxi/car-share services requested to collect from the site. There is a Go-Get car base located in Sturt Street to the south which could be used by customers if required.

Visitors to the site will be able to use the on-street parking in and around the vicinity or use parking stations in and around the Wright Street and Gouger Street precinct. There are many parking spaces nearby to which time restrictions do not apply after 6pm weekdays or out of hours on weekends.

## Deliveries

The motel will have limited facilities, for instance no room service or food and beverage in-house. Deliveries to this type of motel are less than traditional high service motels, with deliveries comprising linen services and consumables (toiletries, etc).

Hence deliveries would be generally limited to a linen service delivery daily and consumables deliveries on average two times per week. Linen services are typically via Medium Rigid Vehicles (MRV 8.8 metres) and vehicles for consumables deliveries can range from courier vans to small trucks.

Waste collection would occur on a daily basis with 1–2 collections per day depending on seasonal demands. The proposed loading zone would be suitable for the proposed delivery and waste collection vehicles.

## Traffic Generation

Surveys of other motels in the Adelaide CBD identified surveys result in an average trip generation rate of 0.22 trips per room in the typical AM peak hour period. Many of these trips are typically taxis collecting or delivering people at the motel. Based on 100 room in the proposed development, this would equate to 22 trips during the AM peak period.

Similar, based on 2 trips per room per day, the proposed development could generate approximately 200 trips per day which would be mostly pick-up and set-down of customers to the development. The additional traffic generated by the proposed development will be minor in the context of existing traffic volumes on Wright Street and around Whitmore Square to the west.

## Summary

A review of the traffic and parking operation of the proposed development has found the following:

1. The proposed motel will provide 100 rooms with ancillary area including reception/lobby, waste and storage rooms and 3 off-street parking spaces.
2. The site is located in the Capital City zone and does not have any parking requirements for the proposed use, although 3 parking spaces will be provided within the site;
3. The Development Plan requires 5 bicycle parking spaces, with bicycle parking to be provided on the Wright Street frontage of the site.
4. Pick and set-down for the proposed development will be available in the existing Loading Zone on Wright Street, and will also be used for deliveries and waste collection.
5. The proposed development is likely to generate approximately 22 trips per hour during the peak period, and 200 trips per day;
6. The impact of the additional traffic for the proposed development will be minor and not noticeable within the existing traffic volumes on Wright Street and Wright Court;
7. There will be no impact on existing parking spaces adjacent the site.

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

Yours sincerely

**GTA CONSULTANTS**



**Paul Morris**  
**Director**

*M.TransTraff, MAITPM*



134-136 Wright Street, Adelaide

## Waste Management Plan

Date: 17 December 2019

Prepared for:  
Starfish Developments

Colby Phillips Advisory Pty Ltd

Level 1, 60 Hindmarsh Square  
Adelaide, SA 5000

Rev.	Date	Description	Doc No./Name	Originator	Approved
0	17 Dec 2019	For submission	WMP	JPH	Client
1	17 Dec 2019	Revised room definition	WMP	JPH	Client

Distribution List

Craig McRostie      Starfish Developments  
Fabian Barone      Future Urban Group

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## 1 Introduction

This document presents a waste management plan (WMP) for the proposed Motel Development at 134-136 Wright Street in Adelaide.

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) and Council expectations for waste management in this type of development. The WMP should be read in conjunction with other planning approval documentation for the Development referenced.

## 2 Description of proposed development

The proposed Development is located at 134-136 Wright St, Adelaide, in the City of Adelaide (Council). Per plans provided (Drawings 16 WRI 001-400 – received 04 December 2019 and Drawing 16 WRI 100 – received 16 Dec 2019), the Development is a sixteen-storey motel complex with frontage on to Wright St, comprising of 100 motel rooms, a lounge, a conference room, a gym, a lobby, and services to support the accommodation – see **Figure 2-1** on page 4 which shows the locality plan for the Development. **Figure 5-1** on page 9 shows the site plan, which also includes information on waste design, discussed later in the WMP.

Table 2-1 below includes the recommended Waste Resource Generation Rate (WRGR) classification (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used for estimation of waste and recycling volumes to assess waste storage required for the site.

**Table 2-1: Land Use and WRGR classification**

Land Use	Description	Site Location	Land Use Type	Dev. Metric(s)	
Motel Accommodation	Lounges	Ground Level	Showroom	30	m2 GFA
	Reception and Foyer	Ground Level	Showroom	95	m2 GFA
	Conference Room	Level 1	Showroom	32	m2 GFA
	Gym	Level 1	Showroom	14	m2 GFA
	General Access Area Provision	Level 1-15	Showroom	50	m2 GFA (Active)*
	Motel Accommodation	Level 1-15	Motel Accommodation	100**	Rooms

\* Active Area assumed.

\*\* Note that 3 of the motel units consist of 2-bedroom suites. Thus the number of rooms used for waste generation volumes is 103 rooms.





Figure 2-1: Locality Plan for the development at 134-136 Wright St showing position on Wright Ct and Wright St.

### 3 Stakeholder Engagement

Several waste collection companies were consulted by Colby Phillips Advisory to confirm the availability of collection services to the Development throughout the week. Veolia and Cleanaway confirmed that General Waste is collected 7 days per week using a rear-lift truck. Veolia and Cleanaway provide Dry Comingled Recycling collection 5 days per week (not on weekends). Veolia provide cardboard collection 5 days per week (not on weekends) and Cleanaway collects cardboard 6 days per week (not on Sunday).

These services have been considered in the design (and sizing) of waste storage rooms to ensure enough storage for peak waste generation.

### 4 Design Assumptions

#### 4.1 Waste & Recycling Service Provision

Table 4-1 outlines the recommended waste services by land use per Table 2-1. The different waste service classifications listed in Table 4-1 are explained below.

- **Routine Services** – These require on-site waste storage and routine and regular collections. They would include services for general waste and comingled recycling. There will not be dining / kitchen facilities on site and therefore collection of food waste is not needed.
- **At-call services** – These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- **Maintenance services** – Some waste items (e.g. lighting in common areas, etc) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- **External Services** – These are where waste items (e.g. printer cartridges, lighting) that can be dropped off by staff at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

#### 4.2 Waste & Recycling Volumes

Table 4-2 below estimates expected waste and recycling volumes for the proposed development. These estimates are based on recommended Waste Resource Generation Rates (WRGRs) in the South Australian Better Practice Guide (SABPG) – Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014). The values shown in Table 4-2 represent peak use, for example when the Accommodation is full, which could typically occur during a few weeks of the year.

During these few weeks, the increased volume and lack of weekend collection of dry comingled recycling may exceed the recyclables capacity. However, there is sufficient size available in the general waste skips to accommodate diversion of these recyclables if required. This might only occur for a small number of collections per year. During normal off-peak operation, the designated dry comingled recycling 660L skip bin should be sufficient to store recyclables.

Table 4-1: Expected or recommended waste & recycling services for the Development

Service Type	Lounges	Reception and Foyer	Conference Room	Gym	General Access Area Provision	Motel Accommodation
<i>Routine (regularly scheduled)</i>	· General Waste · Recycling	· General Waste · Recycling	· General Waste · Recycling	· General Waste · Recycling	· General Waste · Recycling	· General Waste · Recycling
<i>At-call (as needed)</i>	<ul style="list-style-type: none"> <li>· Hard/E-waste</li> <li>· Printer Cartridges</li> <li>· Batteries</li> </ul>					
<i>Maintenance (waste removed by contractor)</i>	<ul style="list-style-type: none"> <li>· Sanitary (in-room or public toilets)</li> <li>· Lighting (where applicable)</li> </ul>					
<i>External (by tenant off-site)</i>	Not applicable					

Table 4-2: Estimated waste & recycling volumes (Litres/week) for Development

Waste/Recycling Service	Lounges L/week	Reception and Foyer L/week	Conference Room L/week	Gym L/week	General Access Area Provision L/week	Motel Accommodation L/week
General Waste	89	283	95	42	149	4,687
Dry Comingled Recycling	21	67	22	10	35	2,163
Hard waste	5	17	6	2	9	180
E-waste	1	1	1	1	1	29
Lighting waste	Not estimated					
Printer Cartridges/Batteries	Not estimated					
Sanitary	Not estimated					
<b>TOTAL</b>	116	367	124	54	193	7,059

N.A - Greyed Out, Not Applicable

## 5 Waste Management System

### 5.1 Waste Storage Area(s)

Table 5-1 below estimates the total waste & recycling volumes as well as the bin size, location and collection frequency. Collection frequency is based on peak usage waste generation per Table 4-2 on page 6. Non-peak periods may require less frequent collection.

**Table 5-1:** Waste storage and bin schedule for Routine Services, including collection frequency and Waste Room location.

Location	Routine Service	Estimated Waste/Recycling Volumes (L/wk.)	Collection Frequency (Events/wk.)	Max. Bins/Items Stored & Collected (per Event)		
				No.	Size (L)	Type
Motel Ground Level Waste Room	General Waste	5345	7*	2	660	Skip
	Dry Comingled Recycling	2318	4**	1	660	Skip

\* Collection frequency is for peak periods. During non-peak, could be reduce to 4 times per week.  
\*\* Collection frequency is for peak periods. During non-peak, could be reduce to 3 times per week.

Potential bin configurations and the recommended Waste Room location (per Table 5-1) is shown in Figure 5-1 (page 9). The illustration demonstrates that adequate space can be provided to meet the site's waste management requirements.

### 5.2 System Operation

#### 5.2.1 Routine Services

The following summarises how the waste systems would operate for the site.

Table 5-1 on page 7 includes the recommended bin storages for each service assuming shared bins and private collection service. Routine services would consist of

- General Waste
- Dry Comingled Recycling

There are no dining or kitchen facilities on site so food waste collection is not required.

#### User Disposal

Each accommodation room would have User Storage appropriate to their activities. This User Storage may include suitable general waste bin and recycling bin, sized as needed (e.g. 5 or 10L), bag-lined if general waste.

Each service area in the Motel (i.e. Gym, Conference Room, etc) would have appropriate User Storage, including Suitable general waste and recycling bins sized as needed depending on local user need (e.g. 10L, 20L, 40-80L bins/crates), bag-lined if general waste, mobile or with handles or trolleys to enable easy transport or carriage by staff to bin storage areas.

#### Local Disposal

Figure 5-1 on page 9 above shows transfer paths for local disposal of waste. Local disposal will be directly to the back-of-house Motel Waste Room. Cleaning staff will access accommodation rooms and common areas and transport waste (using trolleys) to the lift to access ground floor. Then Staff will transport to the Motel Waste Room via local disposal pathways.

### Waste Storage(s)

Figure 5-1 on page 9 shows the layout of the Motel Waste Room in the back-of-house area. Figure 5-1 shows adequate space for storage of all Motel Waste. The dimensions of the room allow safe movement of bins with maximum dimensions of bins available locally in South Australia.

Access to the Waste Storage Room should be secure (locked) to prevent public access and illegal dumping.

### Collection(s)

Figure 5-1 shows the Collection Pathway for collection of bins by a private contractor. Routine collections for skip bins would be made using rear-lift trucks up to 9.5m in length. The contractor would approach the building along Wright St and temporarily stop in the (existing) loading zone as shown in Figure 5-1 on page 9. The contractor would be responsible for collecting bins from Motel Waste Room, emptying bins and then replacing them back to the Motel Waste Room. Following collection, the truck would exit the loading zone in a forward direction back onto Wright St.

## 5.3 At-call Services

### 5.3.1 Hard Waste collection services

Disposal of hard waste is to be coordinated by Motel Management. Hard waste could be temporarily stored in the car park adjacent to the Motel Waste Room. Hard waste would be collected within 24 hours by a private contractor.

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

### 5.3.2 Other Services

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

## 5.4 Maintenance Services

Waste would be generated by maintenance services or activities at the site (e.g. lighting, indoor plants, repair work, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

## 5.5 External

Staff would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) would include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

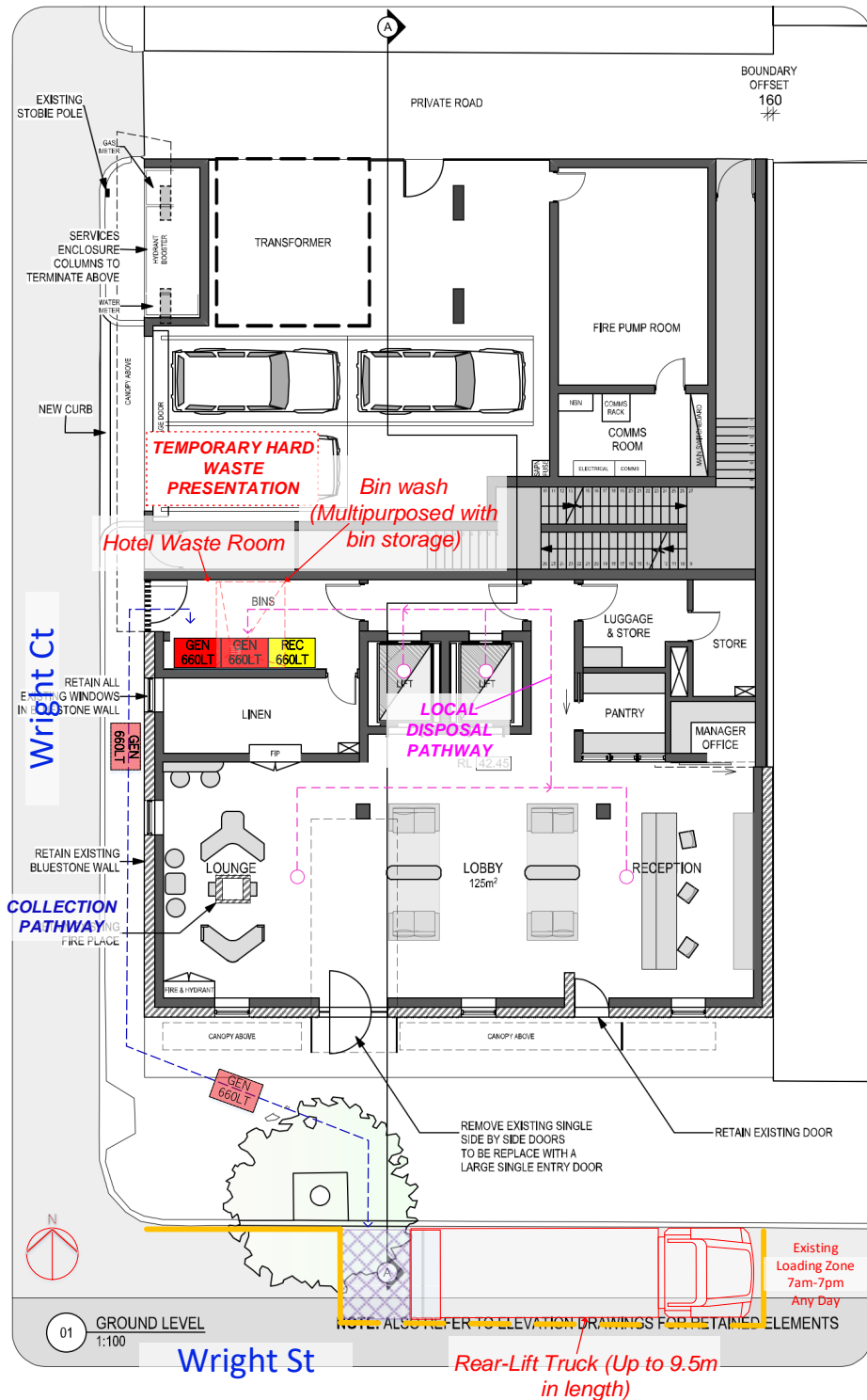


Figure 5-1: Site plan showing waste management system details. GEN = General Waste, REC = Dry Comingled Recycling.

## 5.6 Bin cleaning

A dedicated on-site bin cleaning area would be provided and multi-purposed with bin storage in the Motel Waste Room. – see Figure 5-1 on page 9.

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring, standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used).
- Bin washing activity would be managed by the Motel Manager.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- *These external contractors generally have self-contained bin washing systems on back of a ute or truck that enable them to clean bins on site – e.g. Figure 5-2 below.*
  - *Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.*



**Figure 5-2:** On-site bin wash system for rear-lift trucks on back of ute. *Source:* <http://binforce.com.au/>

## 5.7 Transfer pathways

Transfer pathways are shown in Figure 5-1 on page 9.

The bin sizes are limited to 660L skips which are appropriate considering the available transfer pathways (Wright Ct pathway). The collection transfer pathways use the existing kerbside footpath and is free of steps, steep grades and is also less than the recommended 35m.

- *Transfer pathways –*
  - *User disposal – Free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
  - *Local disposal points to Motel Waste Room – enough width to accommodate relevant bins, trolley, or waste loads being transferred, free of steps, no grades greater than 1:12*
  - *Collection – less than 35m with no steps or grades greater than 1:10*
- *Corridor widths –*
  - *240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)*
  - *660L skip bins – min. 1,200mm (1,400mm preferred)*
- *Doors –*
  - *Local disposal access – 800mm*
  - *Transfer pathways– Appropriate to the size of bin to be transported, e.g.*
    - *240L MGB (or smaller) – min. 800mm*
    - *660L skip – min. 1,200mm*
- *Floors – Hard surfaces where bins and skips are to be carted.*
- *Lifts – All lifts should be sized to allow for bulky hard waste items*

All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

## 5.8 Collection & Traffic Issues

### 5.8.1 Collection Point & Events

There is one collection point – see Figure 5-1 on page 9 – with expected collection frequencies to each waste storage summarised in Table 5-1 on page 7.

- *Services could be around eleven (11) collection events per week at peak periods across all services depending on services elected and collection frequencies required. This collection frequency could be reduced in non-peak periods.*
- *Each collection event should be less than 5 min depending on number of bins emptied or waste items collected.*
- *The collections should be scheduled to*
  - *Fit in with commercial collection contractor requirements*
  - *Fit in with business hours of the site*
  - *Minimise impacts to Motel pick-ups and drop-offs.*
- *We suggest that collections should be scheduled on weekdays between 7AM and 7PM (which would automatically comply with the Environment Protection (Noise) Policy 2007 requirements for waste collection).*
- *Collection schedule should also consider increased waste volume during peak periods and, if possible, a collection should be timed early on Monday, outside the peak Motel pick-up period.*

### 5.8.2 Vehicles & Access

- *Collection trucks for services to the site would likely include the following.*
  - *General waste, Recycling – rear-lift collection trucks, usually up to 9.5m in length.*
- *The trucks approach from Wright St and temporarily stop in loading zone, as shown in Figure 5-1 on page 9 for collections, then exit the loading zone in forward direction back onto Wright St.*
- *These collection events would occur for around 5 min per service and would usually be scheduled outside peak site access hours so they should not significantly impact motel pick-ups and drop-offs*



### 5.8.3 Traffic Issues

- Trucks would use the loading zone on Wright St for collections.
- All truck movement would be in a forwards direction along Wright St.

## 5.9 Management & Communication

### 5.9.1 Responsibilities

Table 5-2 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary:

- The Property Owner and/or Operator would manage the waste system, including ensuring that good waste management outcomes by staff were achieved.
- Delivery of collection services would be the responsibility of commercial service provider(s) contracted by the Property Owner and/or Operator

Table 5-2: Management & operational responsibilities for the waste systems at the Development

Activity	Responsible party
Local Disposal, Hard Waste & External Disposal	Motel Accommodation and Cleaning Staff
Waste Storage Areas, Hygiene, Odour Management & Cleaning	Motel Accommodation Maintenance / Cleaning Staff
Collection services – Waste & Recycling	Commercial / Private Contractor(s)
Management	Property Owner and/or Operator
Education, Training & Engagement (staff)	Property Owner and/or Operator

### 5.9.2 Implementation & Communication

The following should be put in place.

- **Site Management System / Manual** – Advice and instructions on waste management and using the waste systems should be provided for Motel Accommodation and/or Cleaning staff, including contact information for further information, questions and issues.
- **Emergency Response or Site Management Plan(s)** – Should include response measures (or contingencies) for:
  - Waste collection services suspended or not available;
  - Incorrect use by staff of the waste systems;
  - Illegal dumping on-site; and
  - Poor waste management outcomes (including cleanliness, odour and/or low diversion).

## 5.10 Other Waste System Design or Management Issues

The following should be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor.

- 1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213). Typically, bins would normally be provided by the Private Contractors for services provided by the contractors.
- 2) **Signage** –
  - Appropriate signage in Motel Waste Room should be used to ensure correct disposal of waste and recycling.

- This signage should conform to the signage requirements of the State Guideline (Zero Waste SA, 2014).
- 3) Vermin, hygiene & odour management (inc. ventilation)**
- *Inspection & Cleaning* -
    - An inspection and cleaning regime would be developed and implemented by the Property Owner and/or Operator for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
    - Where putrescible general waste is being stored, Local Disposal and Waste Rooms should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.
  - *Odour Control* -
    - Motel Waste Room should be well ventilated for control of odours.
    - It should be a requirement for general waste bins in Local Disposal and/or Motel Waste Room that lids are closed after use.
- 4) Access & security -**
- The Motel Waste Room is located on site and access should be secure (locked) to prevent public access and illegal dumping.
  - CCTV is recommended to monitor waste disposal practices in Motel Waste Room.

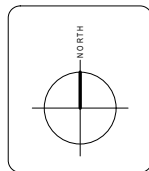
## 6 References

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.



**DRAWING SCHEDULE**

001	LOCALITY PLAN
002	SITE PLAN
002	DEMOLITION PLAN
100	LEVEL GROUND
100	LEVEL 01
101	LEVEL 02
101	LEVEL 03
102	LEVEL 04
102	LEVEL 05-08
103	LEVEL 07-12
103	LEVEL 13
104	LEVEL 14
104	LEVEL 15
104	ROOF
300	SOUTH ELEVATION
300	WEST ELEVATION
301	NORTH ELEVATION
400	CROSS SECTION
400	EAST ELEVATION
400	COLOURED PERSPECTIVES
500	STREETSCAPE PLAN
500	SHADOW DIAGRAMS



**PRELIMINARY**

WV	FOR REVIEW	C
WV	FOR REVIEW	B
WV	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

**COVER PAGE LOCALITY PLAN**

134-136 WRIGHT STREET	ADDRESS		
MULLISTOREY HOTEL	PROJECT		
AS SHOWN	SCALE	TP	DRAWN BY
16 WRI	JOB NUMBER	001	DRAWING NUMBER
WV	CREATED BY	C	ISSUE
WV	APPROVED BY	C	ISSUE

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PROJECT MANAGEMENT  
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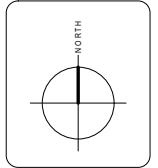
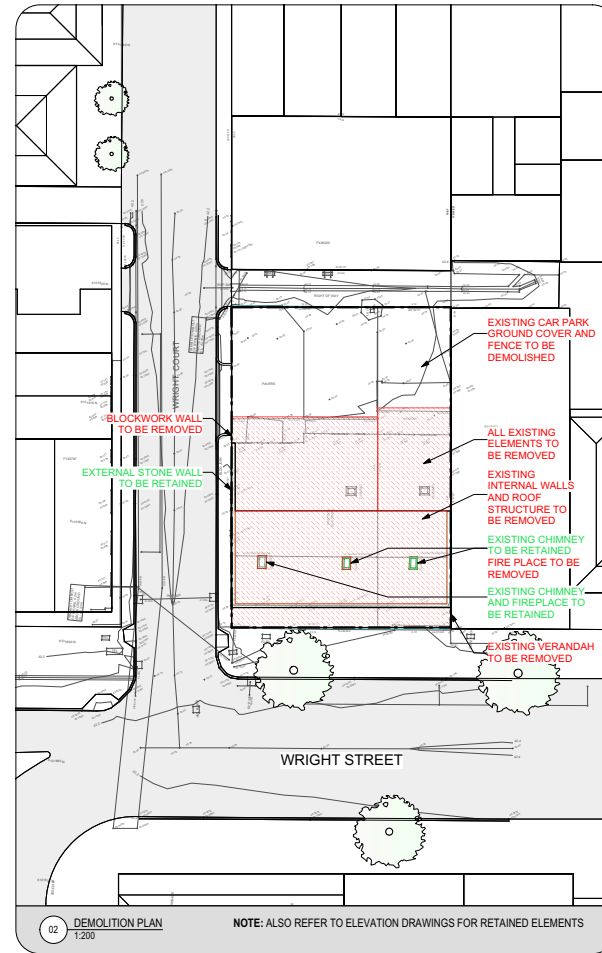
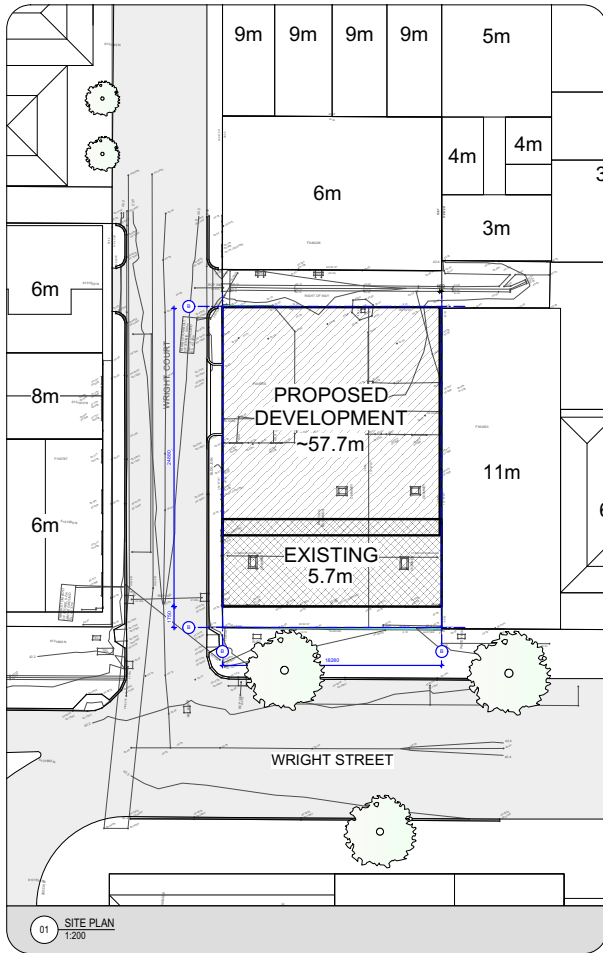
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**PRELIMINARY** 002

10/21	FOR REVIEW	C
10/21	FOR REVIEW	B
10/21	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

**SITE PLAN & DEMOLITION PLAN** 002

134-136 WRIGHT STREET	ADDRESS		
MULTISTOREY HOTEL	PROJECT		
AS SHOWN	SCALE	TP	DRAWN BY
16 WRI	002		DRAWING NUMBER
			PRINT DATE
WV	--	C	DATE
CHECKED BY	APPROVED BY		DATE

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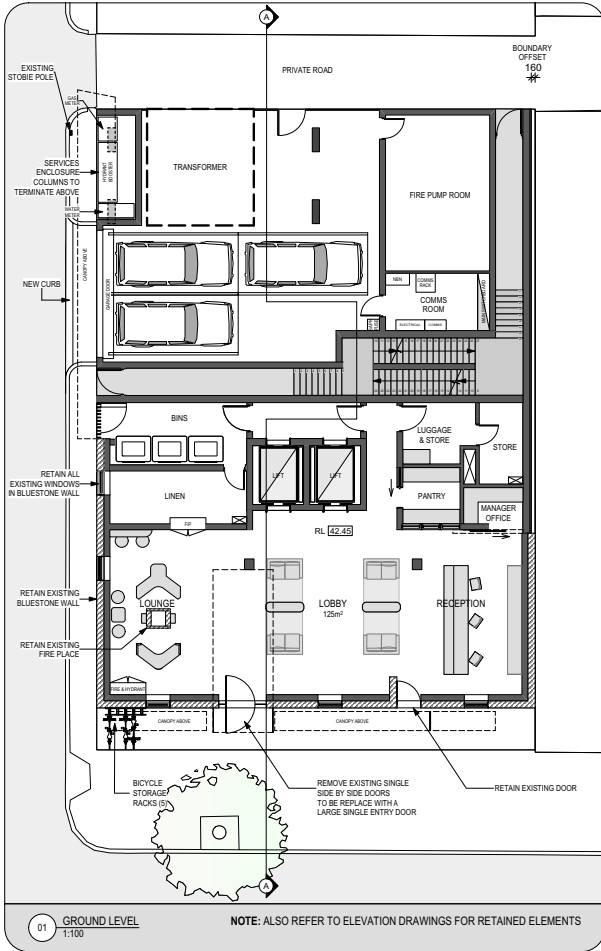
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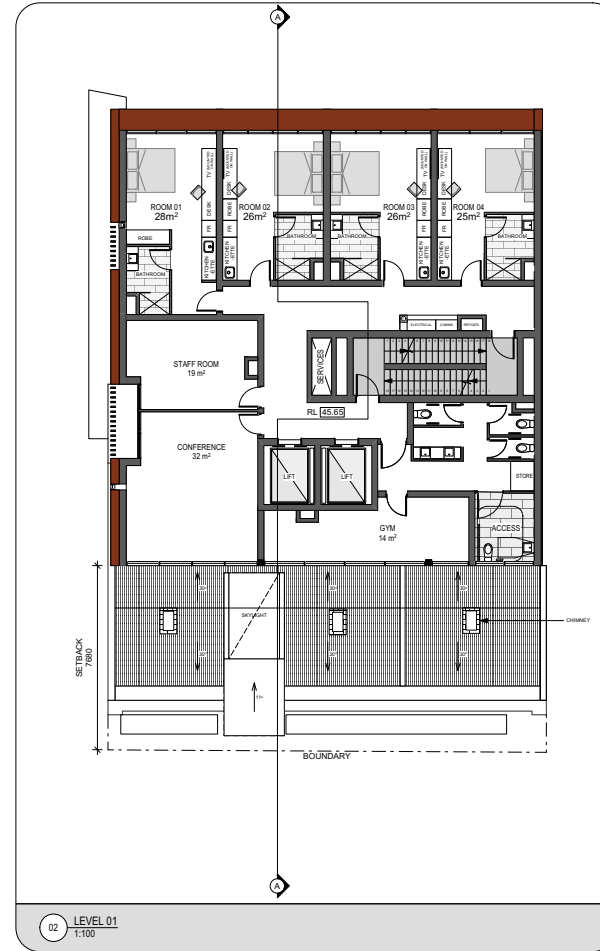
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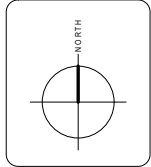
**LEGEND**

	EXISTING WALL
	NEW WALL



**GROSS FLOOR AREAS**

G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
09	348m <sup>2</sup>
10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
<b>TOTAL</b>	<b>5,849m<sup>2</sup></b>



**PRELIMINARY** DATE

WDR1	FOR REVIEW	C
WDR2	FOR REVIEW	A
WDR3	FOR REVIEW	
DATE	REVISION HISTORY	ISSUE

**GROUND LEVEL & LEVEL 01** DRAWING

134-136 WRIGHT STREET ADDRESS

MILL TISTOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

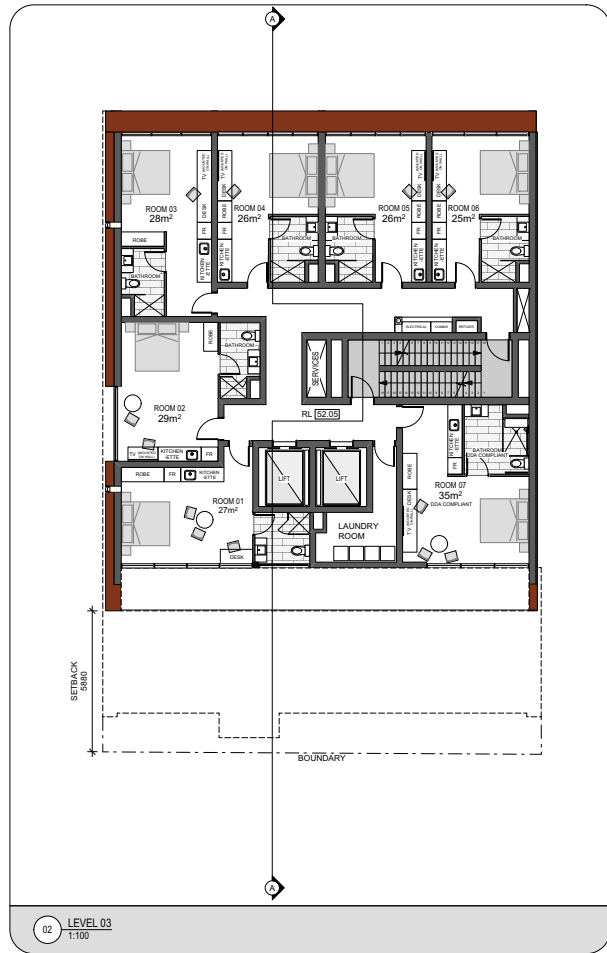
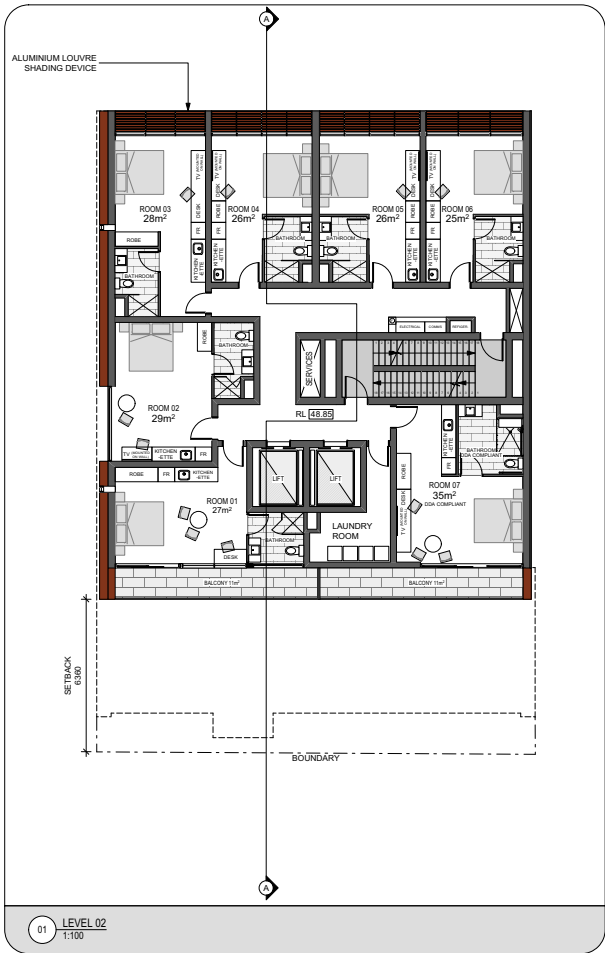
16 WRI JOB NUMBER 100 DRAWING NUMBER

PRINT DATE

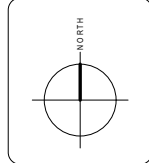
WV APPROVED BY C DATE

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SCENIC CONSTRUCTION  
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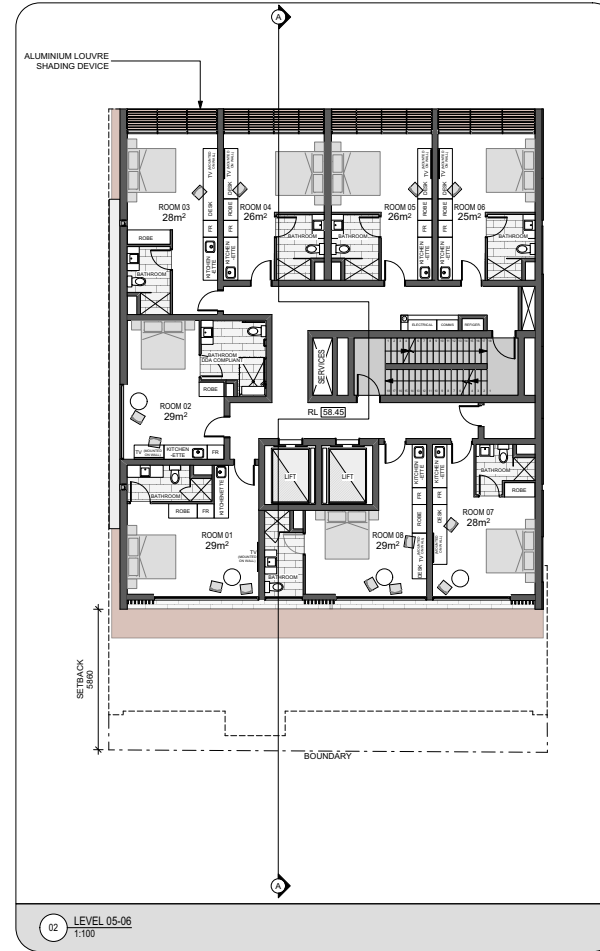
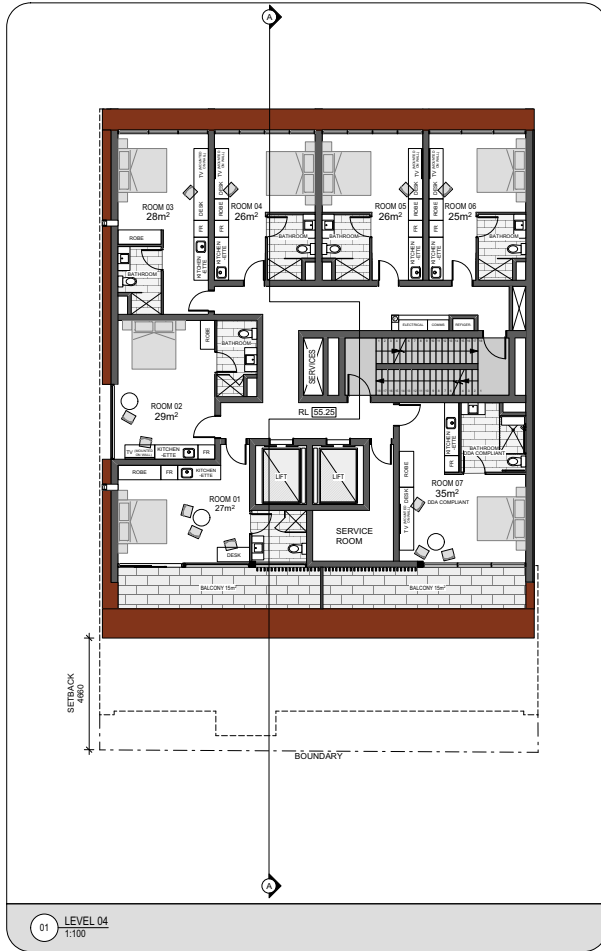
GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
09	348m <sup>2</sup>
10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
<b>TOTAL 5,849m<sup>2</sup></b>	



PRELIMINARY			

LEVEL 02 & LEVEL 03			

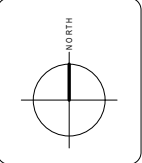
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FACSIMILE 08 8207 2114  
mail@chasecrown.com.au  
www.chasecrown.com.au



GROSS FLOOR AREAS

G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
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10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>

TOTAL 5,849m<sup>2</sup>



PRELIMINARY

DATE	REVISION HISTORY	ISSUE

LEVEL 04 & LEVEL 05-06

134-136 WRIGHT STREET ADDRESS

MULLISTOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

16 WRI JOB NUMBER DRAWING NUMBER

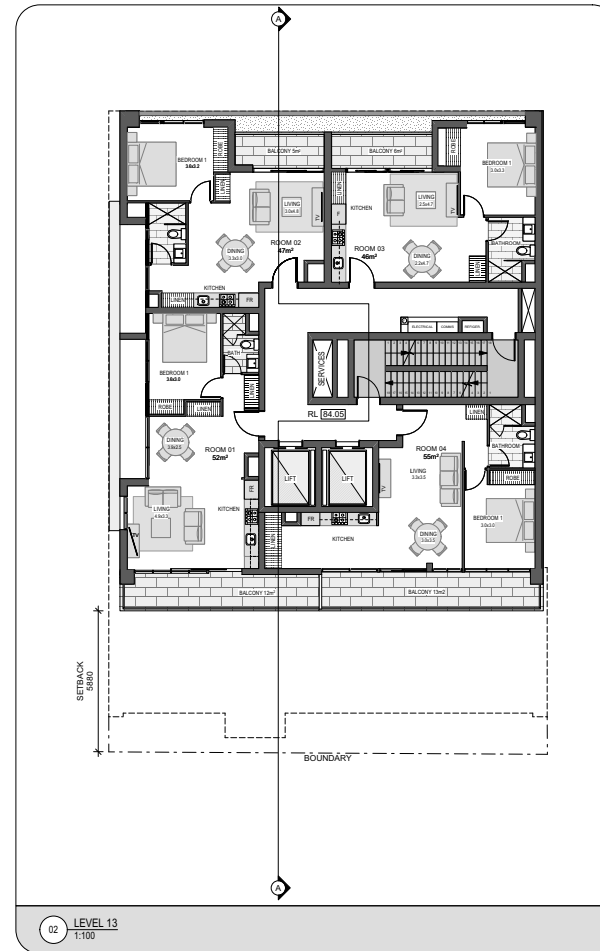
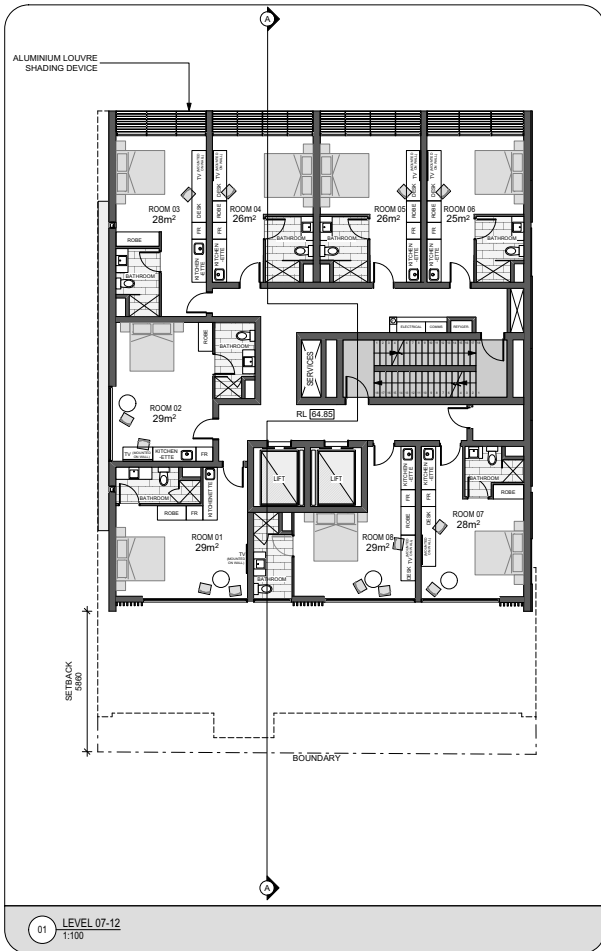
WV CHECKED BY APPROVED BY

DO NOT SCALE FROM DRAWINGS CONTRACTOR TO VERIFY DIMENSIONS AND LEVELS FROM TO CORNER POINT OF WORK

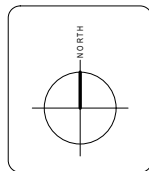
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
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14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	



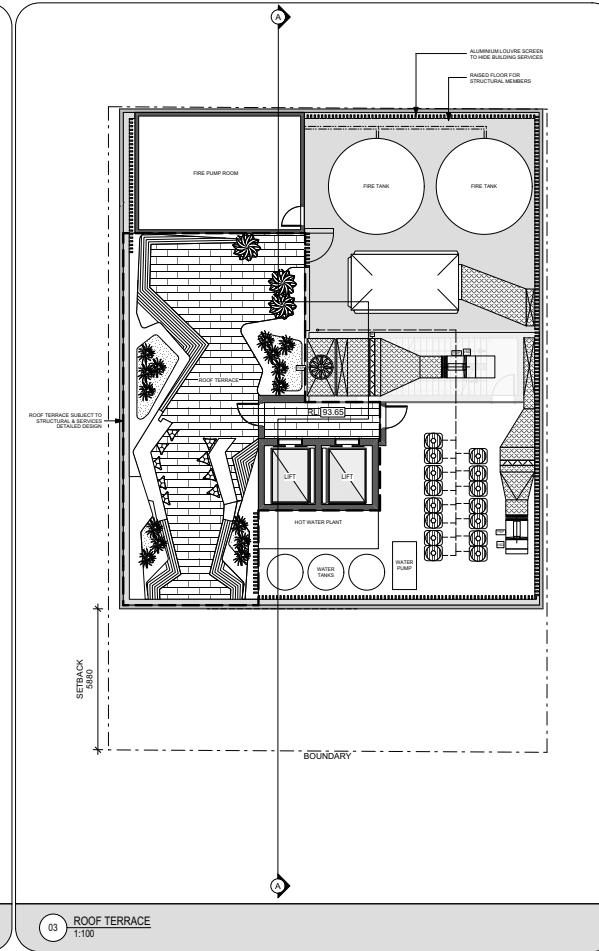
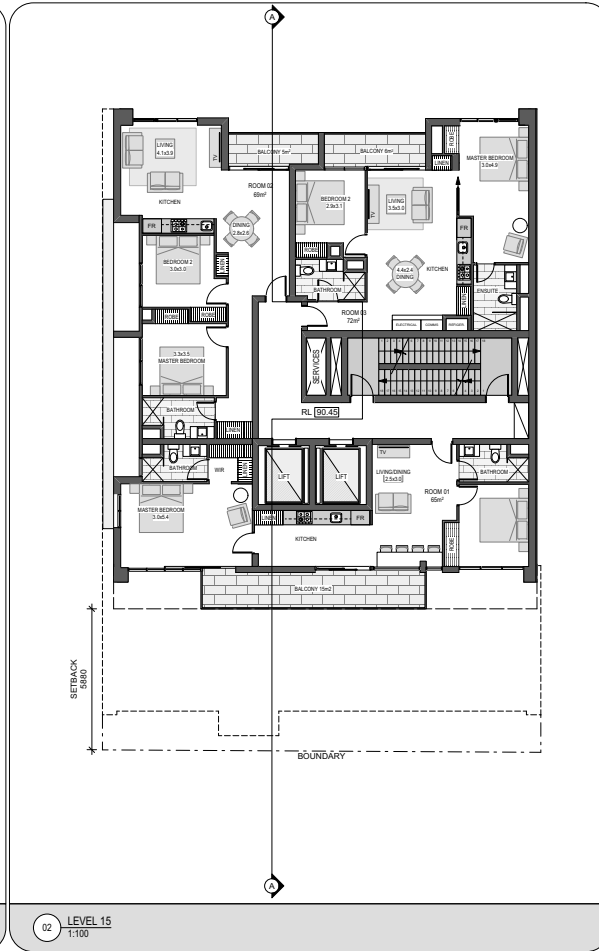
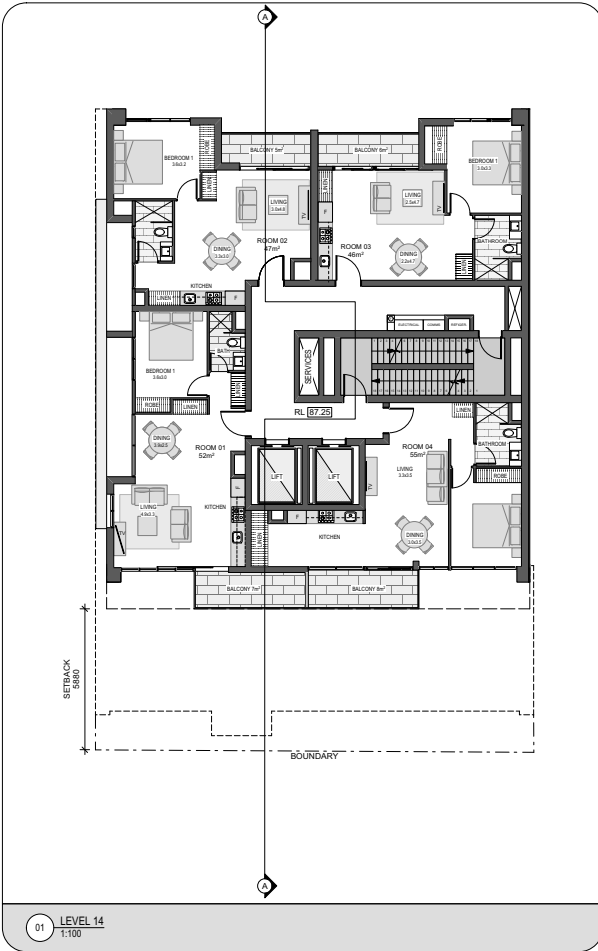
PRELIMINARY			
DATE	REVISION HISTORY	ISSUE	

LEVEL 07-12 & LEVEL 13		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULLISTOREY HOTEL		PROJECT
AS SHOWN	TP	DRAWING
16 WRI	103	DRAWING NUMBER
		PRINT DATE
WV	--	C
CHECKED BY	APPROVED BY	ISSUE
DO NOT SCALE FROM DRAWINGS CONTRACTOR TO VERIFY DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK		

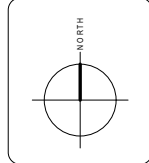
ARCHITECTURE  
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1006 ARCHER STREET  
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
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11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	



**PRELIMINARY**

15/01/20	FOR REVIEW	C
15/01/20	FOR REVIEW	A
15/01/20	FOR REVIEW	A
DATE	REVIEW HISTORY	ISSUE

**LEVEL 14, LEVEL 15 & ROOF LEVEL**

134-136 WRIGHT STREET ADDRESS

MILL STOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

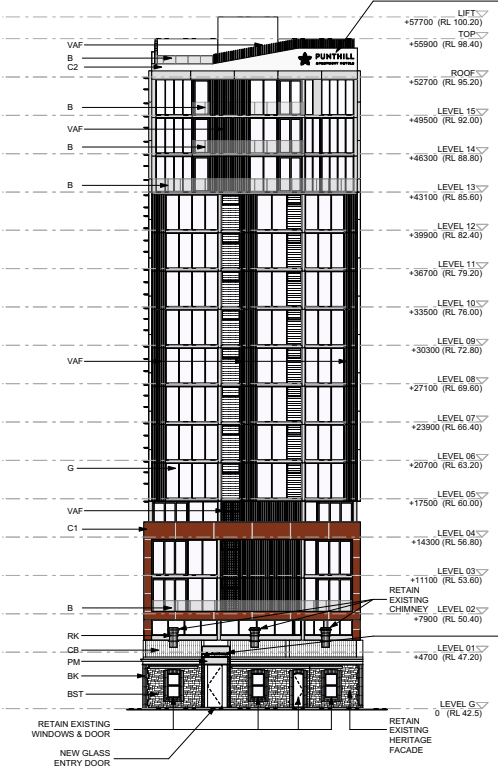
16 WRI JOB NUMBER 104 DRAWING NUMBER

WV CHECKED BY APPROVED BY C ISSUE

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01 SOUTH ELEVATION  
1:200

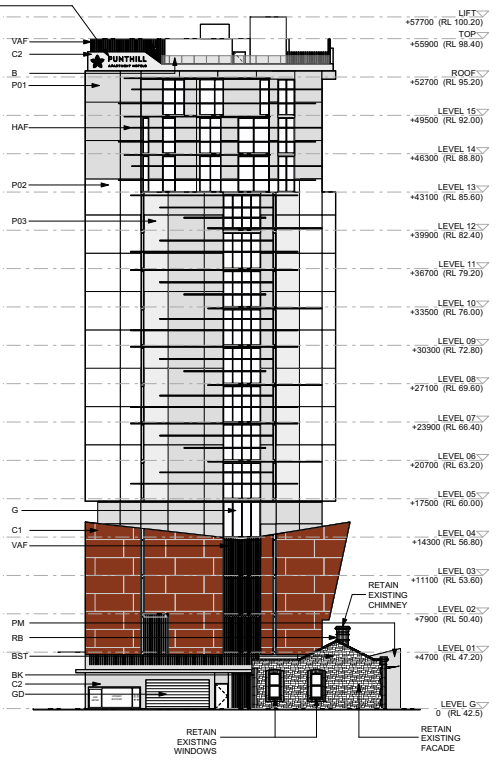


HIGH LEVEL: ILLUMINATED HOTEL OPERATOR SIGN



LOW LEVEL: ILLUMINATED HOTEL OPERATOR SIGN

NOTE:  
SIGN COLOURS CONSIST OF:  
- ORANGE (RGB - 241, 55, 34)  
- BLACK (RGB - 30, 33, 38)  
- WHITE (RGB - 255, 255, 255)



02 WEST ELEVATION  
1:200

MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUON
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITEWINGDAY ISLAND PAINT 86
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
VF	VERTICAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT

**PRELIMINARY**

DATE	REVISION HISTORY	ISSUE

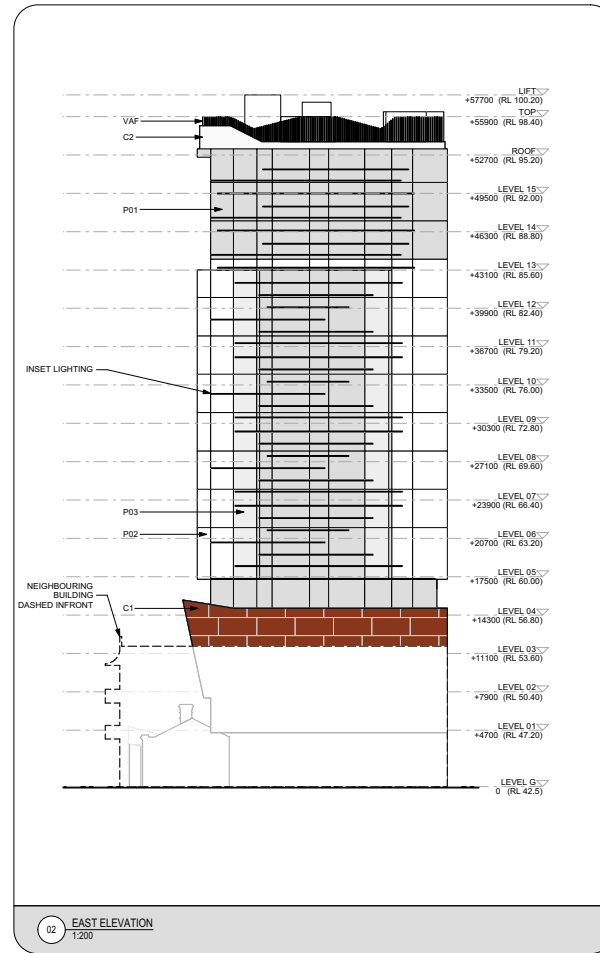
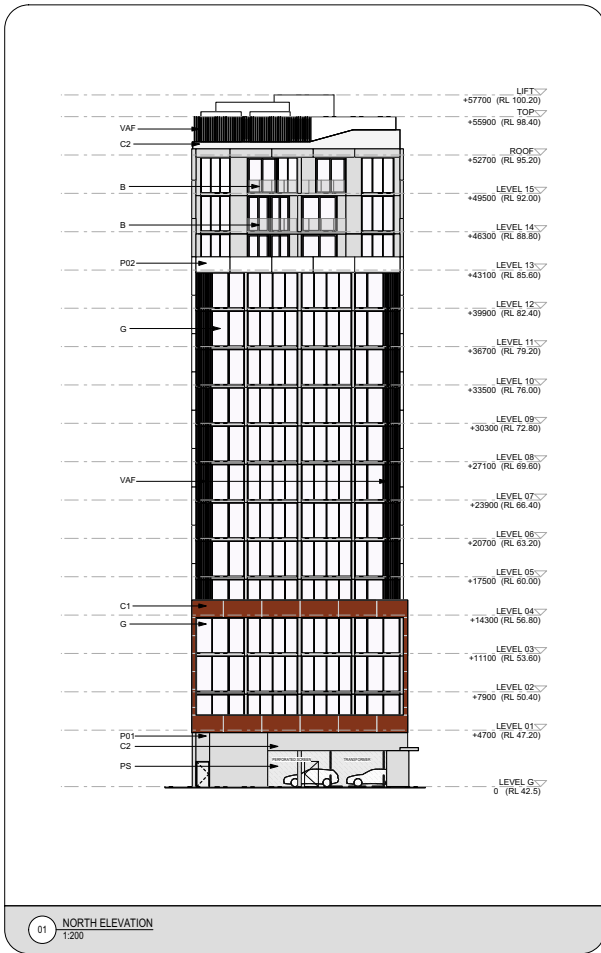
**SOUTH ELEVATION & WEST ELEVATION**

134-136 WRIGHT STREET	ADDRESS	
MULTI STOREY HOTEL	PROJECT	
AS SHOWN	TP DRAWING	
16 WRI	300	
JOB NUMBER	DRAWING NUMBER	
	PRINT DATE	
WV	---	D
CREATED BY	APPROVED BY	DATE

DO NOT SCALE FROM DRAWINGS  
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TO CORRESPONDENT OF WORK

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100A ARCHES STREET  
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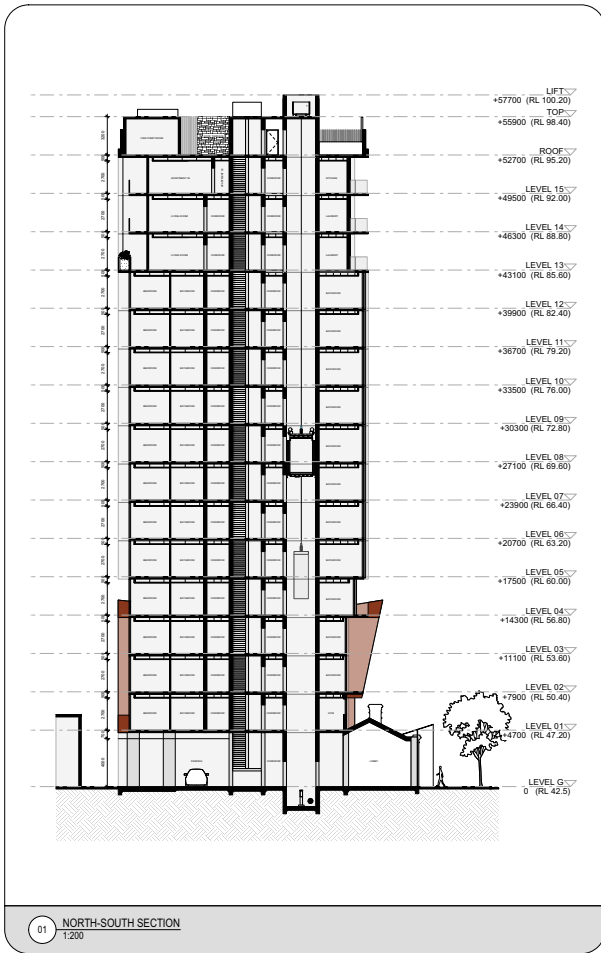
MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUORN
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FIN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITENWAY ISLAND PAINT 88
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
RAF	VERTICAL ALUMINIUM FIN POWDERCOAT FINISH: DULUX MONUMENT

PRELIMINARY			
NO	FOR REVIEW	D	
NO	FOR REVIEW	C	
NO	FOR REVIEW	B	
NO	FOR REVIEW	A	
DATE	REVISION HISTORY		ISSUE

NORTH ELEVATION & EAST ELEVATION		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULTISTOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP
16 WRI	301	
JOB NUMBER		DRAWING NUMBER
		PRINT DATE
WV	--	D
ORDERED BY	APPROVED BY	ISSUE
DO NOT SCALE FROM DRAWINGS CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK		

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**PRELIMINARY**

DATE	REVISION HISTORY	ISSUE

**NORTH-SOUTH SECTION & COLOURED PERSPECTIVES**

134-136 WRIGHT STREET		ADDRESS
MILL STOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP DRAWN BY
16 WRI	400	
JOB NUMBER	DRAWING NUMBER	
PRINT DATE		
WV	--	C
CHECKED BY	APPROVED BY	ISSUE

DO NOT SCALE FROM DRAWINGS  
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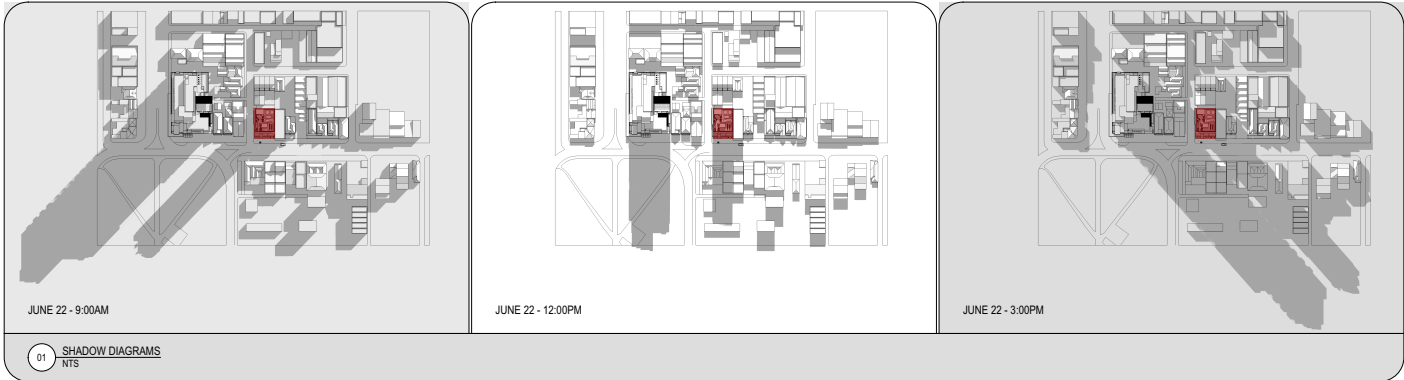
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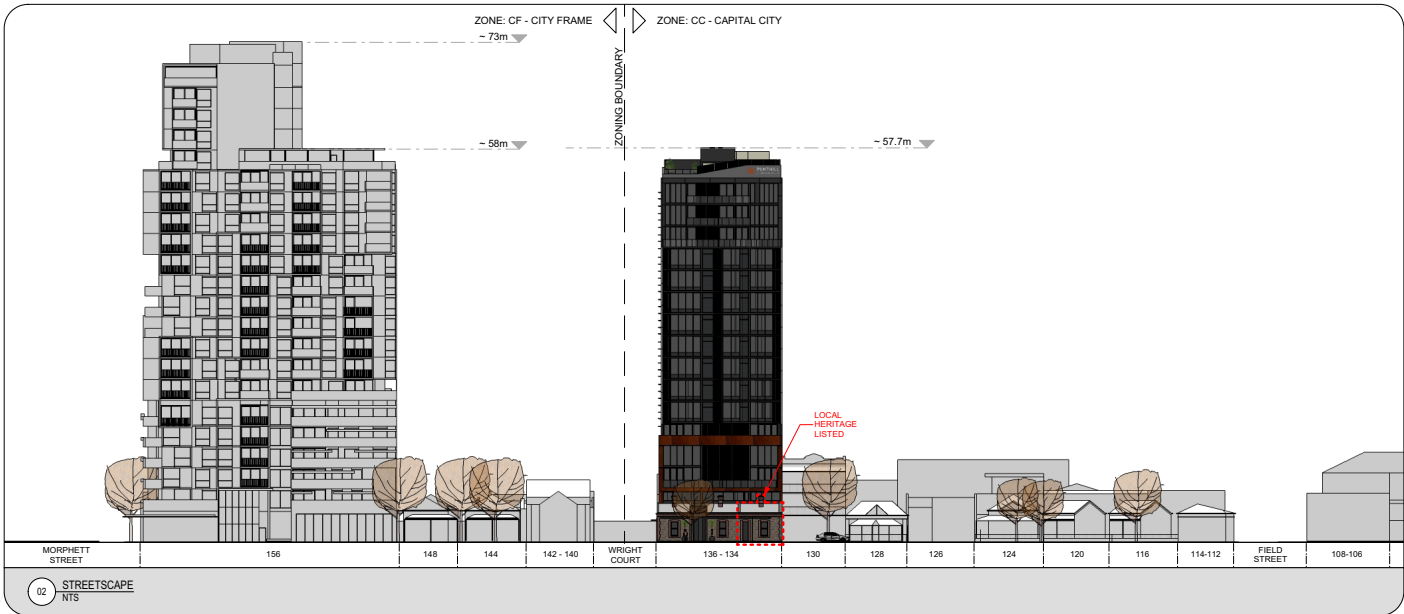


JUNE 22 - 9:00AM

JUNE 22 - 12:00PM

JUNE 22 - 3:00PM

01 SHADOW DIAGRAMS  
NTS



ZONE: CF - CITY FRAME  
- 73m

ZONING BOUNDARY

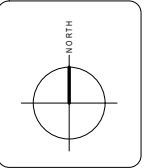
- 58m

- 57.7m

LOCAL HERITAGE LISTED

MORPHETT STREET 156 148 144 142-140 WRIGHT COURT 136-134 130 128 126 124 120 116 114-112 FIELD STREET 108-106

02 STREETScape  
NTS



PRELIMINARY		
DATE	REVISION HISTORY	ISSUE

SHADOW DIAGRAMS & STREETScape		
134-136 WRIGHT STREET		
MULLISTOREY HOTEL		
AS SHOWN	SCALE	TP
16 WRI	500	

ARCHITECTURE  
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**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development and Communications**

File reference: F16/562-65

TO	CC	FROM
<p>Fabian Barone <b>Future Urban Group</b> <a href="mailto:fabian@futureurban.com.au">fabian@futureurban.com.au</a></p> <p>For</p> <p><b>134 Wright Street Pty Ltd</b></p>	<p><b>Brett Eaton</b> Adelaide Airport Limited <a href="mailto:beaton@aal.com.au">beaton@aal.com.au</a></p> <p><b>Civil Aviation Safety Authority</b> <a href="mailto:airspace.protection@casa.gov.au">airspace.protection@casa.gov.au</a></p> <p><b>Airservices Australia</b> <a href="mailto:airport.developments@airservicesaustralia.com">airport.developments@airservicesaustralia.com</a> <a href="mailto:ifp@airservicesaustralia.com">ifp@airservicesaustralia.com</a></p> <p><b>Adelaide City Council</b> <a href="mailto:City@Adelaidecitycouncil.com">City@Adelaidecitycouncil.com</a></p>	<p>Flysafe <b>Airspace Protection</b> <a href="mailto:flysafe@infrastructure.gov.au">flysafe@infrastructure.gov.au</a></p>

**DECISION UNDER THE AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996**

- Proposed Activity:** Construction of a building
- Location:** 134 Wright Street Adelaide SA
- AGM 66 Coordinates:** E 280221.07; N 6131713.91
- Proponent:** Future Urban Group for 134 Wright Street Pty Ltd

I refer to the application from Future Urban Group on behalf of 134 Wright Street Pty Ltd (the Proponent), received by the Department of Infrastructure, Transport, Regional Development and Communications (the Department) on 26 March 2020 from Adelaide Airport Limited (AAL). This application sought approval under the Airports (Protection of Airspace) Regulations 1996 (the Regulations) for the intrusion of a building at 134 Wright Street Adelaide SA (the site) into airspace which, under the Regulations, is prescribed airspace for Adelaide Airport.

Under regulation 6(1), ‘prescribed airspace’ includes ‘the airspace above any part of either an Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) surface for the airport’.

The Conical Surface of the OLS above this site is at a height of 82 metres above the Australian Height Datum (AHD) and hence prescribed airspace above the site commences at 82 metres AHD. At a maximum height of 100.2 metres AHD, the building will penetrate the OLS by 18.2 metres.

Accordingly, the construction of the building constitutes a “controlled activity” under Section 182 of the *Airports Act 1996* (the Act). Section 183 of the Act specifies that controlled activities cannot be carried out without approval. Details of the penetration of prescribed airspace are provided in Table 1.

Table 1: Height and location of the proposed activity that will intrude into prescribed airspace for Adelaide Airport.

Activity	AGM 66 Coordinates	Maximum height (AHD)	Penetration of prescribed airspace
Building	E 280221.07; N 6131713.91	100.2 metres	18.2 metres

Regulation 14 provides that a proposal to carry out a controlled activity must be approved unless carrying out the controlled activity would interfere with the safety, efficiency or regularity of existing or future air transport operations into or out of the airport concerned. Regulation 14(1)(b) provides that an approval may be granted subject to conditions.

Under the Regulations, the Secretary of the Department is empowered to make decisions in relation to the approval of controlled activities, and impose conditions on the approval. I am the Secretary's Delegate for the purposes of the Regulations.

### **Decision**

In accordance with regulation 14, **I approve** the controlled activity for the intrusion of a building at 134 Wright Street Adelaide SA into prescribed airspace for Adelaide Airport to a **maximum height of 100.2 metres AHD**.

In making my decision, I have taken into consideration the opinions of the Proponent, the Civil Aviation Safety Authority, Airservices Australia's advice number YPAD-CA-035 and AAL.

In accordance with regulation 14(1)(b), I impose the following conditions on my approval:

1. The building **must not exceed** a maximum height of **100.2 metres AHD**, this **includes all** lift over-runs, vents, chimneys, aerials, antennas, lightning rods, any roof top garden plantings, exhaust flues etc.
2. Separate approval **must be sought** under the Regulations for any equipment (i.e. cranes) required to construct the building. Construction cranes may be required to operate at a height significantly higher than that of the proposed controlled activity and consequently, may not be approved under the Regulations. Therefore, it is advisable that approval to operate construction equipment (i.e. cranes) be obtained prior to any commitment to construct.
3. The Proponent **must advise** Airservices Australia at least three business days prior to the controlled activity commencing by emailing <[ifp@airservicesaustralia.com](mailto:ifp@airservicesaustralia.com)> and quoting YPAD-CA-035.
4. The Proponent **must report** all permanent obstacles 100 metres or more above ground level or that penetrate the OLS to the Aeronautical Information Service provider, Airservices Australia by emailing <[VOD@airservicesaustralia.com](mailto:VOD@airservicesaustralia.com)> or telephoning 02 6268 5622.
5. On completion of construction of the building, the Proponent **must provide** AAL with a written report from a certified surveyor on the finished height of the building.

**Breaches of approval conditions are subject to significant penalties** under Sections 185 and 187 of the Act.

Yours sincerely

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Sharyn Owen  
Director, Airspace Protection & Safeguarding  
Aviation and Airports Division

31 March 2020



File No:  
2020/00655/01

28 February 2020

Ref No:  
15151231

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

karl.woehle@sa.gov.au

For the attention of the State Commission Assessment Panel

## **134-136 Wright Street, Adelaide**

Further to the referral O20/A068/19 received 6 January 2020 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The project was not presented to the Design Review panel. From considering the material supplied with the referral and evaluating the design merit of the project, I am unable to offer my support to the planning application in its current form.

The subject site is located on the northern side of Wright Street, on the eastern corner with Wright Court. The amalgamated site is rectangular in shape with an approximately 18 metre frontage to Wright Street and 25 metre frontage to Wright Court. Three row (former) dwellings exist on site, including a Local heritage place at 134 Wright Street, which is located at the eastern portion of the site. The two tenancies to the west, at 136 and 136A Wright Street are not listed as heritage places. A continuous non-original verandah extends to the full width of the Wright Street frontage. To the rear of the site, a bituminised at-grade car parking area is accessed from Wright Court.

The surrounding area is characterised by a mixture of one to three storey commercial and residential buildings. To the east of the project site, there is a three storey motel building with no front setback. To the west of Wright Court, three single storey cottages exist adjoining the 23 storey 'Bohem' building at the northeast corner of Wright and Morphett Streets. To the north of the subject site, a private lane exists between the subject site with three predominantly single storey row dwellings presenting to Wright Court.

The overall height of the proposed building is 57.7 metres including the lift overrun, which is above the maximum envisaged height of 43 metres for the area. I acknowledge that the part retention and reuse of the Local heritage place is one of the key criteria for the development to be considered for exceeding the height limit. However, I am yet to be convinced that the proposed building height, which

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matches the height of the lower portion of the neighbouring 'Bohem' development, demonstrates that the proposal is sympathetic to the desired character of the locality. In my opinion, the site context of the 'Bohem' development is uniquely different from the subject site of this proposal, as 'the Bohem' building is located on the corner of Morphet Street, a multi-lane main street, and has a frontage to Whitmore Square. Notwithstanding, my support for proposals exceeding the envisaged maximum height, particularly in this locality that interfaces an area with small scale residential buildings, would also be contingent on a contextual response to the historic buildings, including the retained Local heritage place, and the fine grain character of the area. I am of the view that this is yet to be successfully demonstrated.

On the ground floor, the existing historic row dwellings, including the Local heritage place at 134 Wright Street, presents to Wright Street with a 1.75 metre front setback. I strongly support the retention of all three row dwellings, including majority of the roof form, chimneys and the entire masonry wall along the western boundary. I also support the design approach to retain the window and door openings of the Local heritage place and limit the external intervention to the western part of the row dwellings. However, I am concerned by the scale and composition of the new entry element on the Wright Street frontage. I acknowledge that the entry element is proposed to the portion of the building that is not heritage listed. However in my opinion, the provision of a tall vertical element that interrupts the building's continuous brick cornice is inconsistent with the intent for retaining all three row dwelling as one historic building, regardless of the listing. I recommend review of the entry element with the view to emphasising the character of the retained building as a group of row dwellings with a continuous frontage to the street.

To the rear with a frontage to Wright Court, the new built form extends to all boundaries to accommodate car parking spaces and services infrastructure on the ground floor. Above the ground floor, a three storey tall podium element is proposed to the north, west and east boundaries. The podium element is set back approximately 7.7 metres from the Wright Street boundary on Level 01, and the projecting side walls create a tapered built form over the retained historic building. The Level 04 walls are treated with a contrasting finish and colour, with the intent to create a recessive visual break between the podium form and the tower element above. The tower form extends to the east and west boundaries and comprises an eight storey lower element and a three storey top element, which are differentiated by contrasting wall colours and front and rear setbacks. Solid wall upstands, vertical aluminium fin screens and glass balustrades at the rooftop level forms a curved cap to the building.

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In principle, I support the provision of a podium element that is set back from the front boundary, with the intent to provide a built form separation between the new development and the retained historic building. However, I am yet to be convinced by the scale and form of the podium element. In my opinion, the tapered form created by angular side walls presents as a bold element to the row dwellings that does not sensitively address the existing scale and context of Wright Street and the historical built fabric. I recommend review of the podium form with the view to creating a simple background for the retained building and highlighting the heritage context as the unique feature of the development. In principle, I support the treatment of the Level 04 floor as the recessive element. In



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my opinion, an opportunity exists to provide physical setbacks to further emphasise the break between the podium and the built form above.

On the ground floor, active uses such as hotel reception, lobby and lounge are proposed within the existing building footprint, which I strongly support. I also support the enclosure of back of house functions to the rear of the site. However, I recommend refinement of the ground floor presentation to Wright Court, including consideration of an integrated screening strategy for the dual lane driveway.

On levels 01 to 12, a total of 88 single room hotel rooms are proposed around the central lift and stair cores. I support the inclusion of five DDA compliant rooms. While I acknowledge the small footprint of the hotel floors, I am concerned by the constrained arrangement of the lift foyer and communal circulation spaces. In my opinion, an opportunity exists to review the internal room configurations to create a more generous lift foyer with access to natural light and outlook with the view to ensuring high levels of user amenity.

On levels 13 and 14, four one-bedroom hotel suites are proposed on each floor and three two-bedroom suites are proposed on level 15. I support the mix of hotel accommodation types offered. While I support the provision of balconies for these larger hotel suites, I am yet to be convinced by the usability of these balconies due to their narrow depth. I recommend review of the balcony configurations to ensure amenity and usability. I support the provision of communal open space on the roof top.

In principle, I support the proposed approach for creating three different architectural expressions with the intention to address the scale of the development. However, I am yet to be convinced that the proposed architectural expression successfully mitigates the visual scale and bulk of the building within the small scale context of the locality. I am particularly concerned by the architectural expression and materiality of the podium element. I acknowledge the intent to respond to the colours of the brickwork and bluestone walls of the retained building through the use of ceramic tiles with iron copper finish. However in my opinion, the metallic finish and the size of large format panelling suggested by the submitted drawings is foreign to the established fine grain character of the area. In addition, I am yet to be convinced by the angular geometry of the podium element, which is informed by the angled roof form of the row dwellings. In my view, the application of bold geometry detracts from the built form of the historic built fabric. I recommend review of the podium expression and materiality.

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Painted precast concrete walls in contrasting colours are proposed for the east and west elevations above the podium. Additional articulation is provided with horizontal aluminium fins and inset lighting strips. I do not support the use of painted finishes for developments of this scale due to longevity and maintenance issues. The proposed building may also remain exposed indefinitely given its height and location, and as such, in my opinion, high quality materiality with finish and colour integral to their fabric should be considered. I support the integration of the parapet wall, vertical aluminium fins and balustrades at the top of the building, which also incorporates the building signage.



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The planning report lists proposed sustainable measures such as installation of performance glazing, insulation and energy and water efficient fixtures. While I consider the retention and adaption of the existing building as a key sustainability feature, I am yet to be convinced that the proposal has fully explored the opportunities to incorporate the principles of Ecologically Sustainable Design (ESD). Acknowledging the Development Plan does not require this project to satisfy prescribed sustainable design measures in order to seek additional height, in my view, a development of this scale has a responsibility to explore opportunities for integrated and innovative ESD solutions. As a minimum, I recommend refinement of solar shading elements, such as louvre shading devices and horizontal and vertical aluminium fins, to genuinely respond to each orientation and site specific conditions, and contribute to successful management of solar loads.

The key issues related to this proposal are summarised below. In my view, these matters warrant further review and resolution prior to consideration by the State Commission Assessment Panel in order to achieve the most successful design outcome.

- Review of the building height.
- Review of the podium form, architectural expression and materiality.
- Review of the scale and composition of the entry element.
- Refinement of the ground floor presentation to Wright Court.
- Review of internal room configurations to create more a generous lift foyer with access to natural light and outlook.
- Review of the balcony configurations to ensure amenity and usability.
- Consideration of high quality materiality with finish and colour integral to their fabric, supported by the provision of a material samples board.
- Incorporation of ESD principles.

Yours sincerely



Kirsteen Mackay  
South Australian Government Architect

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cc Aya Shirai-Doull ODASA

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**Enquiries:** Danni Biar 8203 7099  
**CoA Ref:** S10/45/2019  
**SCAP Ref:** 020/A068/19

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18 February 2020

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State Commission Assessment Panel  
GPO Box 1815  
Adelaide SA 5001

ABN 20 903 762 572

**Attention: State Commission Assessment Panel**

Dear Sir/Madam

**Application:** S10/45/2019  
**Applicant:** 134 WRIGHT STREET P/L  
**Address:** 134, 136 & 136A Wright Street, ADELAIDE SA 5000  
**Description:** Demolish portion of local heritage place at 134 Wright Street and demolish portion of 136 Wright Street and construct 16 storey tourist accommodation with rooftop terrace

Council has the following comments to make on the above application:

**TECHNICAL COMMENTS**

- ROADS / FOOTPATHS**
- Any damage to Council road, footpath and kerbing infrastructure will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.
  - Existing boundary (back of path) levels must not be modified. Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.
  - Modifications to Council footpath and kerb infrastructure are proposed on Field Street. No works in the public realm can be undertaken without landlord approval from Council.
- TORRENS & STORM WATER**
- Stormwater runoff from the development must be contained within the property boundaries, collected and discharged to either Wright Court or Wright Street. An underground stormwater property connection is required to connect into either the existing catch pit on Wright Court, near the intersection of Wright Street or the existing catch pit on Wright Street, near Wright Court. Discharge to the surface or to the grated inlet pit in the private laneway behind the site (134-136 Wright Street), is not supported.



- The levels of any grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level assumed to be top of kerb level adjacent to the stormwater discharge point in the adjacent street.
- Council's stormwater management systems (minor and major rainfall events) are designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Council's stormwater management systems to equivalent gravitational flows.
- Property boundary levels of the proposed driveway must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to the top of kerb level adjacent to the driveway ramp in the Wright Court, to ensure adequate flooding protection to the building.
- Any collected irrigation seepage water from the rooftop gardens must be either discharged to sewer or an irrigation recycled water reuse system.
- The proposed development will impact on the public lighting within the proximity of the development site. SA Power Networks lights are installed in Field Street and Wright street. Stobie poles and overhead cabling is adjacent the development. On Wright Street there are Council post top columns and associated underground cabling and pits.

**LIGHTING /  
ELECTRICAL / CCTV**

- Any damage to Council infrastructure, including damage to public lighting and underground ducting caused by projects works or loading of site crane onto pathways will be repaired to meet Council requirements and at the cost of the developer.

**STREET TREES /  
LANDSCAPING**

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

**TRAFFIC /  
TRANSPORT**

- The proposed vehicle manoeuvring areas and extended flaring of the driveway shown is not supported due to the impacts to pedestrians and the usability of the footpath. As the design is similar to domestic garaging and the connecting street experiences low volumes, the consultant should consider a multi manoeuvre exit, coordinated approaches to exiting (given these are staff vehicles) and a simpler approach to crossover design. Alternately, the garaging may need to be reduced to a wide single width crossover accommodating 2 vehicles only. It is noted that 1 parking space is nominated for temporary hard refuse storage in the waste report.
- Widened door width for the garage opening should be included in accordance with the traffic recommendations.
- The proposed bicycle parking location should be recessed further from the Wright Court intersection to improve pedestrian circulation.

- The door between the bin room and the street will need to be widened to support bin movement to/from Wright Court.
- The canopy appears to be too close to the road edge for the proposed height and would be at high risk of being struck by large vehicles. Additionally, the proposed canopy that appears at approximately 3 metres in height over the private road would unduly restrict the use of the private lane and prevent large vehicles from using the lane without striking the canopy.
- Whilst the development relies on the loading zone present in Wright Street, no supporting data to confirm the current utilisation and availability of this space or in the general vicinity of the proposed development has been presented. The ongoing availability and existence of the parking zone in its current format is not guaranteed.

**WASTE**

- The waste management plan is supported as it meets design requirements to achieve desired function and servicing.

**HERITAGE**

- A steel awning is proposed across the front of the three cottages and the introduction of what appears to be a steel support fin adjacent to the door of 134 Wright Street. The introduction of these contemporary elements is supported if the junction with the front wall is detailed to avoid the need for a box gutter or chasing of flashing into the wall.
- The general conclusions drawn by the heritage consultant relating to the heritage value of the cottages and the impact of the proposal on that heritage value are reasonable.

**PLANNING RELATED COMMENTS**

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

**ENCROACHMENTS**

- The proposed canopy on Wright Court does not appear to meet Council's Encroachment Policy.
- A canopy must have a minimum 600mm clearance from the kerb and 1 metre clearance from the light pole.
- A clearance height of 3 metres is required between footpath level and the underside of the canopy.

Yours faithfully

Danni Biar

**SENIOR PLANNER – DEVELOPMENT ASSESSMENT**

June 28, 2020

Mr Karl Woehle  
Planning Officer – CBD and Inner Metro Team  
Strategic Development Assessment  
Planning and Development  
Department of Planning, Transport and Infrastructure  
By email: [karl.woehle@sa.gov.au](mailto:karl.woehle@sa.gov.au)



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Dear Karl,

**RE: DEVELOPMENT APPLICATION 020/A068/19**

We have been instructed by the Applicant, 134 Wright Street Pty Ltd, to provide an overarching response to the City of Adelaide's letter dated February 18, 2020 and to the Government Architect's letter dated February 28, 2020.

Our overarching response is set out below.

**City of Adelaide**

*Footpath and Kerb Infrastructure*

It has been asserted by the City of Adelaide that "*modifications to Council footpath and kerb infrastructure are proposed on Field Street.*"

This is simply not the case, as Field Street is located approximately 70 metres to the east of the site.

*Stormwater*

The Applicant is prepared to accept a condition which requires:

- the proposed underground stormwater system to be connected into either the existing side entry pit on the eastern side of Wright Court or the existing side entry pit on the northern side of Wright Street; and
- seepage from the garden beds on the rooftop terrace to be discharged to either the sewer or a recycled water reuse system.

*Access*

The attached email from Mr Paul Morris and the accompanying turn path diagrams address the City of Adelaide's concerns with respect to the ingress and egress movements associated with the at-grade car park on the northern side of the lobby.

The door between the bin room on the ground floor level and Wright Court has been widened, as sought by the City of Adelaide.



### *Loading Zone*

With all due respect to the City of Adelaide, it is not necessary for GTA Consultants to analyse and report on the utilisation of the loading zone directly in front of the site because:

- linen and consumables will be delivered to, and waste will be collected from, the motel outside of peak times when demand for access to the loading zone is likely to be negligible; and
- the report prepared by GTA Consultants identifies that there are other loading zones within close proximity to the site and that many of the motel's guests are likely to arrive in the CBD via public transport, then walk to the site from the nearby bus and tram stops.

### *Bicycle Parking*

The Applicant is not prepared to shift the bicycle parking spaces "*further from the Wright Court intersection to improve pedestrian circulation*" for two reasons.

First, all five of the bicycle parking spaces will be located wholly within the confines of the site. They will not, therefore, impede pedestrian movements along the eastern side of Wright Court or the northern side of Wright Street.

Second, the Applicant has deliberately chosen this location for the bicycle parking spaces because:

- they will be highly visible from both Wright Court and Wright Street;
- they will be conveniently located alongside the main entrance to the lobby on the ground floor level; and
- they will not conceal, or detract from the aesthetic appeal of, the primary façade of the Local Heritage Place (Townscape).

### *Canopy*

You will see from Drawing 100, Issue E that the canopy on the western side of the proposed building has now been removed. The proposal is, therefore, no longer at odds with the City of Adelaide's Encroachment Policy.

## **Government Architect**

The Applicant's Architect, Mr Louis Kanellos of Chasecrowne, has responded, in writing, to the comments made, and concerns raised, within the Government Architect's letter. Whilst Mr Kanellos' response is attached for your consideration, we wish to reiterate the following with respect to the podium and overall height of the proposed building:

1. The form, scale and appearance of the podium has been reviewed, and subsequently endorsed, by Mr Sam Hosking, an independent and registered heritage architect, and by the City of Adelaide's heritage consultant. Indeed, the City of Adelaide's letter states that "*the general conclusions drawn by the heritage consultant relating to the heritage value of the cottages and the impact of the proposal on that heritage value are reasonable.*"
2. Principle 21, Clause (a) of the Capital City Zone permits the proposed building to exceed the maximum height that has been prescribed for this site (43 metres) because:
  - a. the design of the proposed building has, for the myriad of reasons given by Mr Kanellos, had regard to the positive elements of its contextual setting;
  - b. the design of the proposed building is sympathetic to, and consistent with, the **desired** character of the Capital City Zone – for clarity, the Desired Character Statement for the Capital City Zone advises, in part, that:

- i. *“high-scale development is envisaged in the Zone with high street walls that frame the streets”;*
  - ii. *“contemporary juxtapositions will provide new settings for heritage places”;*  
and
  - iii. *“innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and broader streetscape, while supporting optimal site development”;*
- c. the design of the proposed building has had regard to the anticipated city form expressed in Concept Plan Figure CC/1 – Concept Plan Figure CC/1 shows that development on north-western (opposite) corner of the T – Junction of Wright Street and Wright Court can extend up to 53 metres in height;
- d. the proposed building, at 16 storeys and 57.7 metres in height, will provide an orderly transition up to:
  - i. the western side of Wright Court (remembering, of course, that a height limit of 53 metres applies to those sites that are situated between Wright Court and Morphett Street), and to the 23 storey, mixed-use building on the north-eastern corner of the T – junction of Morphett Street and Whitmore Square which is approximately 73 metres tall – Figure 1 overleaf attests to this; and
  - ii. Hotel Indigo, a 16 storey building which is located in the Capital City Zone and on the western side of Market Street, some 175 metres to the east of the site; and
- e. the proposal involves the retention, conservation and reuse of the Local Heritage Place (Townscape) at 134 Wright Street, Adelaide.

Figure 1: Transition up to 'Bohem'



Lastly, please note that the Applicant is currently compiling an exhaustive list of the environmentally sustainable design initiatives associated with this development. This list will be forwarded to you upon completion together with the coloured perspectives which have been commissioned to depict:

- the compatible visual relationship between the podium and the Local Heritage Place (Townscape); and
- the orderly transition from the proposed building to 'Bohem'.

## Summary

We trust that our response, and the various documents attached to it, will enable you to complete your assessment of the proposal and to make an informed determination as soon as practicable.

When making your determination, please keep in mind that:

- this project will cost approximately \$16,000,000 to complete;
- this project will, at a time when unemployment has skyrocketed across the State, create 150 to 200 jobs during the construction phase and another 20 ongoing jobs once the proposed building has become operational;
- this project is, for want of a better term, 'shovel ready' (put simply, an operator (Punthill Apartment Hotels) has been secured and construction is expected to commence before the end of the year); and
- the height of the proposed building has been endorsed by AAL, ASA and CASA.

If you have any further queries or concerns, please do not hesitate to contact the undersigned in the first instance.

Yours sincerely

A handwritten signature in black ink, appearing to read "Fabian Barone". The signature is stylized and fluid.

**Fabian Barone**  
Director

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## LETTER

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11 May 2020

Fabian Barone  
Future Urban  
Ground Floor  
89 King William Street,  
Adelaide

RE – 134 -136 Wright Street Adelaide - Response to ODASA comments  
Reference Letter dated 28<sup>th</sup> February 2020 from ODASA to Karl Woehle Planning Officer

Dear Fabian,

Following is my response to the ODASA comments regarding the proposed development at 134-136 Wright Street, Adelaide.

For ease I have extracted the relevant sections of the ODASA letter in red and responded to each point or group of points directly.

### ODASA Comment 1

I am yet to be convinced that the proposed building height, which matches the lower portion of the neighbouring 'Bohem' development demonstrates that the proposal is sympathetic to the desired character of the locality. In my opinion the site context of the Bohem development is uniquely different from the subject site of this proposal as the Bohem building is located on the corner of a multi lane main street and has a frontage to Whitmore Square. Notwithstanding my support for proposals exceeding the envisaged maximum height, particularly in this locality that interfaces with small scale buildings would also be contingent on a contextual response to the historic buildings including the Local heritage place and the fine grain character of the area. I am of the view that this is yet to be successfully demonstrated.

I strongly disagree that the proposal is not sympathetic to the desired character of the locality and is not a contextual response to the historic buildings and the fine grain character of the area.

The Adelaide Council development plan states the following in regards to the the desired character of the capital city zone:

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

*New development will achieve high design quality by being:  
(a)Contextual – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.*

The most important contribution of the proposal in regards to both of these matters is the retention, upgrade and activation of all three existing row houses into the proposal. This not only protects the current pedestrian environment but will also enhance the character of the immediate area.

It is acknowledged that the decision to retain and integrate the single storey row houses into the multi level development presents form, scale and function challenges.

Through the initial schematic design stages, it was concluded that a podium form providing a tapering transition from a workable hotel floor layout, within the tower element to the existing single level buildings was the most effective way to deal with the integration of new and old (see image 1). This allows for optimal site development whilst also allowing sufficient setbacks to retain the row dwelling frontage and main roof form including the chimney elements.

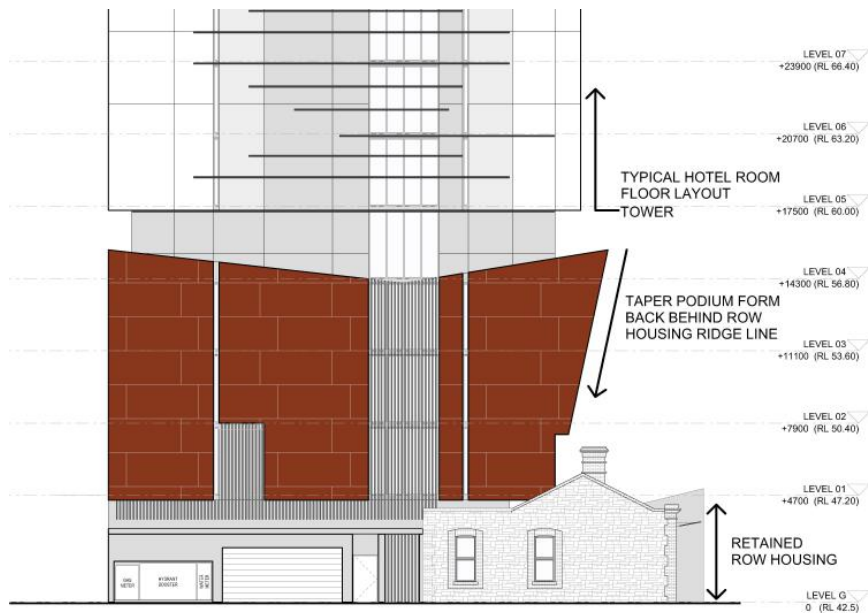


Image 1 – View indicating the tapering podium form from a workable hotel room floor layout to the row housing.

The height of the podium is based on creating a considered visual relationship with the row houses whilst also engaging with the larger forms of the immediate streetscape namely the 3 storey building immediately east and the 6 storey podium element of the Bohem development. See image 2 for the relevant context and relative heights showing on orderly stepping transition from the the larger Bohem podium down to the adjoining eastern neighbour.



Image 2 - View from Whitmore Square with the Bohem development in the foreground and its impact on the immediate locality and subject site.

The Adelaide Council development plan also states the following in regards to the the desired character of the capital city zone:

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

The proposed contemporary podium form also responds to site context and the broader streetscape broadly through form, colour and pattern.

The form of the podium reflects the angled wall and roof forms of smaller buildings in the immediate and broader locality. Whilst the angled wall forms vary in pitch and length they form a common visual contextual language. (see image 3 montage)



Image 3 montage - Showing angled wall and roof forms of the smaller buildings referencing both gable ended walls on housing and also saw tooth industrial building forms in the immediate and broader locality.

The colour and pattern of the podium references the materiality of the retained row housing. The sintered stone tile selected to clad the podium picks up the ferric oxide and other material deposit tones of the existing bluestone blocks. (See image 4)  
It is proposed to lay the panel in a horizontal brick bond which references the use of brick in the immediate and broader locality. See image 5 for an example of the proposed pattern in a similar material context.





Image 4 - The proposed sintered stone tile in situ against the existing bluestone wall

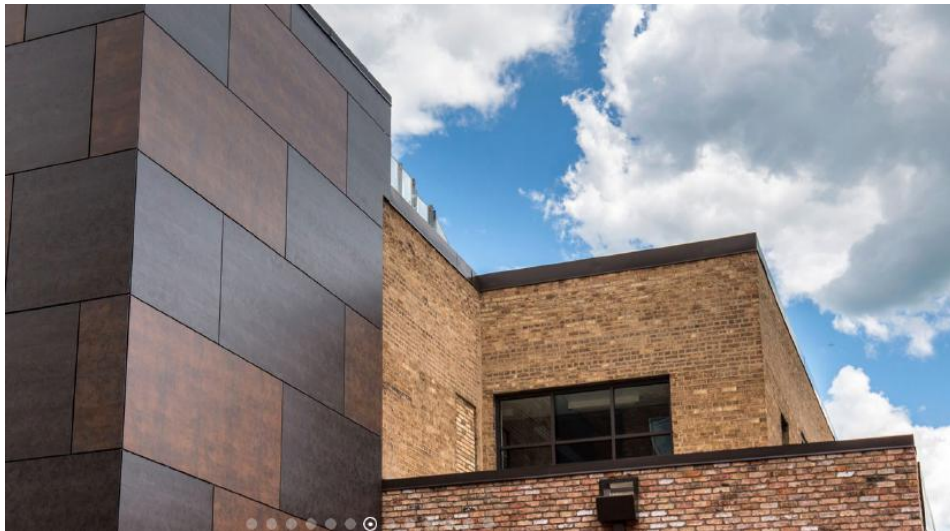


Image 5 - (taken from the manufacturers website) The proposed sintered stone tile shown in a similar pattern with traditional brickwork.

In regard to the buildings overall height (16 storeys), aside the previously stated (refer Design Statement page 8 Built Form Height / Density) reference to the relationship with the Bohem development and the sites location on the zone boundary, it is important to note that currently under construction in Market Place, which falls in the same policy area is the 16 storey Indigo Hotel (see image 6). This is of a similar scale to the proposal.

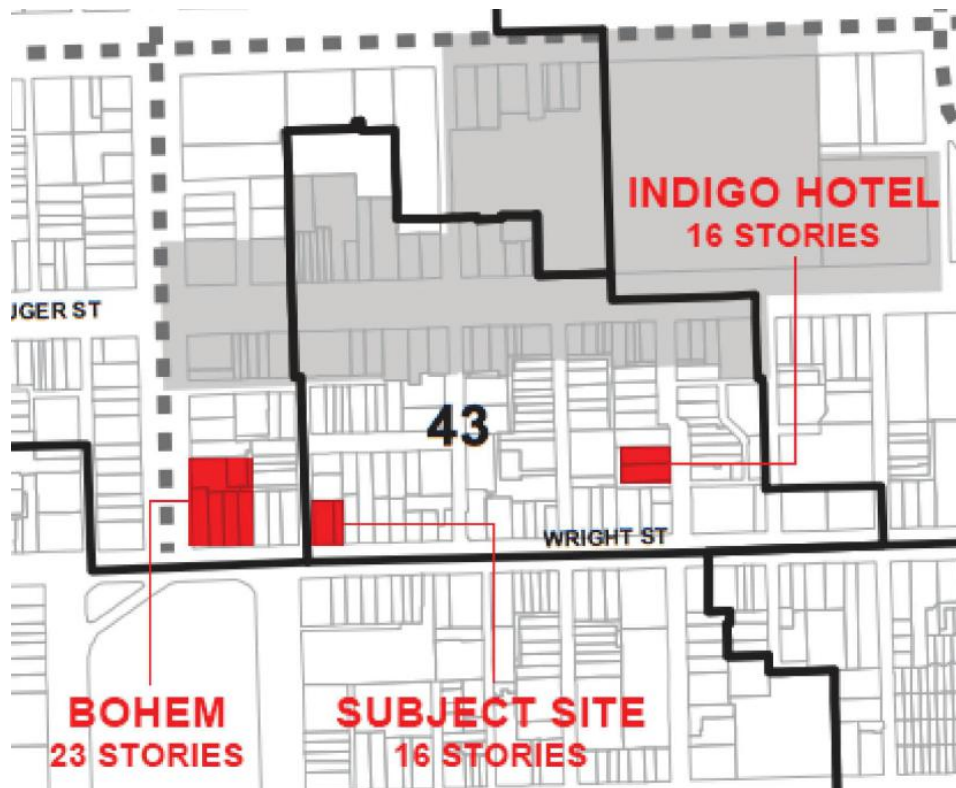


Image 6 - Location of the 16 storey Indigo Hotel, Bohem Apartments and the proposal within the zone.

Market Street is a narrow roadway that falls towards the centre of the height precinct. There are no existing buildings of this height in the immediate locality and there is no identifiable heritage retention or conservation (see image 7). This then logically sets some precedent or benchmark for acceptable overall building height in the precinct. (see image 8 for existing tall building context in the precinct)



Image 7 - Currently under construction the 16 storey Indigo Hotel in Market Street.



Image 8 - Existing tall building context in the precinct with the proposal against the Bohem apartments.

ODASA Comment 2

However, I am concerned by the scale and composition of the new entry element on the Wright street frontage. I acknowledge that the entry element is proposed to the proportion of the building that is not heritage listed. However in my opinion the provision of a tall vertical element that interrupts the buildings continuous brick cornice is inconsistent with the intent for retaining all three row dwellings as one historic building, regardless of the listing. I recommend review of the entry element with the view to emphasising the character of the retained building as a group of row dwellings with a continuous frontage to the street.

We acknowledge the concern regarding the removal of a very small portion of the existing unlisted fabric. However it is important to put this in the context of the proposal as a whole.

It was essential that the row houses remain and be functionally integrated into the new use and not just left over spaces. They are proposed to be amalgamated into a singular reception space for the new hotel use, but the three small scale entrances are practically not appropriate. The new 100 room hotel use requires one clearly defined main entrance that is large enough to accommodate the expected traffic but also significant enough to provide the required visual legibility.

The proposed entrance achieves these objectives by combining the two closely located unlisted doorways into one and minimises fabric removal. The third listed entrance will be retained in tact as a functional secondary entrance. The thin shroud which stands above the parapet not only provides important main entrance legibility but also distinguishes the new use of the buildings. We do not believe that this clearly evident contemporary intervention is inconsistent with the intent of the retention but rather aids in the integration of new and old.

In order to reach an agreeable compromise on this matter it is proposed to rebuild the brick parapet over the new doorway to maintain continuity of this element whilst still achieving the required objectives of the new entrance. See image 9 for the proposed revised entry element.



Image 9 - View of entry element from Wright Street.

ODASA Comment 3

However I am yet to be convinced by the scale and form of the podium. In my opinion the tapered form created by the angular side walls presents a bold element to the row dwellings that does not sensitively address the existing scale and context of Wright street and the historic built fabric.

I have addressed the design logic regarding the tapered podium in detail under comment 1, and believe I have clearly demonstrated the abundant existing contextual references to this architectural language.

Also clearly demonstrated is the design logic regarding the scale of the podium in the context of Wright Street, the Bohem apartments and the three storey neighbouring building to the east of the site.

The podium design is a contemporary juxtaposition clearly defining new from old, providing adequate and appropriate setbacks to promote and emphasize the historic built fabric, and uses form, colour and pattern that responds to site context and particularly the retained historic built fabric.

#### ODASA Comment 4

I recommend refinement of the ground floor presentation to Wright Court including consideration of an integrated screening strategy for the dual lane driveway.

The dual lane driveway is proposed to be screened by a basalt coloured panel lift door as specified on drawing number 16WRI 300.

#### ODASA Comment 5

Whilst I acknowledge the small footprint of the hotel floors, I am concerned by the constrained arrangement of the lift foyer and communal circulation spaces. In my opinion an opportunity exists to review the internal room configurations to create a more generous lift foyer with access to natural light and outlook with the view to ensuring high levels of user amenity.

This proposal is for an affordable boutique hotel on a small site and the project feasibility relies on a certain number of hotel rooms. This has been achieved through careful planning to create functional rooms with views of the Adelaide CBD, the hills and Whitmore Square. The proposed operator is an experienced hotel group with multiple properties and hundreds of rooms under management around Australia. Their experienced view is that in small footprint hotels it is the rooms, main lobby and communal spaces that are most important. Compromising the rooms to give over views, natural light and space to the secondary transitional corridors is counter-intuitive. That said the corridor spaces will be appropriately designed to include quality lighting and materials, artwork, and ventilation.

It is important to note that the National Construction Code (NCC) has no requirement for natural light or outlook in Class 3 corridors.

#### ODASA Comment 6

While I support the provision of balconies for the larger hotel suites I am yet to be convinced by the usability of these balconies due to their narrow depth. I recommend review of the balcony configurations to ensure amenity and usability.

Firstly, there is no requirement under the Adelaide (City) Development Plan to provide private open space in the form of balconies to hotel rooms, as they are not self-contained residences.

Secondly this is contrary to Adelaide City Council guidelines. The Adelaide City Council, Adelaide Design Manual, Building Interface guidelines (see attachment 1) encourages the use of Juliet balconies. The proposed balconies also meet the guidelines intent exceeding the minimum recommended dimensions.

The top 3 floors of the building change configuration to incorporate a mix of accommodation types. This change of room type created the opportunity to introduce Juliet balconies. These balconies are not intended as living spaces in their own right but rather provide the opportunity to open interior spaces to the outside as well as contributing to the form and articulation of the facades. This unique amenity is highly sought after in hotel room accommodation. The balcony elements will distinguish the top portion of the building from the middle and podium sections.

It is important to note that these balconies will be supplemented by a rooftop terrace which will be available to the hotel's guests and personnel.

ODASA Comment 7

However I am yet to be convinced that the proposed architectural expression successfully mitigates the visual scale and bulk of the building with the small scale context of the locality. I am particularly concerned by the architectural expression and materiality of the podium element. I acknowledge the intent to respond to colours of the brickwork and bluestone walls of the retained building through the use of ceramic tiles with iron copper finish. However in my opinion the metallic finish and the size of the large format panelling suggested by the submitted drawings is foreign to the fine grain character of the area. In addition I am yet to be convinced by the angular geometry of the podium element which is informed by the angled roof form of the row dwellings. In my view the application of bold geometry detracts from the built form of the historic fabric.

Most of the content of comment 7 is repeated. I refer you to my response to comment 1. Additionally it is important to point out that the proposed cladding is not a ceramic tile but rather sintered stone which has different properties, principally superior performance making it an excellent material for building façade use. The finish is not iron copper or metallic. The product is Neolith corten in a satin finish. Image 4 clearly demonstrates how the material works with the bluestone, picking up the natural colourings of the ferric oxide and other material deposits.

It is widely acknowledged that large scale patterns are commonly utilised by architects to clearly differentiate new from old. The large scale brick pattern applied to the podium is not bold but rather considered and visually sympathetic. (see image 10 below)

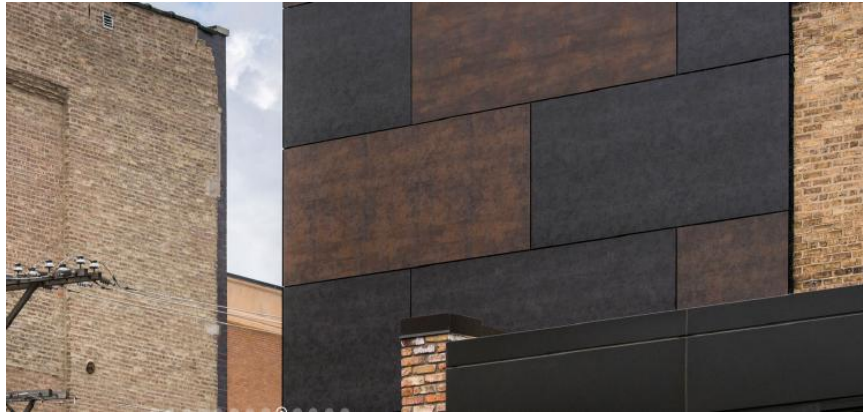


Image 10 - (taken from the manufacturers website) depicting the proposed cladding format against smaller fine grain brickwork.

A simple visit to the site would also make it plainly obvious that large format panelling and patterns are clearly evident in the immediate locality. Bohem apartments has a variety of varied large concrete patterns that directly impact the locality. (see images 11 & 12)



Images 11 - Bohem apartments, large scale patterns in concrete panels directly across from the subject site.



Images 12 - Bohem apartments, large scale panel patterns directly across from the subject site.

#### ODASA Comment 8

I do not support the use of painted finishes for developments of this scale due to longevity and maintenance issues.

Following is an extract from the design statement regarding project materiality:

*All external materials and finishes specified are of high quality. The podium material will be a high-grade manufactured stone product that possesses excellent properties for building façade use (Neolith iron corten satin). The tower will be a combination of precast concrete and premium non-combustible aluminium cladding (Larcore 6mm Aluminium Honeycomb Core Panels) battens and louvers. It is proposed that the precast concrete will be finished in a high performance Dulux Arcatex system.*

It is also important to note that Adelaide City Council, Part 1, Building Interface Guidelines, 1.2 Materials & Details, proposes painted render as an appropriate material above awning height for large multi storey buildings (see attachment 2). The Arcatex system is a modern render.

That said the proponent is prepared to used coloured concrete (similar to the colours specified) in lieu of the proposed Arcatex system.

#### ODASA Comment 9

I recommend refinement of solar elements such as louvre shading devices and horizontal and vertical fins to genuinely respond to each orientation and site specific conditions and contribute to successful management of solar loads.

Appropriate design consideration has been given to the passive management of solar loads in the building and I reject the assertion that there has not been a genuine attempt to do so.

Solar loads impacting the building on the north and west elevations have been considered as follows.

Firstly the floor plan layouts have been configured to ensure the majority of the rooms in the building have a north or south orientation. Up to level 12 only one room per floor has a west orientation. Levels 13 and 14 have secondary smaller windows facing west with level 15 only having only bedrooms with west facing windows. Glazing on the west elevation has been kept to a minimum and balanced against aesthetic considerations and views.

Further horizontal and vertical shading devices are employed to help protect window openings against excessive solar loads on the north and west elevations in the summer months.

Image 13 shows how the horizontal balconies and louvres will perform on the 21<sup>st</sup> of December. There will be little to no solar load directly on glass surfaces in the middle of summer.



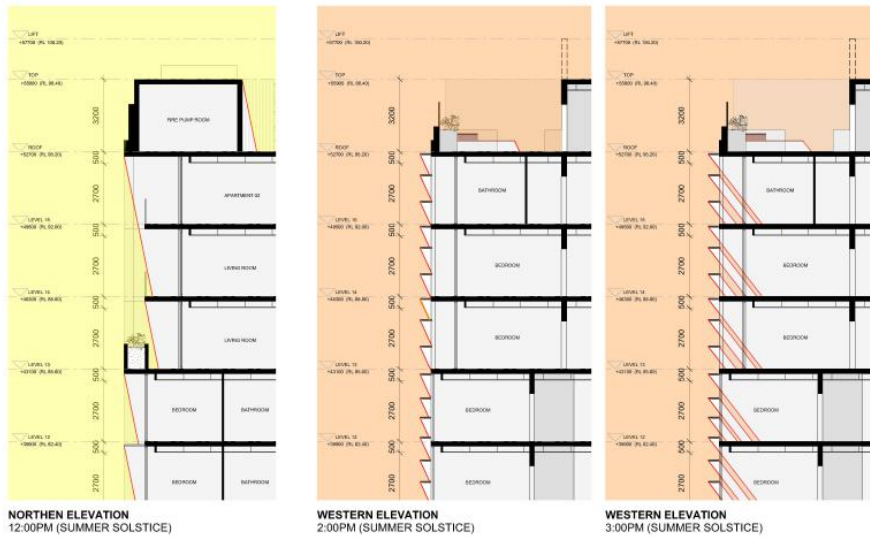


Image 13 - Section through north and west elevations showing horizontal louvre performance at midday on the summer solstice.

High performance glass will also contribute to minimise solar heat gain.

I hope that this clearly explains the design and the rationale behind some of the decision making. Should you require anything further please do not hesitate to make make contact with me directly.

Yours Sincerely

Louis Kanellos BArch BArchSt  
Director  
**Chasecrown Pty Ltd**  
[louis@chasecrown.com](mailto:louis@chasecrown.com)  
0412 395 288

ATTACHMENT 1

PART 1	BUILDING INTERFACE GUIDELINES	1.2 MATERIALS & DETAILS
GUIDELINES	CITY FORM	DRAFT

1.2  
04

### Balconies

Balconies are an additional outdoor space, which enhance the amenity and possibilities for hospitality and residential uses. They provide private open space and supplement the living spaces of residential apartments. Balconies are also important architectural elements that contribute to the form and articulation of building facades, providing relief, shadow, and compositional refinement to the building mass.

#### Issues

Balcony design should always be considered integral to the design of a building. They are sometimes highly exposed and unprotected spaces that do not provide useful space for habitation. There is a tendency for contemporary balconies to be enclosed with clear glazed balustrades to improve the external views from inside. However this also reduces their usability, and sense of privacy from the street and from other adjacent tall buildings. Balconies are often undersized and should be able to accommodate table and chairs so that they are used regularly.

#### Recommendation

Encourage a combination of cantilevered balconies, partially cantilevered or fully recessed 'outdoor rooms'. Balconies should be large enough for outdoor tables and chairs (two chairs for a small apartment and four chairs for a large apartment). Encourage solid balustrades and spaces that create usable outdoor rooms that take advantage of the temperate climate.

**KEY CONCEPT**  
Provide well designed balconies for regular use and habitation.

#### GUIDELINE

Balconies should provide life and activity to the street and create a sense of enclosure and habitable space for the building occupants. All apartments should provide private open space, ensuring balconies are integrated into the overall architectural form of the building. The majority of balconies should be located on north, east or west for solar access, limiting south facing balcony spaces. Consider secondary balconies for bedrooms, and other living spaces including Juliet balconies or operable walls/windows that create interior spaces that open to the outdoors. Use sunscreens, shutters and roofs to protect the balcony space and provide a layer of human activity and habitation in the street scape, as well as control overlooking. Balconies with access from more than one room will improve the amenity of the apartment. Consider supplying a barbecue gas point and water tap on primary balconies.

MINIMUM DEPTH OF BALCONY 1500mm  
MINIMUM WIDTH OF BALCONY 3000mm  
MINIMUM AREA = 4.5m<sup>2</sup>

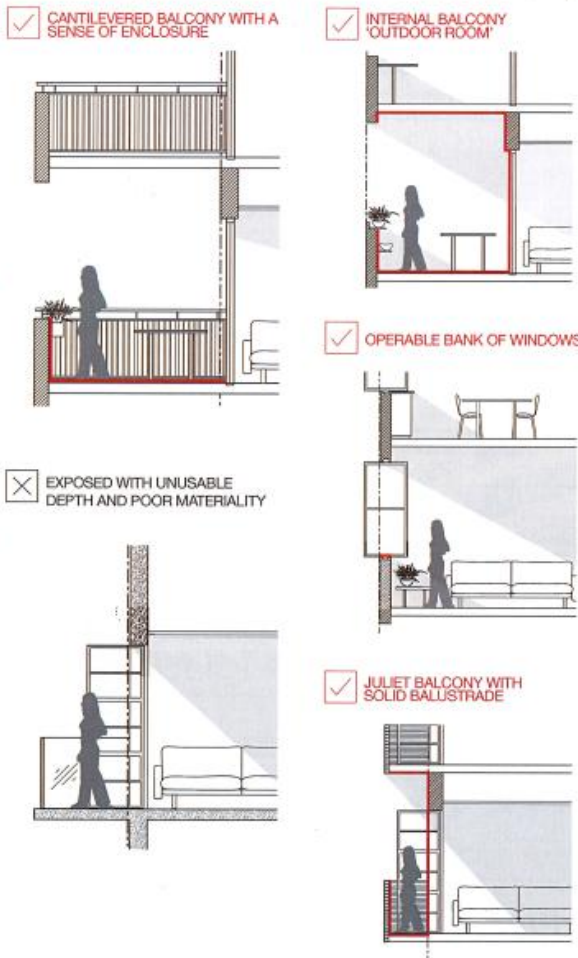
#### AVOID

- Exposed concrete edge slab balconies.
- Full frame-less glass (clear or opaque) balustrades and highly proportioned glazed balconies more than 50% transparent in area.
- Exposed/fully glazed balconies off bedroom, bathroom and laundry spaces.
- Balconies without sun or rain protection.
- Exposed drainage pipes and services to the underside of balconies.

#### REFERENCE DOCUMENTS

1988 Urban design guidelines  
Residential Flat Code, NSW SEPP63

DIAGRAM 1.2.04A APPROPRIATE BALCONY TYPES



ATTACHMENT 2

ADelaide City Council	CITY OF ADelaide	ADelaide City Council
PART 1	BUILDING INTERFACE GUIDELINES	1.2 MATERIALS & DETAILS
GUIDELINES	CITY FORM	DRAFT



## Materials —above awning

The selection of materials and construction systems for large multi storey buildings is complex and must consider longevity, performance, cost and aesthetics amongst other things. Often these facade systems extend to the street level. If the upper level design details are not adjusted at the street level, they can result in inappropriate articulation and scales for the human interface at street level.

**Issues**  
Driven by economic forces, contemporary construction preferences over-scaled, simplistically detailed, and replicable material systems (such as glazed curtain wall systems and aluminium panels). En masse, and across a large number of sites, this materiality can diminish the quality of the streetscape. The scale and surface area of the material systems often relates poorly to the existing built character of the street and lack detail and human-scaled elements attractive to the passing pedestrian eye. Highly reflective glazing and opaque metal finishes used on a large scale often contribute to a sense of a harsh and alienating environment.

**Recommendation**  
Encourage use of diverse materials, innovatively detailed with respect for the human-scale, the pedestrian eye, and Adelaide's urban character. The 1986 ACC Urban Design Guidelines recommended to use a percentage of masonry in towers contributed to the successful development of many buildings in Adelaide that positively contribute to the cityscape, such as the Westpac Building, Hilton Hotel and Intercontinental Hotel. A continuation and extension of Adelaide's (historically established) masonry character should not be seen as anti-modernist push, but one seeking a point of difference, higher quality buildings and a sense of longevity, to avoid building a 'Dallas on the Torrens'.

**KEY CONCEPT**  
Use materials that have warmth and human scale, that suit the climate, the place and the architectural language of the city.

**REFERENCE**  
Setbacks  
Podiums  
Innovation

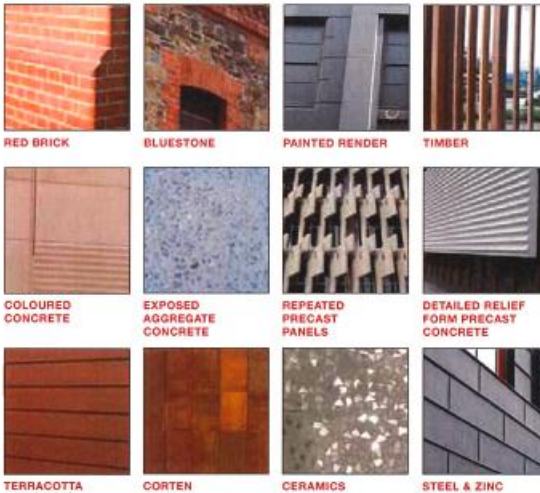
### GUIDELINE

DIAGRAM 1.2.1

ARTICULATION AND MATERIALS IN FACADES

An 'Adelaide' palette of materials includes red brick, bluestone, sandstone and rendered concrete. New appropriate contemporary materials include exposed aggregate concrete, terrazzo, ceramic and detailed precast concrete panels. Masonry should be predominant in the architectural form of the city. Encourage the use of high quality building material and detailing that engages the eye of the pedestrian especially at street level in all new construction.

#### APPROPRIATE MATERIALS



### AVOID

- Large expanses of singular unarticulated materials.
- Monotoned built form.
- Painted off form concrete.
- High maintenance materials.
- Plain concrete blockwork.
- Excessive amounts of highly reflective glass.
- Plain anodised aluminium panels and large ventilation and louvred areas.
- Steel bars and perforated steel screens

#### USE LESS OF THESE MATERIALS



**Subject:** RE: 134 - 136 Wright Street, Adelaide - Traffic Response CRM:0020238  
**Date:** Wednesday, 26 February 2020 at 4:00:12 pm Australian Central Daylight Time  
**From:** Paul Morris  
**To:** Fabian Barone, Craig McRostie, ben.colmer@starfishdevelopments.com.au  
**CC:** William Valimitis, Joel Phillips | Colby Phillips Advisory  
**Attachments:** image002.png, linked10\_00fff3f0-e754-40a9-911f-39ac1c9e4ed4.gif, January2020E-Signature\_af97a585-3957-44e0-a88e-a50a05ed4b80.jpg, S185400-P2-AT02.pdf, S185400-P2-AT03.pdf, S185400-P2-AT01.pdf

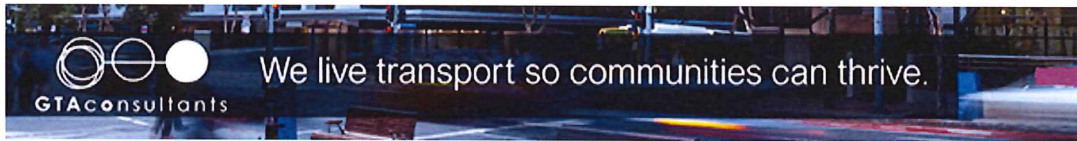
Hi Fabian,

See attached turn paths – we have revised to provide for multi-turn movements as recommended by ACC – this will be suitable given the low number of movements and it will reduce the width of crossover (at kerb) compared to the DA concept plan. Not all vehicles would need to undertake a multi-turn movement – only larger vehicles (such as Hilux or Commodore size).

Let me know if you need any further information for the response?

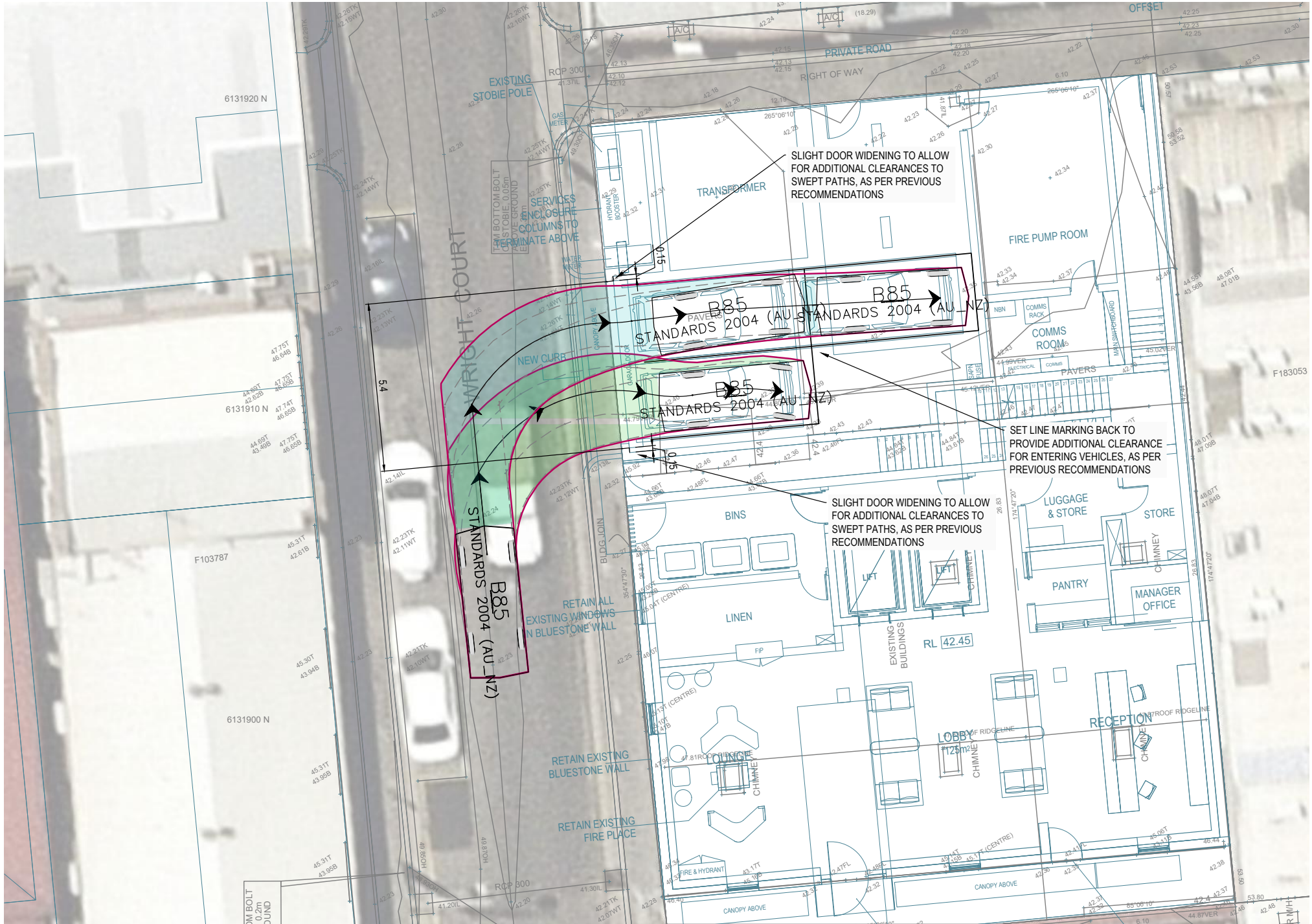
Paul

Paul Morris  
Director  
GTA Consultants  
P 08 8334 3600 D 08 8334 3604 M 0401 507 645  
Level 5, 75 Hindmarsh Square, Adelaide, SA 5000  
[Paul.Morris@gta.com.au](mailto:Paul.Morris@gta.com.au)  
[www.gta.com.au](http://www.gta.com.au)



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**From:** Fabian Barone <fabian@futureurban.com.au>  
**Sent:** Wednesday, 19 February 2020 3:30 PM  
**To:** Craig McRostie <craig.mcrostie@starfishdevelopments.com.au>; ben.colmer@starfishdevelopments.com.au  
**Cc:** William Valimitis <will@chasecrown.com.au>; Paul Morris <Paul.Morris@gta.com.au>; Joel Phillips | Colby Phillips Advisory <joel.phillips@colbyphillips.com.au>  
**Subject:** 134 - 136 Wright Street, Adelaide



EXISTING STOBIE POLE  
SERVICES ENCLOSURE COLUMNS TO TERMINATE ABOVE

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATIONS

B85 STANDARDS 2004 (AU-NZ)  
B85 STANDARDS 2004 (AU-NZ)

B85 STANDARDS 2004 (AU-NZ)

SET LINE MARKING BACK TO PROVIDE ADDITIONAL CLEARANCE FOR ENTERING VEHICLES, AS PER PREVIOUS RECOMMENDATIONS

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATIONS

B85 STANDARDS 2004 (AU-NZ)

RETAIN ALL EXISTING WINDOWS IN BLUESTONE WALL

RETAIN EXISTING BLUESTONE WALL

RETAIN EXISTING FIRE PLACE

6131920 N

6131910 N

F103787

6131900 N

F183053

WRIGHT COURT

PRIVATE ROAD

OFFSET

TRANSFORMER

FIRE PUMP ROOM

COMMS RACK

COMMS ROOMS

NEW CURB

BINS

LINEN

COUNCIL

LUGGAGE & STORE

STORE

PANTRY

MANAGER OFFICE

LOBBY

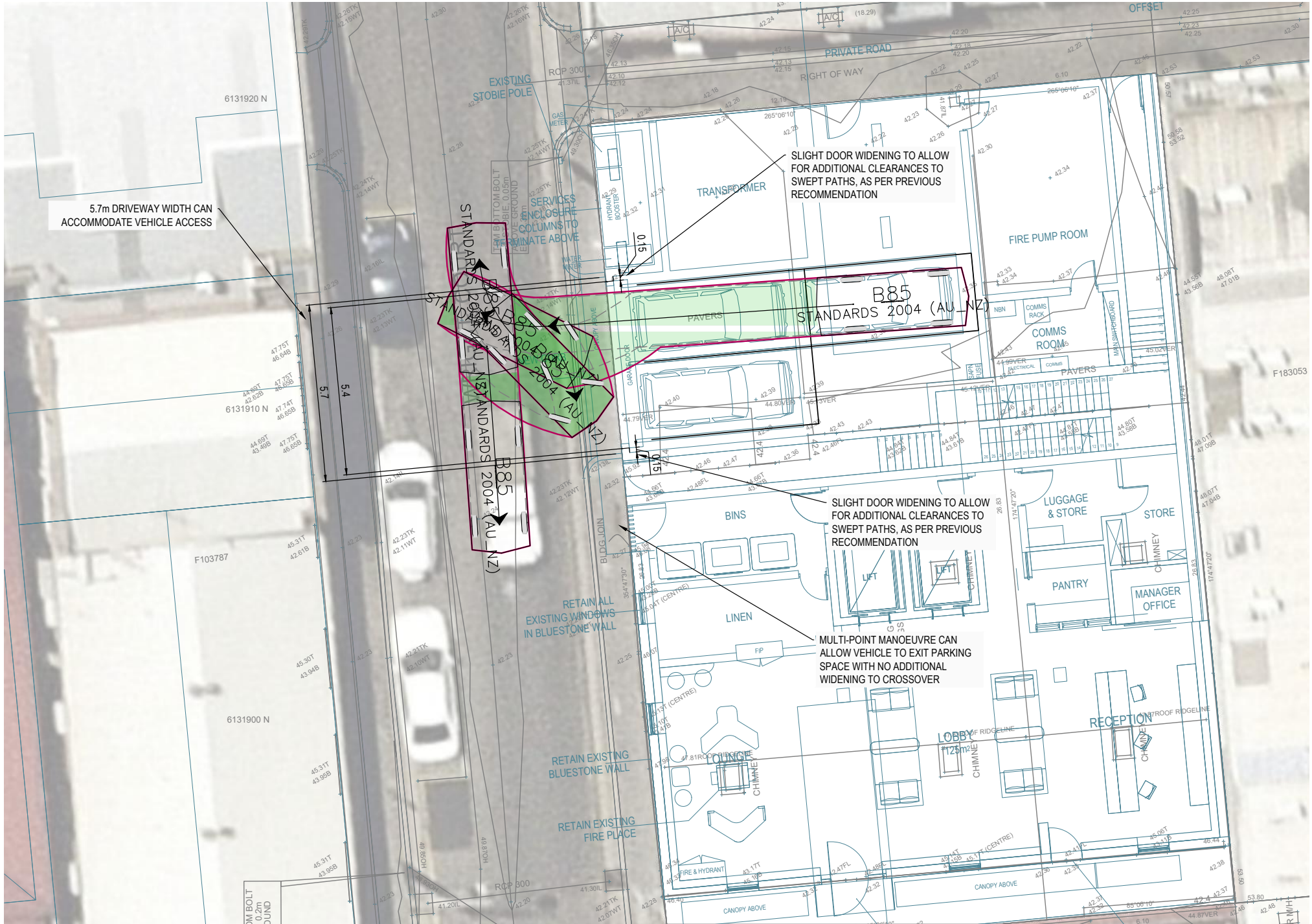
RECEPTION

RCP 300

CANOPY ABOVE

CANOPY ABOVE

ROOF RIDGELINE



5.7m DRIVEWAY WIDTH CAN ACCOMMODATE VEHICLE ACCESS

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATION

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATION

MULTI-POINT MANOEUVRE CAN ALLOW VEHICLE TO EXIT PARKING SPACE WITH NO ADDITIONAL WIDENING TO CROSSOVER

STANDARDS 2004 (AU-NZ)

B85 STANDARDS 2004 (AU-NZ)

RETAIN ALL EXISTING WINDOWS IN BLUESTONE WALL

RETAIN EXISTING BLUESTONE WALL

RETAIN EXISTING FIRE PLACE

SERVICES ENCLOSURE COLUMNS TO MINIMATE ABOVE

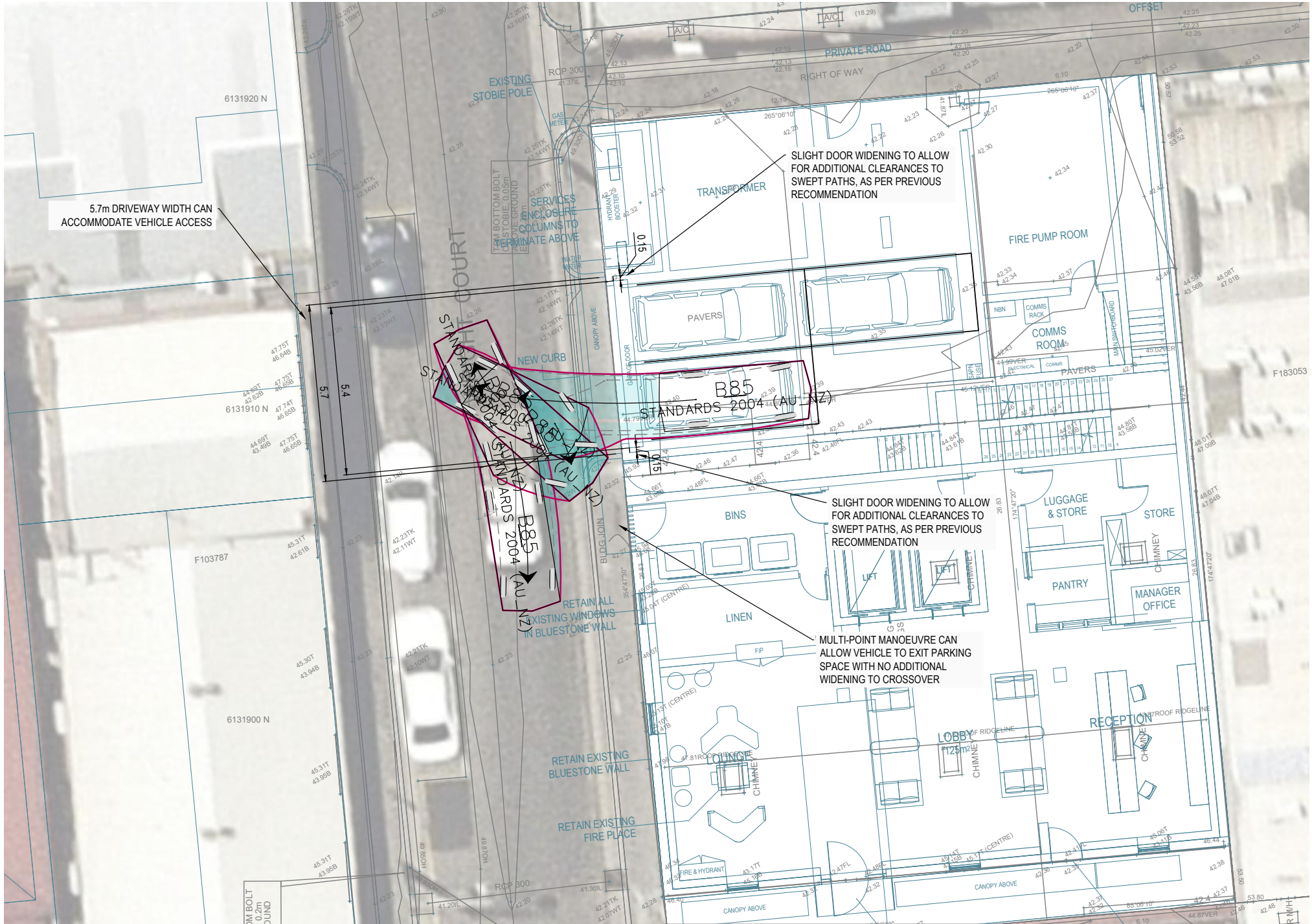
6131920 N

6131910 N

F103787

6131900 N

F183053



5.7m DRIVEWAY WIDTH CAN ACCOMMODATE VEHICLE ACCESS

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATION

SLIGHT DOOR WIDENING TO ALLOW FOR ADDITIONAL CLEARANCES TO SWEEP PATHS, AS PER PREVIOUS RECOMMENDATION

MULTI-POINT MANOEUVRE CAN ALLOW VEHICLE TO EXIT PARKING SPACE WITH NO ADDITIONAL WIDENING TO CROSSOVER

B85 STANDARDS 2004 (AU NZ)

B85 STANDARDS 2004 (AU NZ)

RETAIN ALL EXISTING WINDOWS IN BLUESTONE WALL

RETAIN EXISTING BLUESTONE WALL

RETAIN EXISTING FIRE PLACE

EXISTING STOBIE POLE

SERVICES ENCLOSURE COLUMNS TO TERMINATE ABOVE

PRIVATE ROAD

RIGHT OF WAY

OFFSET

6131920 N

6131910 N

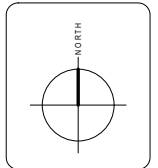
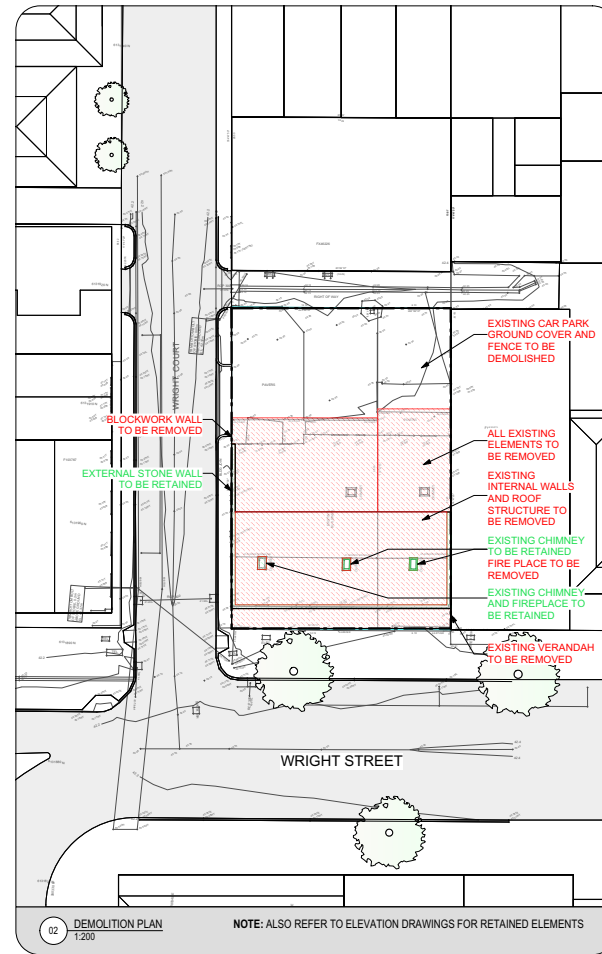
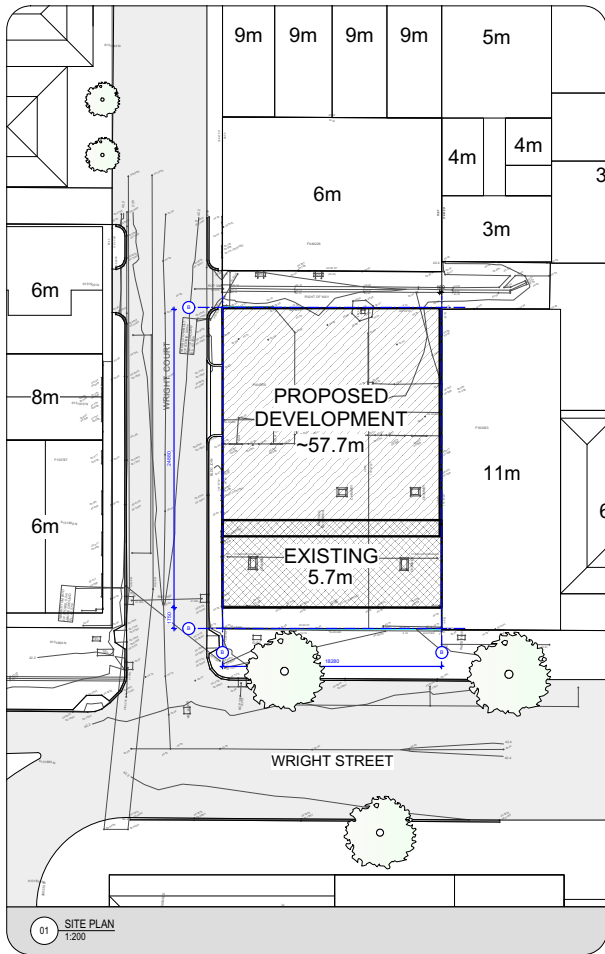
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6131900 N

F183053







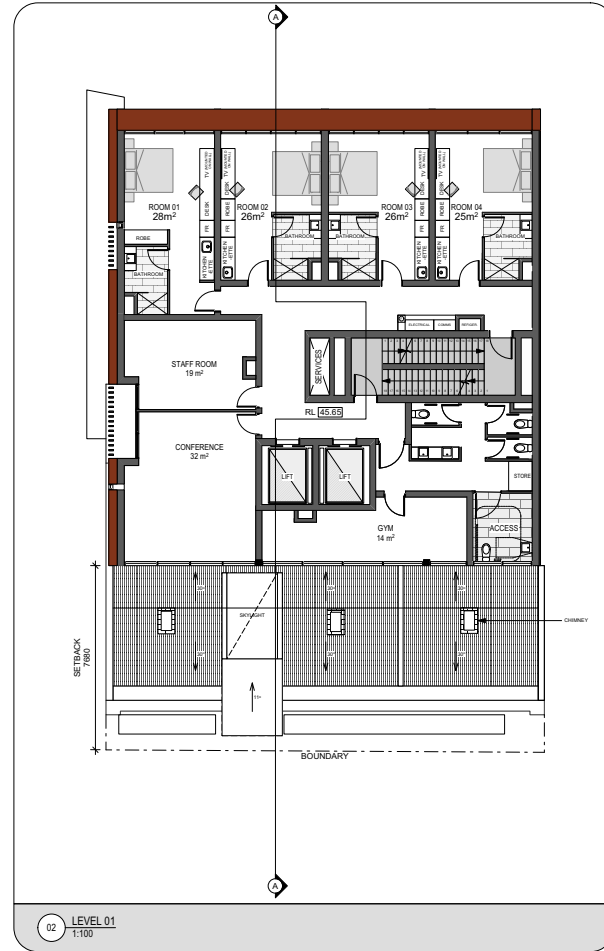
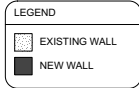
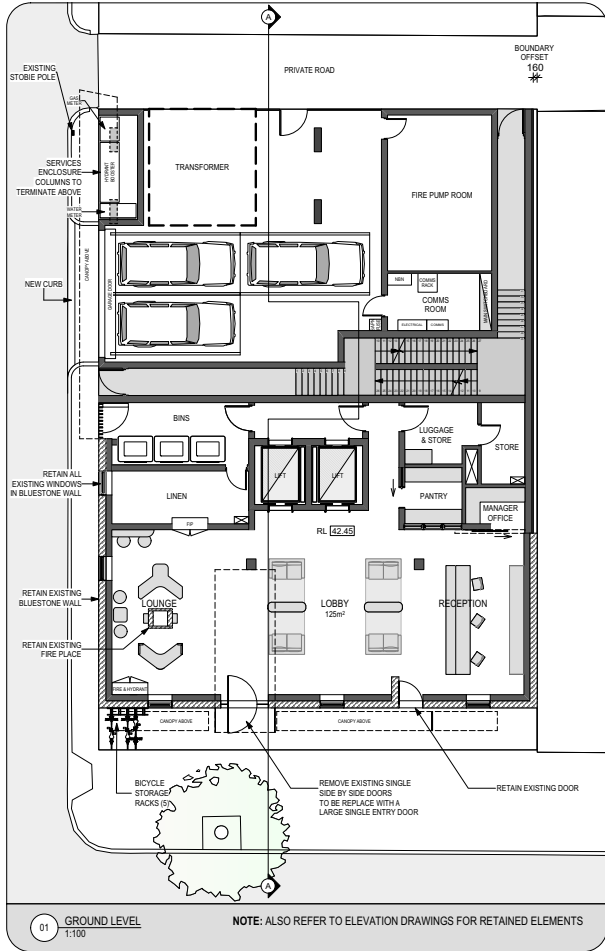
PRELIMINARY		
DATE	REVISION HISTORY	ISSUE

SITE PLAN & DEMOLITION PLAN		
134-136 WRIGHT STREET	ADDRESS	
MULTISTOREY HOTEL	PROJECT	
AS SHOWN	SCALE	TP
16 WRI	002	DRAWING NUMBER

ARCHITECTURE  
PROJECT MANAGEMENT  
SCENIC CONSTRUCTION  
100A ARCHER STREET  
NORTH ADELAIDE SA 5008  
PHONE 08 8207 4988  
FACSIMILE 08 8207 1714  
mail@chasecrown.com.au  
www.chasecrown.com.au

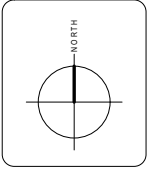
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**GROSS FLOOR AREAS**

G	343m²
01	321m²
02	345m²
03	321m²
04	353m²
05	348m²
06	348m²
07	348m²
08	348m²
09	348m²
10	348m²
11	348m²
12	348m²
13	346m²
14	333m²
15	333m²
RT	370m²
TOTAL	5,849m²



**PRELIMINARY** DATE


**GROUND LEVEL & LEVEL 01** DRAWING

134-136 WRIGHT STREET ADDRESS

MULL TISTOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

16 WRI JOB NUMBER 100 DRAWING NUMBER

PRINT DATE


DO NOT SCALE FROM DRAWINGS  
CONTRACTOR TO VERIFY DIMENSIONS ON SITE PRIOR  
TO COMMENCEMENT OF WORK

ARCHITECTURE  
PROJECT MANAGEMENT  
SCENIC CONSTRUCT

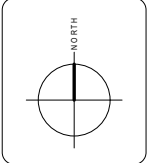
1004 ARCHER STREET  
NORTH ADELAIDE SA 5008

PHONE 08 8237 4888  
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
09	348m <sup>2</sup>
10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
<b>TOTAL 5,849m<sup>2</sup></b>	



**PRELIMINARY** 002

NO	REVISION	DATE

**LEVEL 02 & LEVEL 03** DRAWING

134-136 WRIGHT STREET ADDRESS

MULLISTOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

16 WRI	101
JOB NUMBER	DRAWING NUMBER

WV	--	C
CHECKED BY	APPROVED BY	SCALE

DO NOT SCALE FROM DRAWINGS  
CONTRACTOR TO VERIFY DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK

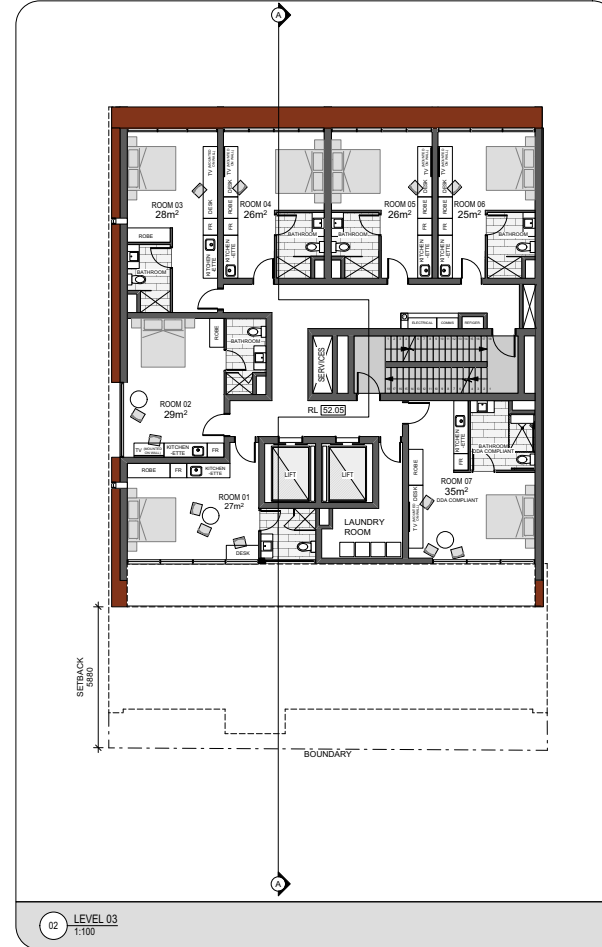
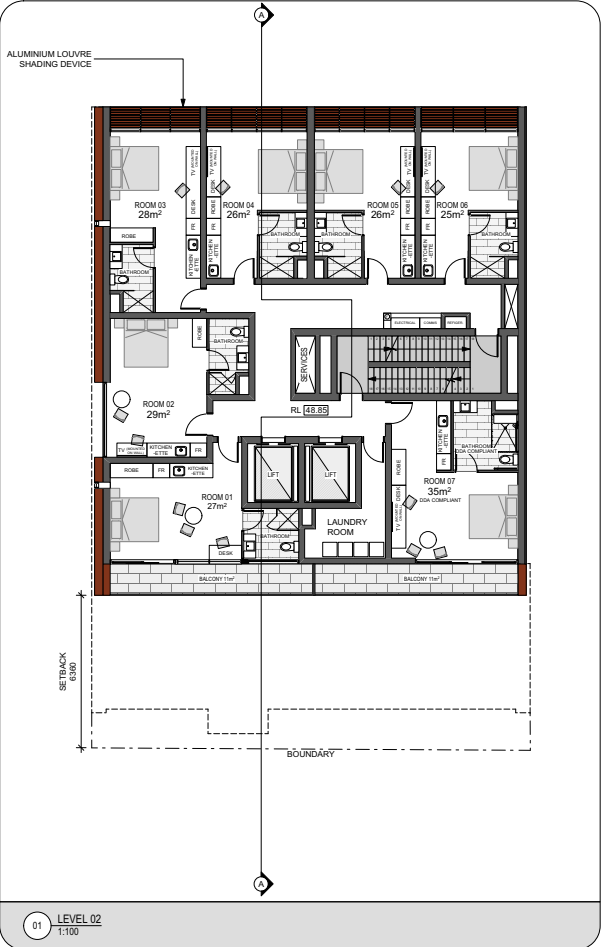
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PROJECT MANAGEMENT  
DESIGN CONSULTANT

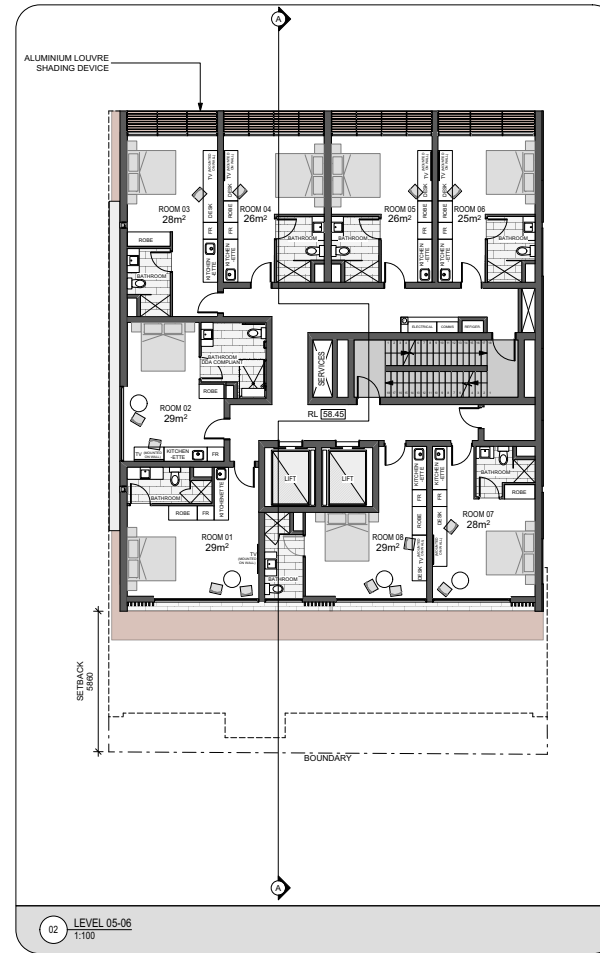
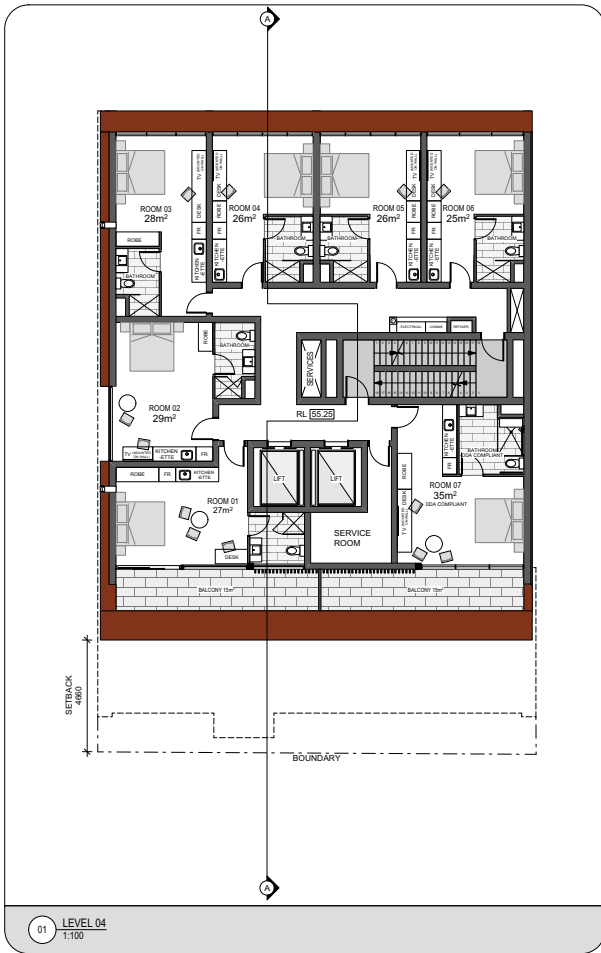
1006 ARCHER STREET  
NORTH ADELAIDE SA 5008

PHONE 08 8207 4000  
FACSIMILE 08 8207 2744  
mail@chasecrown.com.au  
www.chasecrown.com.au

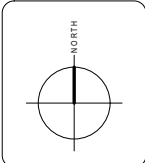
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
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11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	

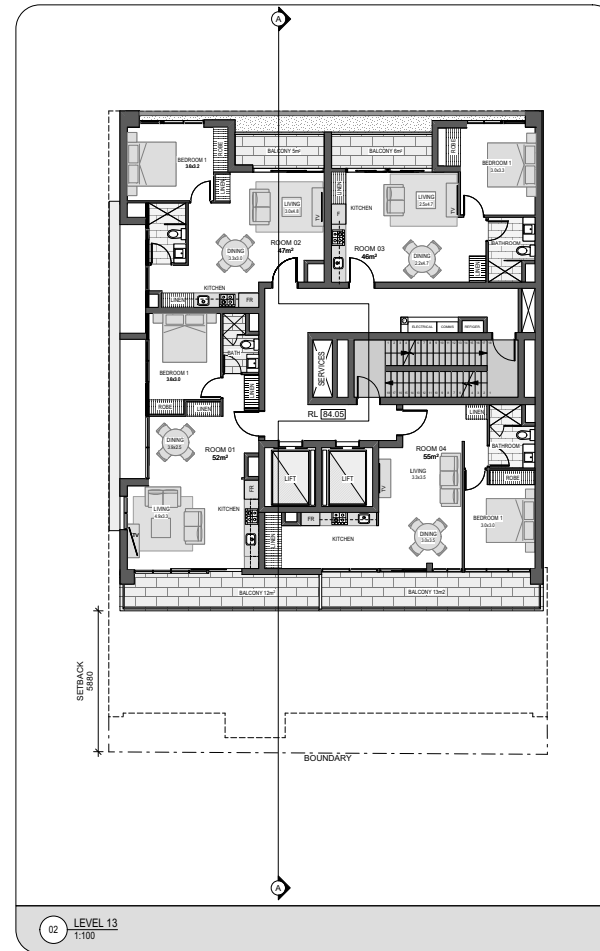
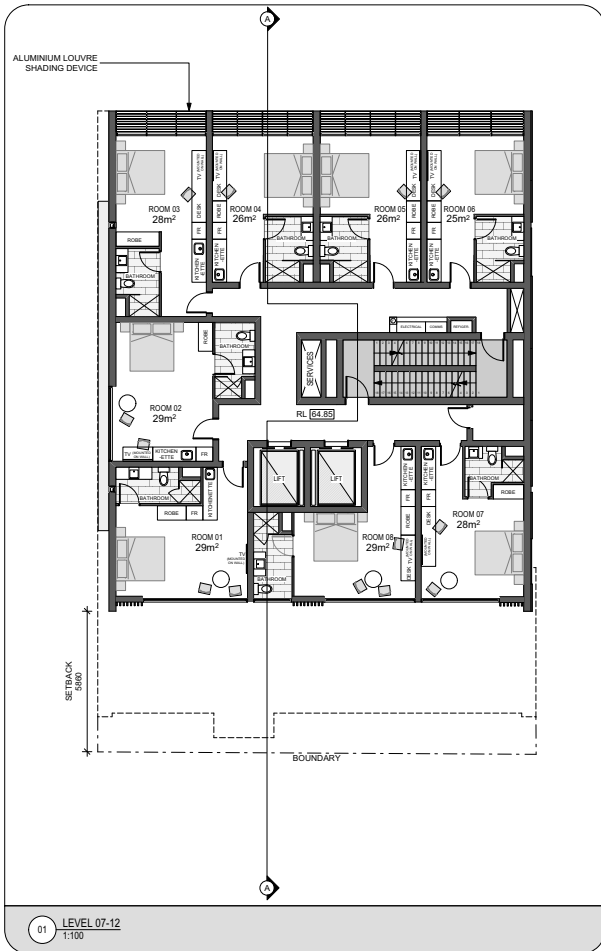


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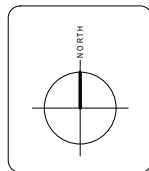
LEVEL 04 & LEVEL 05-06		DRAWING
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MULLISTOREY HOTEL PROJECT		
AS SHOWN	SCALE	TP DRAWING
16 WRI	102	DRAWING NUMBER
PRINT DATE		
WV	--	C
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
09	348m <sup>2</sup>
10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	



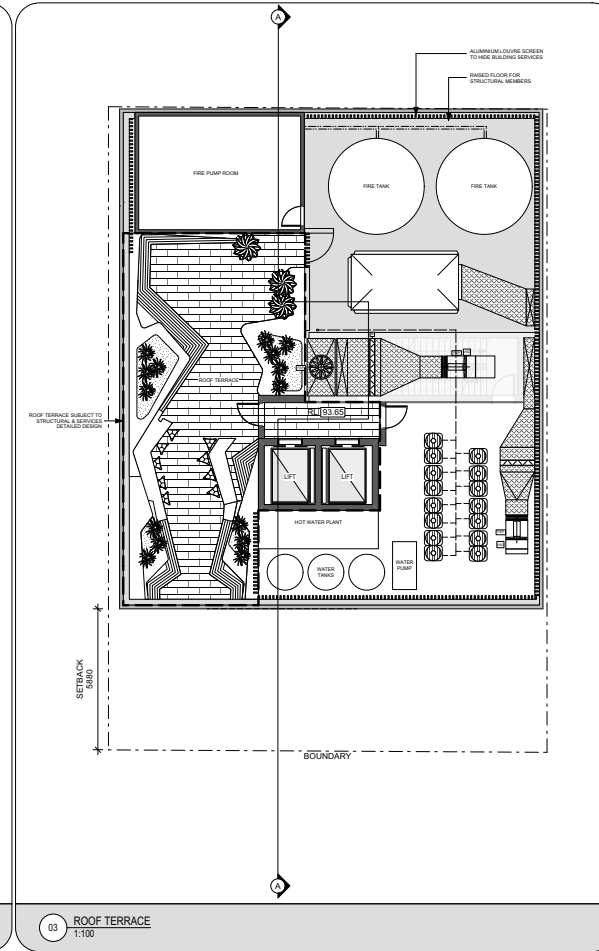
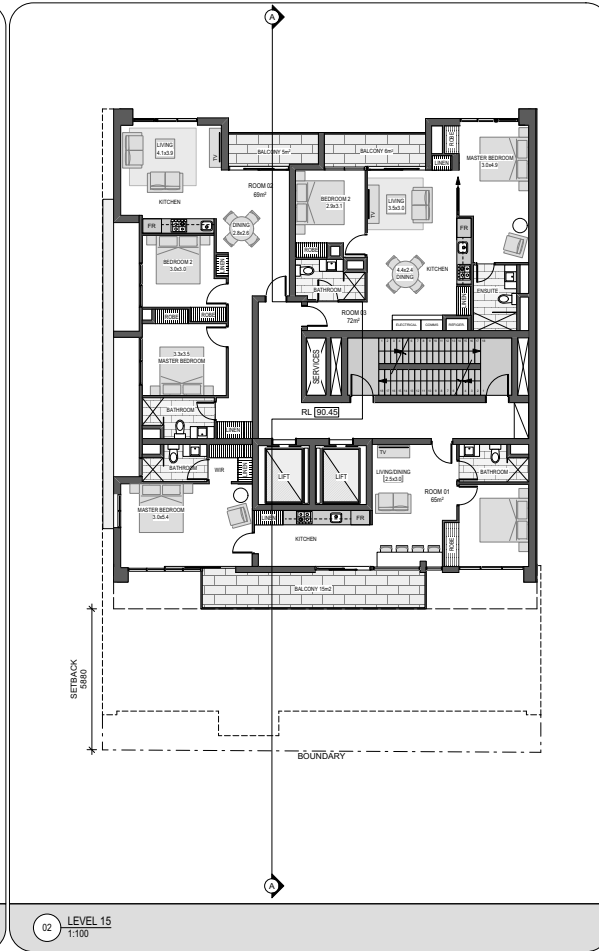
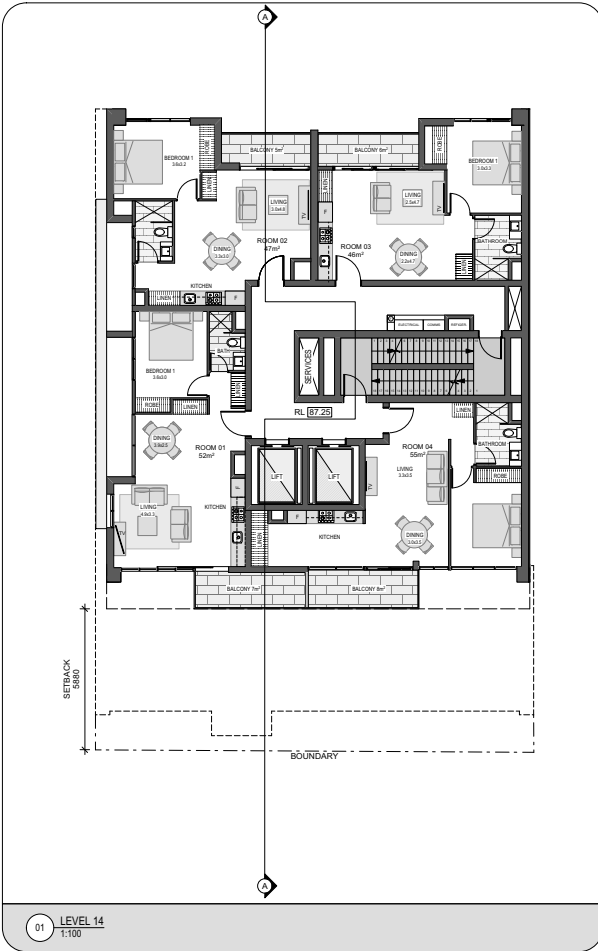
PRELIMINARY			
DATE	REVISION HISTORY	ISSUE	

LEVEL 07-12 & LEVEL 13		DRAWING
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AS SHOWN	TP	DRAWING
16 WRI	103	DRAWING NUMBER
		PRINT DATE
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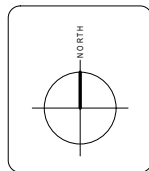
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GROSS FLOOR AREAS	
G	343m <sup>2</sup>
01	321m <sup>2</sup>
02	345m <sup>2</sup>
03	321m <sup>2</sup>
04	353m <sup>2</sup>
05	348m <sup>2</sup>
06	348m <sup>2</sup>
07	348m <sup>2</sup>
08	348m <sup>2</sup>
09	348m <sup>2</sup>
10	348m <sup>2</sup>
11	348m <sup>2</sup>
12	348m <sup>2</sup>
13	346m <sup>2</sup>
14	333m <sup>2</sup>
15	333m <sup>2</sup>
RT	370m <sup>2</sup>
TOTAL 5,849m <sup>2</sup>	



**PRELIMINARY**

15/01/20	FOR REVIEW	C
15/01/20	FOR REVIEW	A
15/01/20	FOR REVIEW	A
DATE	REVIEW HISTORY	ISSUE

**LEVEL 14, LEVEL 15 & ROOF LEVEL**

134-136 WRIGHT STREET ADDRESS

MILL STOREY HOTEL PROJECT

AS SHOWN SCALE TP DRAWING

16 WRI JOB NUMBER 104 DRAWING NUMBER

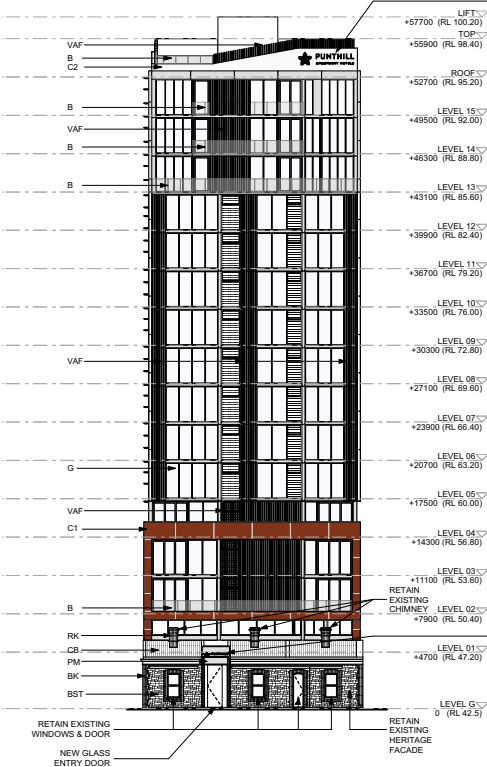
WV CHECKED BY APPROVED BY C ISSUE

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01 SOUTH ELEVATION  
1:200

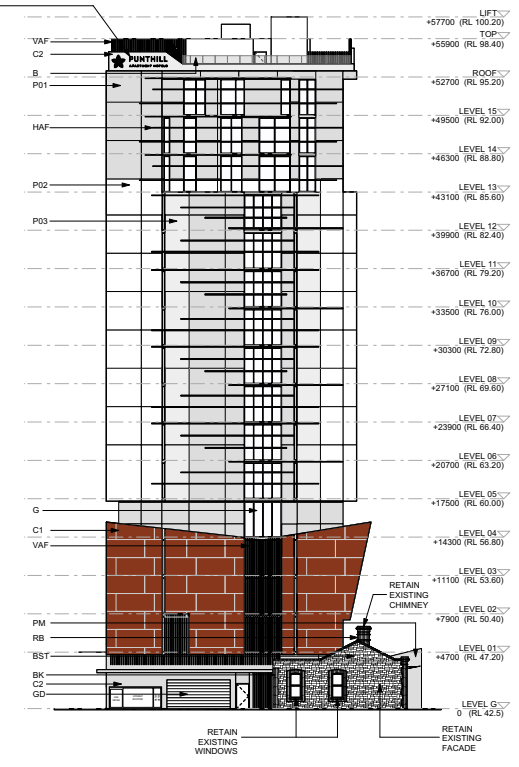


HIGH LEVEL: ILLUMINATED HOTEL OPERATOR SIGN



LOW LEVEL: ILLUMINATED HOTEL OPERATOR SIGN

NOTE:  
SIGN COLOURS CONSIST OF:  
- ORANGE (RGB - 241, 55, 34)  
- BLACK (RGB - 30, 33, 38)  
- WHITE (RGB - 255, 255, 255)



02 WEST ELEVATION  
1:200

MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUORN
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITEWINDRAY ISLAND PAINT 86
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
RAF	VERTICAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT

PRELIMINARY			
NO/DATE	FOR REVIEW	BY	ISSUE
1/1/2024	FOR REVIEW	D	
2/1/2024	FOR REVIEW	C	
3/1/2024	FOR REVIEW	B	
4/1/2024	FOR REVIEW	A	
DATE	REVIEW HISTORY	ISSUE	

SOUTH ELEVATION & WEST ELEVATION		DRAWING
134-136 WRIGHT STREET		ADDRESS
MULTISTOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP
16 WRI	300	DRAWING NUMBER
JOB NUMBER		DRAWING NUMBER
DATE		DATE
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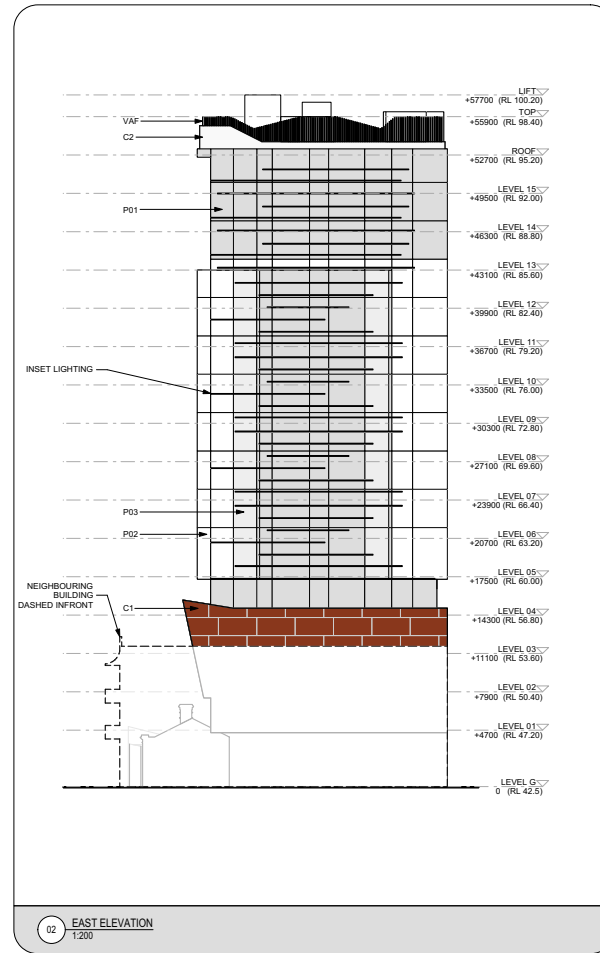
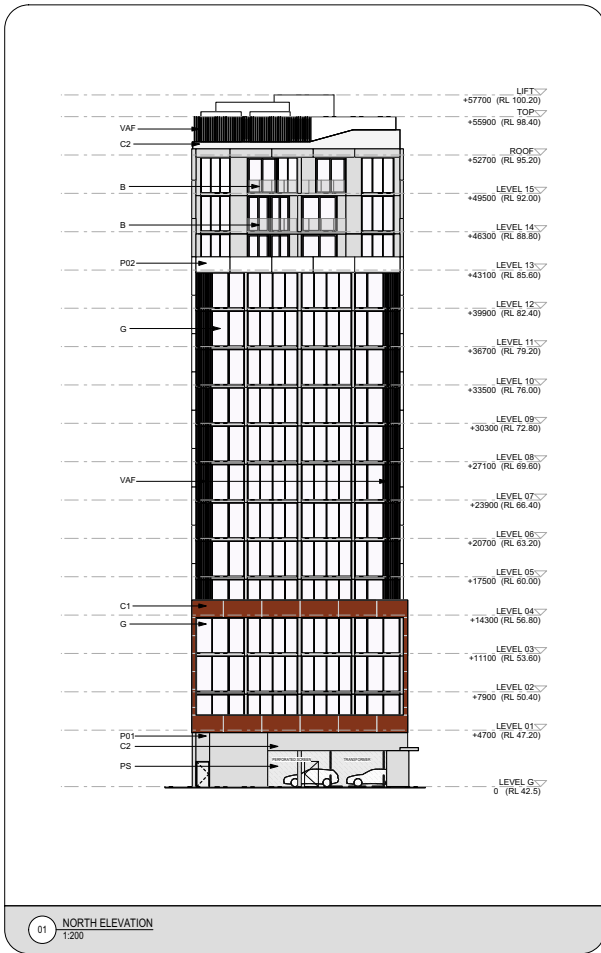
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MATERIAL LEGEND	
B	GLASS BALUSTRADE
BK	EXISTING BRICK QUORN
BST	EXISTING BLUESTONE
C1	CERAMIC TILE, NEOLITH IRON COPPER SATIN
C2	LARGE CORE SIMI ALUMINIUM HONEYCOMB CORE PANELS PAINT FINISH COLOURBOND BASALT
CB	ROOF SHEETS FINISH: COLOURBOND BASALT
G	GLASS
GD	GARAGE DOOR FINISH: COLOURBOND BASALT
HAF	HORIZONTAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT
PM	STEEL FLAT PLATE PAINT FINISH: DULUX MONUMENT
P01	PRECAST PAINT FINISH 1: DULUX MONUMENT
P02	PRECAST PAINT FINISH 2: DULUX WHITENWAY ISLAND PAINT 88
P03	PRECAST PAINT FINISH 3: COLOURBOND BASALT
PS	PERFORATED SCREEN FINISH: COLOURBOND BASALT
RB	EXISTING RED BRICK
RAF	VERTICAL ALUMINIUM FN POWDERCOAT FINISH: DULUX MONUMENT

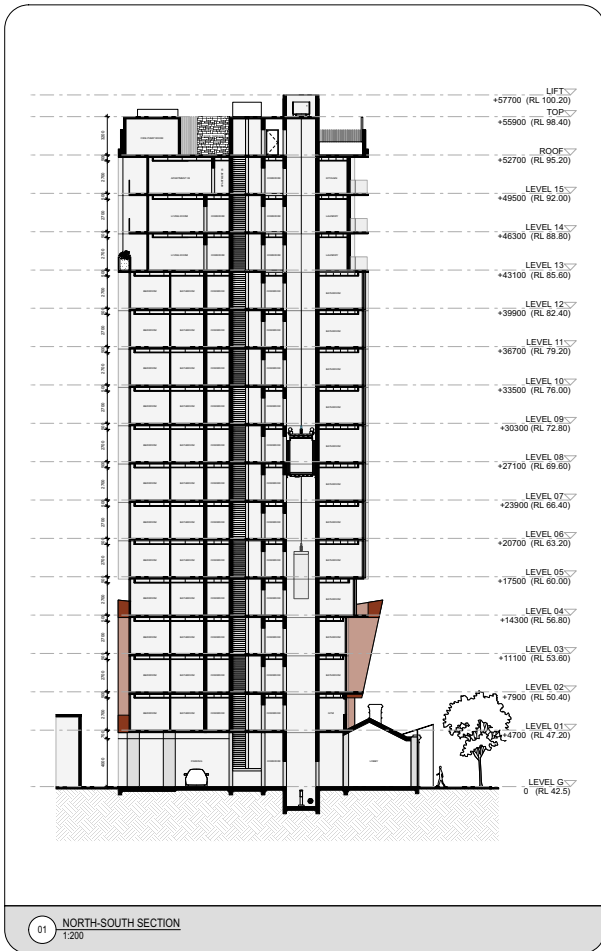
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NO	FOR REVIEW	D	
NO	FOR REVIEW	C	
NO	FOR REVIEW	B	
NO	FOR REVIEW	A	
DATE	REVISION HISTORY		ISSUE

NORTH ELEVATION & EAST ELEVATION		DRAWING
134-136 WRIGHT STREET ADDRESS		
MULTISTOREY HOTEL PROJECT		
AS SHOWN	TP	DRAWING
16 WRI	301	DRAWING NUMBER
PRINT DATE		
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**PRELIMINARY** 0002

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WV	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

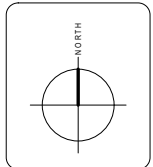
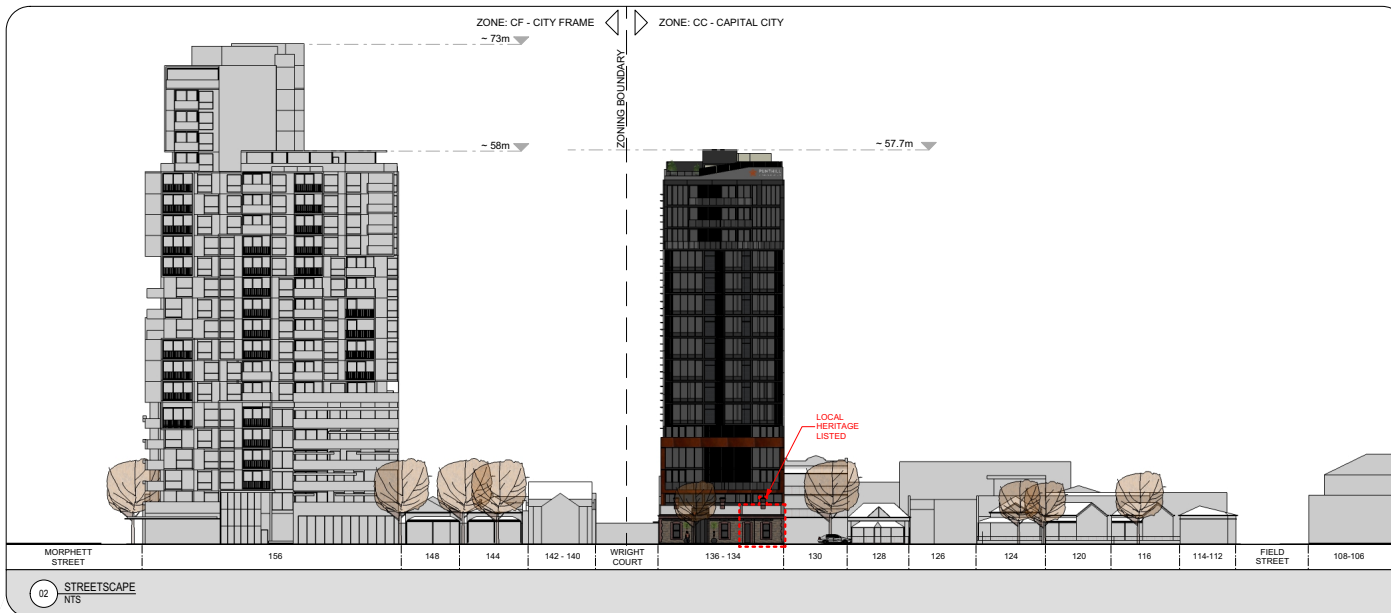
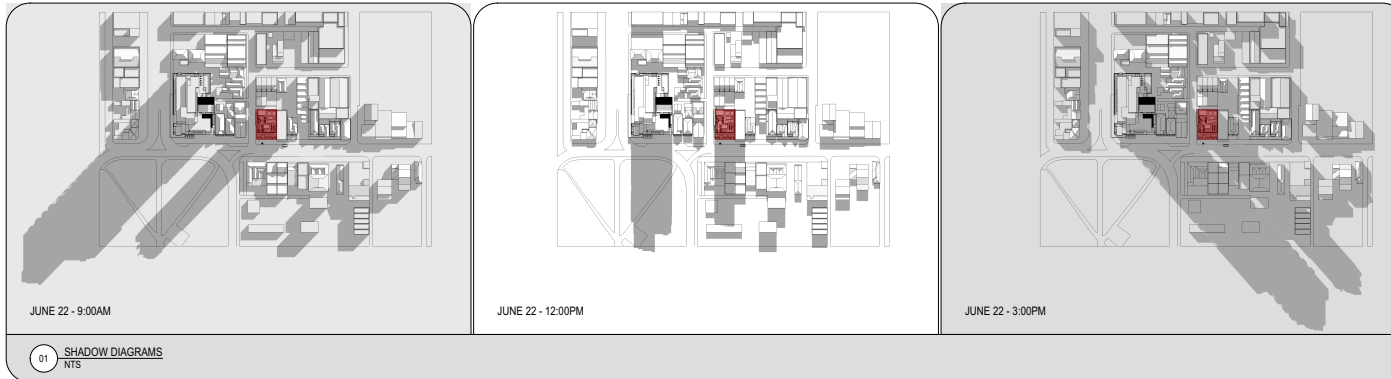
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134-136 WRIGHT STREET		ADDRESS
MILL STOREY HOTEL		PROJECT
AS SHOWN	SCALE	TP DRAWN BY
16 WRI	400	DRAWING NUMBER
JOB NUMBER		PRINT DATE
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**PRELIMINARY** ISSUE

15/04/21	FOR REVIEW	C
16/04/21	FOR REVIEW	B
19/04/21	FOR REVIEW	A
DATE	REVISION HISTORY	ISSUE

**SHADOW DIAGRAMS & STREETScape** DRAWING

134-136 WRIGHT STREET ADDRESS

MILL TISTOREY HOTEL PROJECT

AS SHOWN	SCALE	TP	DRAWN BY
16 WRI	500		
JOB NUMBER	DRAWING NUMBER		

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CHECKED BY	APPROVED BY		

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## CAPITAL CITY ZONE

### Introduction

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

### DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **OBJECTIVES**

### **General**

- Objective 1:** The principal focus for the economic, social and political life of metropolitan Adelaide and the State.
- Objective 2:** A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.
- Objective 3:** Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.
- Objective 4:** City streets that provide a comfortable pedestrian environment.
- Objective 5:** Innovative design approaches and contemporary architecture that respond to a building's context.
- Objective 6:** Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.
- Objective 7:** Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.
- Objective 8:** Development that contributes to the Desired Character of the Zone.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

### **Land Use**

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

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

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

- 2 Land uses that are typically closed during the day should be designed to maximise daytime and evening activation at street level and be compatible with surrounding land uses, in particular residential development.
- 3 Low impact industries should be located outside the Central Business Policy Area and have minimal off-site impacts with respect to noise, air, water and waste emissions, traffic generation and movement.
- 4 Development listed as non-complying is generally inappropriate.

#### **Form and Character**

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

#### **Design and Appearance**

- 6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.
- 7 Buildings should achieve a high standard of external appearance by:
  - (a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;
  - (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;
  - (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and
  - (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.
- 8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.
- 9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.
- 10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.

- 11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.
- 12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:
  - (a) relates to the scale and context of adjoining built form;
  - (b) provides a human scale at street level;
  - (c) creates a well-defined and continuity of frontage;
  - (d) gives emphasis and definition to street corners to clearly define the street grid;
  - (e) contributes to the interest, vitality and security of the pedestrian environment;
  - (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and
  - (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);other than (h) or (i):
  - (h) in the Central Business Policy Area;
  - (i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.
- 13 Buildings north of Rundle Mall, Rundle Street, Hindley Street and Gouger Street should have a built form that incorporates slender tower elements, spaces between buildings or other design techniques that enable sunlight access to the southern footpath.
- 14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.
- 15 Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.
- 16 Development that exceeds the maximum building height shown in Concept Plan [Figures CC/1 and 2](#), and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

*The Squares (Victoria, Hindmarsh and Light)*

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

**18** Buildings fronting the Squares should:

- (a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and
- (b) reinforce the enclosure of the Squares with a continuous built-form with no upper level set-backs.

*The Terraces (North, East and West)*

- 19** Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.
- 20** Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.

**Building Height**

- 21** Development should not exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#) unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan [Figures CC/1 and 2](#), and
  - (a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or
  - (b) more than 15% of dwellings are affordable housing; or
  - (c) only if:
    - (i) at least three of the following are provided:
      - (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan [Figures CC/1 and 2](#);
      - (2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;
      - (3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;
      - (4) no on site car parking is provided;
      - (5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;
      - (6) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
      - (7) the building is adjacent to the Park Lands;
      - (8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan [Figures CC/1 and 2](#) in relation to sunlight access and overlooking; and
    - (ii) at least three of the following sustainable design measures are provided:



- (1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;
  - (2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;
  - (3) passive heating and cooling design elements including solar shading integrated into the building;
  - (4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;
  - (5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.
- 22** Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown on Concept Plan [Figures CC/1 and 2](#), or 28 metres in the Central Business Policy Area, except where one or more of the following applies:
- (a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;
  - (b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;
  - (c) the site is adjacent to a heritage place, or includes a heritage place;
  - (d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

### **Interface**

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

### **Movement**

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

- 27 Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.
- 28 Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with [Map Adel/1 \(Overlay 2A\)](#).
- 29 Car parking should be provided in accordance with [Table Adel/7](#).
- 30 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:
  - (a) within any of the following areas:
    - (i) the Core Pedestrian Area identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#)
    - (ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;
  - (b) where they conflict with existing or projected pedestrian movement and/or activity;
  - (c) where they would cause undue disruption to traffic flow; and
  - (d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in [Map Adel/1 \(Overlay 1\)](#).
- 31 Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on [Map Adel/1 \(Overlays 2, 2A and 3\)](#).
- 32 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
  - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
  - (b) complement the surrounding built form in terms of height, massing and scale; and
  - (c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

### **Advertising**

- 33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.
- 34 In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.
- 35 There should be an overall consistency achieved by advertisements along individual street frontages.
- 36 In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.

- 37** Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:
- (a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.
  - (b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

## **PROCEDURAL MATTERS**

### **Complying Development**

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

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

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

### **Non-complying Development**

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

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

Amusement machine centre

Advertisements involving any of the following:

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

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

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

Vehicle parking except:

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

## Public Notification

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

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

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

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

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

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

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

## Medium to High Scale Residential/Serviced Apartment

### OBJECTIVE

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

- (a) has a high standard of amenity and environmental performance;
- (b) comprises functional internal layouts;
- (c) is adaptable to meet a variety of accommodation and living needs; and
- (d) includes well-designed and functional recreation and storage areas.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Building Entrances

- 1** Entrances to medium to high scale residential or serviced apartment development should:
- (a) be oriented towards the street;
  - (b) be visible and easily identifiable from the street; and
  - (c) provide shelter, a sense of personal address and transitional space around the entry.

- 2 Entrances to individual dwellings or apartments within medium to high scale residential or serviced apartment development should:
- (a) be located as close as practical to the lift and/or lobby access and minimise the need for long access corridors;
  - (b) be clearly identifiable; and
- avoid the creation of potential areas for entrapment.

### Daylight, Sunlight and Ventilation

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

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

**50.1** Design solutions may include:

- (a) corner dwelling/apartment



Figure 50.1 - two bedroom corner dwelling.

- (b) double aspect dwelling/apartment.



Figure 50.2 - two bedroom double aspect dwelling/apartment.

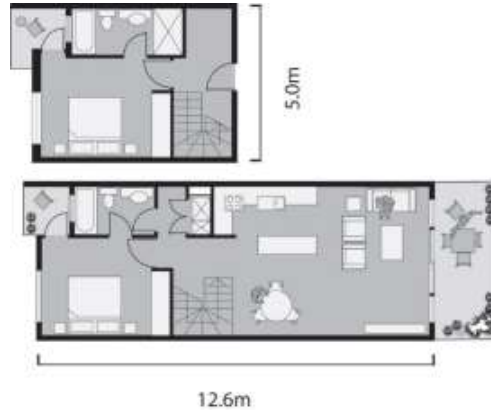


Figure 50.3 - two bedroom double aspect dwelling/apartment.

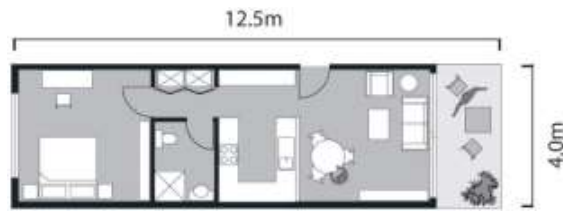


Figure 50.4 - one bedroom double aspect dwelling/apartment.

(c) split level dwelling/apartment.

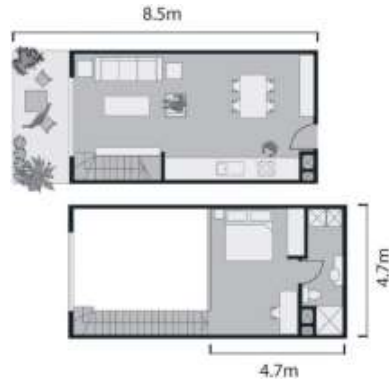


Figure 50.5 - one bedroom split level dwelling/apartment.

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

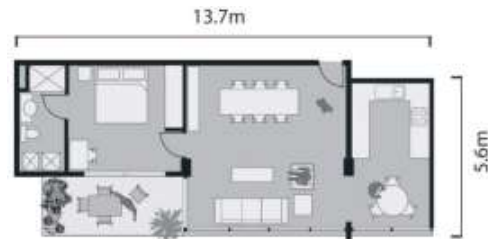


Figure 50.6 - one bedroom single aspect dwelling/apartment.

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

- 4 Medium to high scale residential or serviced apartment development should be designed and located to maximise solar access to dwellings and communal open space on the northern facade.
- 5 Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.

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

**52.1** Design solutions may include:

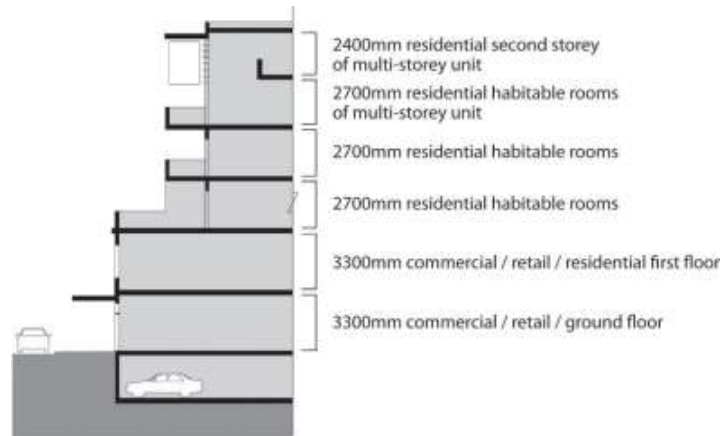


Figure 52.1 - appropriate ceiling heights for mixed use buildings.

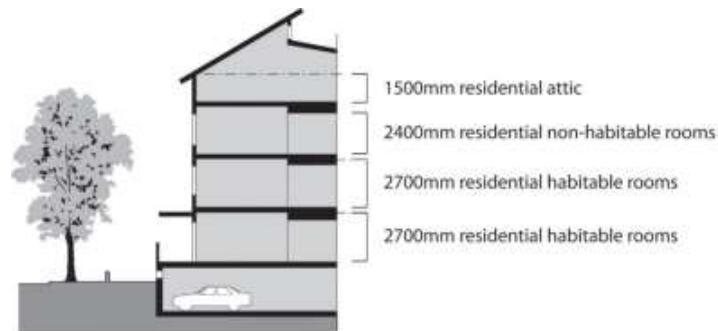


Figure 52.2 - appropriate ceiling heights for medium to high scale residential or serviced apartment development.

- 6 All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.
- 7 The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8 metres.
- 8 Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.
- 9 Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.
- 10 Medium to high scale residential or serviced apartment development should locate living areas, private open space and communal open space, where such communal open space provides the

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

- (a) at least one habitable room window (excluding bathroom, toilet, laundry or storage room windows);
- (b) to at least 20 percent of the private open space; and
- (c) communal open space, where such communal open space provides the primary private open space for any adjacent residential development.

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

- (a) positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;
- (b) installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;
- (c) installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;
- (d) selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;
- (e) ensuring the internal layout minimises interruptions to airflow;
- (f) limiting building depth to allow for ease of cross ventilation; and/or
- (g) draught proofing doors, windows and other openings.

**Design Techniques** (these are ONE WAY of meeting the above Principle)

**58.1** In relation to Principle of Development Control 58(e):

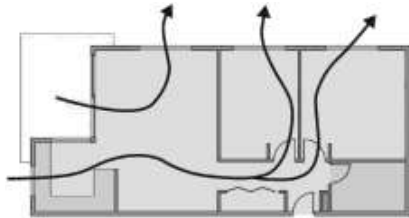


Figure 58.1 - effective layout for an upper level corner dwelling/apartment.

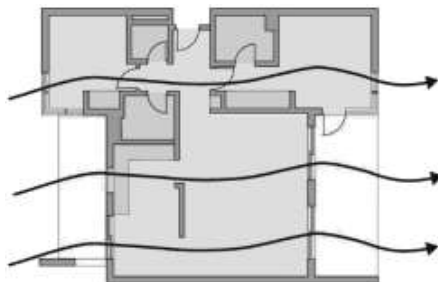


Figure 58.2 - optimal layout allowing air flow directly from one side of a dwelling/apartment to the other.



## Private Open Space

- 12** Medium to high scale residential development and serviced apartments should provide the following private open space:
- (a) studio (where there is no separate bedroom): no minimum requirement but some provision is desirable.
  - (b) 1 bedroom dwelling/apartment: 8 square metres.
  - (c) 2 bedroom dwelling/apartment: 11 square metres.
  - (d) 3+ bedroom dwelling/apartment: 15 square metres.

A lesser amount of private open space may be considered appropriate in circumstances where the equivalent amount of open space is provided in a communal open space accessible to all occupants of the development.

Private open space for 2 or more bedroom dwellings/apartments may be divided into different areas whilst private open space for studios or 1 bedroom dwelling/apartments should be in a single area.

Areas used for parking of motor vehicles are not included as private open space.

*Note: In the City Living, Main Street and Institutional Zones, specific landscaped open space and private landscaped open space provisions apply.*

- 13** Medium to high scale residential (other than student accommodation) or serviced apartment development should ensure direct access from living areas to private open space areas, which may take the form of balconies, terraces, decks or other elevated outdoor areas provided the amenity and visual privacy of adjacent properties is protected.
- 14** Other than for student accommodation, private open space should have a minimum dimension of 2 metres and should be well proportioned to be functional and promote indoor/outdoor living.

**Design Techniques** (these are ONE WAY of meeting the above Principle)

**61.1** Design solutions for balconies may include:

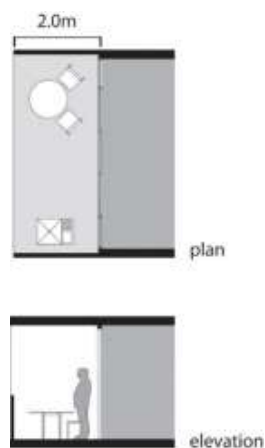


Figure 61.1 - a minimum depth of 2 metres

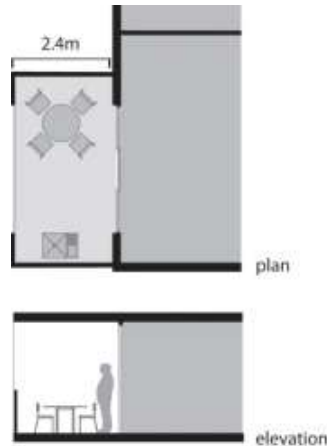


Figure 61.2 - a 2.4 metre deep balcony is needed for a table and four chairs.

- 15** Balconies should be integrated into the overall architectural form and detail of the development and should:
- utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;
  - be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;
  - be of a depth that ensures sunlight can enter the dwelling below; and
  - allow views and casual surveillance of the street while providing for safety and visual privacy.
- 16** Secondary balconies, including Juliet balconies or operable walls with balustrades should be considered, subject to overlooking and privacy, for additional amenity and choice.
- 17** For clothes drying, balconies off laundries or bathrooms and roof top areas should be screened from public view.
- 18** The incorporation of roof top gardens is encouraged providing it does not result in unreasonable overlooking or loss of privacy.

#### Visual Privacy

- 19** Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.
- 20** A habitable room window, balcony, roof garden, terrace or deck should be set-back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

#### Noise and Internal Layout

- 21** Medium to high scale residential or serviced apartment development close to high noise sources (e.g. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.
- 22** Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.

## Minimum Unit Sizes

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

*Note: Dwelling/apartment "unit size" includes internal storage areas but does not include balconies or car parking as part of the calculation.*

- 24** Internal structural columns should correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.

## Adaptability

- 25** Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:
- (a) a range of activities and privacy levels between different spaces;
  - (b) flexible room sizes and proportions;
  - (c) efficient circulation to optimise the functionality of floor space within rooms; and
  - (d) the future reuse of student accommodation as residential apartments through a design and layout that allows individual apartments to be reconfigured into a larger dwelling or other alternative use.

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

**72.1** *Design solutions may include:*

- (a) *windows in all habitable rooms and to the maximum number of non-habitable rooms;*
- (b) *adequate room sizes or open plan dwellings which provide a range of furniture layout options; and/or*
- (c) *dual master bedrooms that can support two independent adults living together or a live/work situation.*

## Outlook

- 26** All medium to high scale residential or serviced apartment development should be designed to ensure the living rooms have a satisfactory external outlook. Living rooms that do not have an outlook or the only source of outlook is through high level windows or a skylight are not considered to provide an appropriate level of amenity for the occupiers.

*Note: Outlook is a short range prospect and is distinct from a view which is more extensive and long range to particular objects or geographic features.*

- 27** Light wells may be used as a source of daylight, ventilation, outlook and sunlight for medium to high scale residential or serviced apartment development provided that:

- (a) living rooms do not have lightwells as their only source of outlook;
- (b) lightwells up to 18 metres in height have a minimum horizontal dimension of 3 metres or 6 metres if overlooked by bedrooms; and
- (c) lightwells higher than 18 metres in height have a minimum horizontal dimension of 6 metres or 9 metres if overlooked by bedrooms.

### **On-Site Parking and Fencing**

#### **OBJECTIVE**

**Objective 23:** Safe and convenient on-site car parking for resident and visitor vehicles.

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 28** To ensure an adequate provision of on-site parking, car parking should be provided for medium to high scale residential (other than student accommodation) or serviced apartment development in accordance with [Table Adel/7](#).
- 29** Garages and parking structures associated with medium to high scale residential or serviced apartment development should be located so that they do not visually dominate the street frontage.
- 30** Car parking areas should be designed and located to:
  - (a) be close and convenient to dwellings/apartments;
  - (b) be lit at night;
  - (c) be well ventilated if enclosed;
  - (d) avoid headlight glare into windows; and
  - (e) clearly define visitor parking.
- 31** Where garages are located within a basement or undercroft:
  - (a) the width of access driveways should be kept to a minimum and should not detract from the streetscape;
  - (b) driveways should be designed to ensure safe and convenient access and egress;
  - (c) access should be restricted to one driveway or one point of access and egress;
  - (d) vehicles should be able to safely exit in a forward direction and should not compromise pedestrian safety or cause conflict with other vehicles; and
  - (e) the height of the car park ceiling should not exceed one metre above the finished ground floor level to ensure minimal impact on the streetscape.

### **Environmental**

#### **Crime Prevention Through Urban Design**

##### **OBJECTIVES**

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

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;

- (b) promotes building and site security; and
- (c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

**32** Development should promote the safety and security of the community in the public realm and within development. Development should:

- (a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:
  - (i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;
  - (ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;
  - (iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;
  - (iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;
  - (v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;
  - (vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;
  - (vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and
  - (viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.
- (b) provide access control by facilitating communication, escape and path finding within development through legible design by:
  - (i) incorporating clear directional devices;
  - (ii) avoiding opportunities for concealment near well travelled routes;
  - (iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;
  - (iv) use of devices such as stainless steel mirrors where a passage has a bend;
  - (v) locating main entrances and exits at the front of a site and in view of a street;
  - (vi) providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and
  - (vii) locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.

- (c) promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:
  - (i) clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;
  - (ii) dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and
  - (iii) locating main entrances and exits at the front of a site and in view of a street.
- (d) provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:
  - (i) avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;
  - (ii) using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;
  - (iii) ensuring barriers along pathways such as landscaping, fencing and walls are permeable;
  - (iv) planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;
  - (v) adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; and
  - (vi) use of robust and durable design features to discourage vandalism.

## **Waste Management**

### **OBJECTIVE**

**Objective 28:** Development which supports high local environmental quality, promotes waste minimisation, re-use and recycling, encourages waste water, grey water and stormwater re-use and does not generate unacceptable levels of air, liquid or solid pollution.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 33** A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- 34** A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.
- 35** Development greater than 2 000 square metres of total floor area should manage waste by:
  - (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
  - (b) on-site storage and management of waste;
  - (c) disposal of non-recyclable waste; and

- (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.
- 36** Development should not result in emission of atmospheric, liquid or other pollutants, or cause unacceptable levels of smell and odour which would detrimentally affect the amenity of adjacent properties or its locality. Land uses such as restaurants, shops, cafés or other uses that generate smell and odour should:
- (a) ensure extraction flues, ventilation and plant equipment are located in appropriate locations that will not detrimentally affect the amenity of adjacent occupiers in terms of noise, odours and the appearance of the equipment;
  - (b) ensure ventilation and extraction equipment and ducting have the capacity to clean and filter the air before being released into the atmosphere; and
  - (c) ensure the size of the ventilation and extraction equipment is suitable and has the capacity to adequately cater for the demand generated by the potential number of patrons.

## **Energy Efficiency**

### **OBJECTIVE**

**Objective 30:** Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

#### **All Development**

- 37** Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:
- (a) providing an internal day living area with a north-facing window, other than for minor additions\*, by:
    - (i) arranging and concentrating main activity areas of a building to the north for solar penetration; and
    - (ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.
  - (b) efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;
  - (c) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;
  - (d) allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;
  - (e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;
  - (f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;

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

- 38 All development should be designed to promote naturally ventilated and day lit buildings to minimise the need for mechanical ventilation and lighting systems.
- 39 Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.
- 40 New buildings should be readily adaptable to future alternative uses.
- 41 Selection of internal materials for all buildings should be made with regard to internal air quality and ensure low toxic emissions, particularly with respect to paint and joinery products.

## **Micro-climate and Sunlight**

### **OBJECTIVES**

- Objective 33:** Buildings which are designed and sited to be energy efficient and to minimise micro-climatic and solar access impacts on land or other buildings.
- Objective 34:** Protection from rain, wind and sun without causing detriment to heritage places, street trees or the integrity of the streetscape.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 42 Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- 43 Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.
- 44 Development should not significantly reduce daylight to private open space, communal open space, where such communal open space provides the primary private open space, and habitable rooms in adjacent City Living Zone, Adelaide Historic (Conservation) Zone and North Adelaide Historic (Conservation) Zone.
- 45 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

Buildings within the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#), unless specified otherwise within the relevant Zone or Policy Area, should be designed to provide weather protection for pedestrians against rain, wind and sun. The design of canopies, verandahs and awnings should be compatible with the style and character of the building and adjoining buildings, as well as the desired character, both in scale and detail.

- 46 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.
- 47 Development that is over 21 metres in building height and is to be built at or on the street frontage should minimise wind tunnel effect.

## **Stormwater Management**

### **OBJECTIVES**

- Objective 35:** Development which maximises the use of stormwater.
- Objective 36:** Development designed and located to protect stormwater from pollution sources.

Surface water (inland, marine, estuarine) and ground water has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and



possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

**Objective 37:** Development designed and located to protect or enhance the environmental values of receiving waters.

**Objective 38:** Development designed and located to prevent erosion.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both the construction and operation phases of development to minimise the transportation of sediment and pollutants off-site.

**Objective 39:** Development designed and located to prevent or minimise the risk of downstream flooding.

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 48** Development of stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
- 49** Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
- 50** Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.

### **Infrastructure**

#### **OBJECTIVES**

**Objective 40:** Minimisation of the visual impact of infrastructure facilities.

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

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 51** Provision should be made for utility services to the site of a development, including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.
- 52** Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.
- 53** Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.
- 54** Development should only occur where it has access to adequate utilities and services, including:
  - (a) electricity supply;
  - (b) water supply;
  - (c) drainage and stormwater systems;
  - (d) effluent disposal systems;

- (e) formed all-weather public roads;
- (f) telecommunications services; and
- (g) gas services.

## Heritage and Conservation

### OBJECTIVES

- Objective 42:** Acknowledge the diversity of Adelaide's cultural heritage from pre-European occupation to current time through the conservation of heritage places and retention of their heritage value.
- Objective 43:** Development that retains the heritage value and setting of a heritage place and its built form contribution to the locality.
- Objective 44:** Continued use or adaptive reuse of the land, buildings and structures comprising a heritage place.
- Objective 45:** Recognition of Aboriginal sites, items and areas which are of social, archaeological, cultural, mythological or anthropological significance.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### General

- 55** Development of a heritage place should conserve the elements of heritage value as identified in the relevant Tables.
- 56** Development affecting a State heritage place ([Table Adel/1](#)), Local heritage place ([Table Adel/2](#)), Local heritage place (Townscape) ([Table Adel/3](#)) or Local heritage place (City Significance) ([Table Adel/4](#)), including:
  - (a) adaptation to a new use;
  - (b) additional construction;
  - (c) part demolition;
  - (d) alterations; or
  - (e) conservation works;should facilitate its continued or adaptive use, and utilise materials, finishes, setbacks, scale and other built form qualities that are complementary to the heritage place.
- 57** A local heritage place (as identified in [Tables Adel/2, 3 or 4](#)) or the Elements of Heritage Value (as identified in [Table Adel/2](#)) should not be demolished unless it can be demonstrated that the place, or those Elements of Heritage Value that are proposed to be demolished, have become so distressed in condition or diminished in integrity that the remaining fabric is no longer capable of adequately representing its heritage value as a local heritage place.
- 58** Development on land adjacent to a heritage place in non-residential Zones or Policy Areas should incorporate design elements, including where it comprises an innovative contemporary design, that:
  - (a) utilise materials, finishes, and other built form qualities that complement the adjacent heritage place; and

- (b) is located no closer to the primary street frontage than the adjacent heritage place.
- 59** Development that abuts the built form/fabric of a heritage place should be carefully integrated, generally being located behind or at the side of the heritage place and without necessarily replicating historic detailing, so as to retain the heritage value of the heritage place.

## **Built Form and Townscape**

### **OBJECTIVES**

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

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

**Objective 47:** Buildings should be designed to:

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

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

- 60** Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

## **Height, Bulk and Scale**

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 61** Development should be of a high standard of design and should reinforce the grid layout and distinctive urban character of the City by maintaining a clear distinction between the following:
- (a) the intense urban development and built-form of the town acres in the Capital City, Main Street, Mixed Use, City Frame and City Living Zones;
  - (b) the less intense and more informal groupings of buildings set within the landscaped environment of the Institutional Zones;
  - (c) the historic character of the Adelaide and North Adelaide Historic (Conservation) Zones and groups of historic housing within the City Living Zone; and
  - (d) the open landscape of the Park Lands Zone.
- 169** The height and scale of development and the type of land use should reflect and respond to the role of the street it fronts as illustrated on Map Adel/1 (Overlay 1).

- 62** The height, scale and massing of buildings should reinforce:
- (a) the desired character, built form, public environment and scale of the streetscape as contemplated within the Zone and Policy Area, and have regard to:
    - (i) maintaining consistent parapet lines, floor levels, height and massing with existing buildings consistent with the areas desired character;
    - (ii) reflecting the prevailing pattern of visual sub-division of neighbouring building frontages where frontages display a character pattern of vertical and horizontal sub-divisions; and
    - (iii) avoiding massive unbroken facades.
  - (b) a comfortable proportion of human scale at street level by:
    - (i) building ground level to the street frontage where zero set-backs prevail;
    - (ii) breaking up the building facade into distinct elements;
    - (iii) incorporating art work and wall and window detailing; and
    - (iv) including attractive planting, seating and pedestrian shelter.
- 63** Buildings and structures should not adversely affect by way of their height and location the long-term operational, safety and commercial requirements of Adelaide International Airport. Buildings and structures which exceed the heights shown in [Map Adel/1 \(Overlay 5\)](#) and which penetrate the Obstacle Limitation Surfaces (OLS) should be designed, marked or lit to ensure the safe operation of aircraft within the airspace around the Adelaide International Airport.

#### **Articulation and Modelling**

- 64** Building facades fronting street frontages, access ways, driveways or public spaces should be composed with an appropriate scale, rhythm and proportion which responds to the use of the building, the desired character of the locality and the modelling and proportions of adjacent buildings.

#### **Materials, Colours and Finishes**

- 65** The design, external materials, colours and finishes of buildings should have regard to their surrounding townscape context, built form and public environment, consistent with the desired character of the relevant Zone and Policy Area.
- 66** Development should be finished with materials that are sympathetic to the design and setting of the new building and which incorporate recycled or low embodied energy materials. The form, colour, texture and quality of materials should be of high quality, durable and contribute to the desired character of the locality. Materials, colours and finishes should not necessarily imitate materials and colours of an existing streetscape
- 67** Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 68** Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

#### **Corner Sites**

- 69** New development on major corner sites should define and reinforce the townscape importance of these sites with appropriately scaled buildings that:
- (a) establish an architectural form on the corner;
  - (b) abut the street frontage; and

- (c) address all street frontages.

## **Active Street Frontages**

### **OBJECTIVES**

- Objective 50:** Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.
- Objective 51:** Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:
  - (a) enlivening building edges;
  - (b) creating welcoming, safe and vibrant spaces;
  - (c) improving perceptions of public safety through passive surveillance; and
  - (d) creating interesting and lively pedestrian environments.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 70** Development should be designed to create active street frontages that provide activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of the public realm.
- 71** Commercial buildings should be designed to ensure that ground floor facades are rich in detail so they are exciting to walk by, interesting to look at and to stand beside.

## **Advertising**

### **OBJECTIVE**

- Objective 56:** Outdoor advertisements that are designed and located to:
  - (a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;
  - (b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and
  - (c) not create a hazard.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 72** Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:
  - (a) the scale, type, design, location, materials, colour, style and illumination of any advertisements should be compatible with the design and character of the buildings and land to which it is related, and should be in accordance with provisions for the Zone and Policy Area in which it is situated and any relevant adjacent Zones or Policy Areas;
  - (b) advertisements should be integrated with the architectural form, style and colour of buildings and wherever possible, requirements for advertisements should be considered in the design of new buildings;
  - (c) advertisements should be artistically interesting in terms of graphics and construction with intricacy and individuality in design encouraged while maintaining consistency in design and style where co-ordinated advertisements are appropriate;

- (d) structural supports should be concealed from public view or of minimal visual impact;
- (e) advertisements on individual premises should be co-ordinated in terms of type and design and should be limited in number to minimize visual clutter;
- (f) advertisements should be displayed on fascia signs or located below canopy level;
- (g) advertisements on buildings or sites occupied by a number of tenants should be co-ordinated, complementary and the number kept to a minimum; and
- (h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.

## **Transport and Access**

### **Access and Movement**

#### **OBJECTIVE**

**Objective 60:** Access to and movement within the City that is easy, safe, comfortable and convenient with priority given to pedestrian and cyclist safety and access.

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 73** Development should provide safe, convenient and comfortable access and movement.
- 74** Vehicle access points along primary and secondary city access roads and local connector roads, as shown on [Map Adel/1 \(Overlay 1\)](#) should be restricted.

### **Pedestrian Access**

#### **OBJECTIVES**

- Objective 61:** Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.
- Objective 62:** Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.
- Objective 63:** Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.
- 75** Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within [Map Adel/1 \(Overlays 2, 2A and 3\)](#) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.
- 76** Permanent structures over a footpath should have a minimum clearance of 3.0 metres above the existing footpath level, except for advertisements which should have a minimum clearance of 2.5 metres and temporary structures and retractable canopies which should have a minimum clearance of 2.3 metres above the existing footpath level.

### **Bicycle Access**

#### **OBJECTIVES**

**Objective 64:** Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.

**Objective 65:** Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

- 77** An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in [Table Adel/6](#).
- 78** Onsite secure bicycle parking facilities for short stay users (i.e. bicycle rails) should be:
- (a) directly associated with the main entrance;
  - (b) located at ground floor level;
  - (c) located undercover;
  - (d) well lit and well signed;
  - (e) located where passive surveillance is possible, or covered by CCTV; and
  - (f) accessible by cycling along a safe, well lit route.
- 79** Access to bicycle parking should be designed to:
- (a) minimise conflict with motor vehicles and pedestrians;
  - (b) ensure the route is well signed and well lit including the use of road markings such as a bicycle logo if appropriate to help guide cyclists; and
  - (c) ensure the route is unhindered by low roof heights.

### **Traffic and Vehicle Access OBJECTIVES**

- Objective 68:** Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).
- Objective 69:** An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.
- Objective 70:** Adequate off-street facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles.

### **PRINCIPLES OF DEVELOPMENT CONTROL**

- 80** Development should be designed so that vehicle access points for parking, servicing or deliveries, and pedestrian access to a site, are located to minimise traffic hazards and vehicle queuing on public roads. Access should be safe, convenient and suitable for the development on the site, and should be obtained from minor streets and lanes unless otherwise stated in the provisions for the relevant Zone or Policy Area and provided residential amenity is not unreasonably affected.
- 81** Facilities for the loading and unloading of courier, delivery and service vehicles and access for emergency vehicles should be provided on-site as appropriate to the size and nature of the development. Such facilities should be screened from public view and designed, where possible, so that vehicles may enter and leave in a forward direction.

## **Economic Growth and Land Use OBJECTIVES**

**Objective 73:** The role of the City enhanced as:

- (a) the community, civic and cultural heart of South Australia and as a driving force in the prosperity of the State;
- (b) the State centre for business, administration, services, employment, education, political and cultural activities, government and public administration;
- (c) a welcoming, secure, attractive and accessible meeting place for the people of metropolitan Adelaide and beyond for leisure, entertainment, civic and cultural activity, specialty shopping, personal and community services;
- (d) a centre for education and research built on key academic strengths and on the excellent learning environment and student accommodation available in the City;
- (e) a supportive environment for the development of new enterprises drawing on the cultural, educational, research, commercial and information technology strengths of the City centre;
- (f) the gateway to the attractions of South Australia for international and interstate visitors by developing a wide range of visitor accommodation, facilities and attractions, particularly attractions which showcase the particular strengths of South Australia; and
- (g) a great place to live, with a growing diversity of accommodation for different incomes and lifestyles.

**Objective 74:** A business environment which encourages investment from domestic and foreign sources, business development and employment.

**Objective 75:** Development which reinforces clusters and nodes of activity and distinctive local character.

**Objective 76:** A diverse mix of commercial, community, civic and residential activities to meet the future needs of the Capital City of South Australia.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

**82** Development, particularly within the Capital City and Institutional Zones, is encouraged to:

- (a) provide a range of shopping facilities in locations that are readily accessible;
- (b) provide for the growth in economic activities that sustain and enhance the variety and mix of land uses and the character and function of the City;
- (c) maximise opportunities for co-location, multiple use and sharing of facilities;
- (d) be accessible to all modes of transport (particularly public transport) and safe pedestrian and cycling routes; and
- (e) have minimal impact on the amenity of residential areas.

**83** Development is encouraged to develop and expand upon the existing or create new tourism activities to maximise employment and the long-term economic, social and cultural benefits of developing the City as a competitive domestic and international tourist destination.



- 84** Tourist facilities should be compatible with the prevailing character of the area, within close proximity to public transport facilities and well designed and sited.
- 85** Development located either abutting, straddling or within 20 metres of a Zone or Policy Area boundary should provide for a transition and reasonable gradation from the character desired from one to the other.
- 86** Development should not unreasonably restrict the development potential of adjacent sites, and should have regard to possible future impacts such as loss of daylight/sunlight access, privacy and outlook.