

Brown Falconer

Variation to DA 020/A033/16 for demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses, hotel, student accommodation, residential and serviced apartments, including car parking, landscaping and site works

11-27 Frome Street and Lot 101 Synagogue Place, Adelaide

DA 020/A033/16 V2



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OVERVIEW

Application No	020/A033/16 V2
Unique ID/KNET ID	2017/08814/01 – ID 11562856
Applicant	Brown Falconer
Proposal	Variation to DA 020/A033/16 for demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses, hotel, student accommodation, residential and serviced apartments, including car parking, landscaping and site works.
Subject Land	11-27 Frome Street and Lot 101 Synagogue Place, Adelaide
Zone/Policy Area	Capital City Zone, Main Street Policy Area 13 and Central Business Policy Area 14
Relevant Authority	State Commission Assessment Panel
Lodgement Date	5 April 2017
Council	Adelaide City Council
Development Plan	Adelaide (City) Development Plan – consolidated 24 September 2015 as amended on 31 March 2016 (not consolidated)
Type of Development	Merit
Public Notification	Category 1
Representations	N/A
Referral Agencies	DEWNR – State Heritage, Airports, Government Architect (non-mandatory), City of Adelaide (technical)
Report Author	Elyse Kuhar, Planning Officer – CBD & Inner Metro
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The application is a variation to a previously approved development with a number of changes to the internal layout of the apartments, some external design changes, an increase in the overall height of the development by 500mm and alterations to the movements on Tavistock Lane.

The application was referred to the City of Adelaide, the State Heritage Branch, ODASA and the Airports Authority with a majority of the proposed changes being supported subject to some further clarification. The major concern with the proposed variation is focussed around the alterations to Tavistock Lane with Council still in the process of finding an appropriate solution.

The proposed variation is supportable given the minor nature of the changes (noting that the number of changes prohibits them being processed as a Regulation 47A variation), however it is recommended that there be a reserved matter included to any decision to enable the final resolution of the Tavistock Lane.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

In March 2012, the Minister for Planning rezoned land in the City of Adelaide to increase envisaged building heights and provide additional development opportunities that would help enliven the city. As part of this initiative, policies were introduced

that provide for a more performance based planning approach and place a stronger emphasis on the overall planning and design merit of an individual proposal.

1.2 Pre-Lodgement Process

The proponent engaged in the pre-lodgement service, participating in 2 Pre-lodgement Panel (PLP) meetings and 2 Design Reviews Panel (DRP) sessions. Some of the key issues/outcomes the subject of feedback and design evolution were:

- impact on the City skyline
- massing and articulation response to site constraints and precinct context, particularly of the podium
- site organisation
- contribution to public realm and pedestrian linkages
- access and service requirements for hotel and serviced apartments' ongoing management
- opportunities and future use of Tavistock Lane; and
- landscaping and communal and green spaces.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The applicant is seeking Development Plan Consent to vary the approved DA 020/A033/16 for the demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses; hotel, student accommodation, residential and serviced apartments, including car parking, landscaping and site works. The variation is limited to the Frome Street building and Tavistock Lane and includes:

- building in of the previously exposed lift shaft over run with double height apartments
- total building height of 134.05m (measured from nominated Ground Finished Floor Level)
- utilisation of Tavistock Lane as a public road interface
- design progression of plan layouts for apartments and hotel floors
- inclusion of separate residential access driveway to car park provided to cater for market apartment residences
- design of internal lobby spaces to meet operator design intent and interaction with Frome Street
- inclusion of linen/operation room behind the lifts
- revised lift core layout for levels ground to 10
- reduced basement extent (fire tank and pump room only)
- relocation of bin room to level 21 (bin chute only runs on market apartment floors)
- redesign of car park, including removal of car parking from level 6
- additional car parking spaces allocated for operator use
- bike storage relocated to level 6
- provision of plant space on level 2
- storage relocated from level 7 to level 6
- provision for gym and amenities and plant on level 7
- revised building design
- redesign of canopy
- updated construction staging

3. SITE AND LOCALITY

3.1 Site Description

The site consists of 9 allotments, described as follows:

Lot No	Street	Suburb	Hundred	Title Reference
Lot 2 in FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/385
Lot 1 in FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/384
Lot 101 in DP 55161	Synagogue	Adelaide	Adelaide	CT 5857/537
Lot 100 in DP 55161	Frome Street	Adelaide	Adelaide	CT 5857/536
Lot 1 in FP 147735	Frome Street	Adelaide	Adelaide	CT 5276/479
Lot 6 in FO 35036	Frome Street	Adelaide	Adelaide	CT 5198/389
Lot 4 in FP 35036	Frome Street	Adelaide	Adelaide	CT5198/387
Lot 3 in FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/386
Lot 226 in FP 181878	Frome Street	Adelaide	Adelaide	CT 5374/122

The subject site comprises 9 allotments from the corner of Tavistock Lane and Frome Street through to Synagogue Place at the western end of Tavistock Lane. The site is irregularly shaped with an area of 4157m².

There are currently no legal access rights over Tavistock Lane for the subject site.

The site currently contains a number of buildings and retail/commercial tenancies including Urban Cow Studio, The Rhino Room and Eckersley's Art & Craft and a multilevel Wilson's Car Park.

The site slopes north along Frome Street toward North Terrace with 3 mature street trees along the Frome Street frontage.

3.2 Locality

The immediate locality is characterised by a variety of land uses. More specifically:

- North: First Church of Jesus Christ Scientist, State Heritage buildings including the Grand Lodge of Freemasons (2-5 storeys in height)
- East: Frome Street and Alpha Apartments, U Car Park and Budget Car and Truck Rental (2-7 storeys)
- South: Tavistock Lane and commercial/retail tenancies fronting Rundle Street (predominantly 2 storeys)
- West: Gerard & Goodman building, Synagogue Place and Apple Night Club, Regent House and Globe Apartments (2-16 storeys)

Figure 1 – Location Map



4. TAVISTOCK LANE STATUS

At its meeting on 14 March 2017, Council delegated to the Chief Executive Officer of Council to:

- declare Tavistock Lane as a public road and accept a Right of Way over a portion of land forming an extension of Tavistock Lane
- determine the conditions under which Council will declare Tavistock Lane as a public road and accept a right of way over a portion of land forming an extension of Tavistock Lane

Existing right-holders were consulted as part of the process. Right-holders were universally supportive of the Tavistock Lane being declared public, with a number expressing a wish for existing rights be maintained. As a consequence, any future use of Tavistock Lane (i.e. for loading zones) will require consultation/negotiation with respective parties.

In the Council meeting item it was noted that the proposed development and upgrade of Tavistock Lane would allow opportunities for significant activation in Tavistock Lane. This potential has already been recognised by the owners of properties on the southern side of Tavistock Lane, who see the opportunity to capitalise on the proximity to a new hotel and student accommodation facility.

A GHD report commissioned by Council recommended reversing the direction of the one-way traffic movement along Tavistock Lane. Kyren group expressed a strong preference to have traffic enter Tavistock Lane from Frome Street. Council anticipated that some of the issues raised by GHD may be mitigated to a sufficient extent to accommodate this.

Council proceeded with their decision on the assumption that Tavistock Lane will be a public road. If, through further discussions/negotiations with Kyren Group and the owners of the properties on the southern side of Tavistock Lane, there appears to be

support for Tavistock Lane being closed as a public road and transferred, this option will be more thoroughly investigated and presented to Council at a later date.

Further to the above comments it is noted that Council are undertaking a process to formally consider all aspects to the design of Tavistock Lane including consultation with other owners that have access to the lane. This process is likely to take a further few months, however it is understood that the use of Tavistock Lane for pick-up and drop offs within the lane is not fundamental to the overall development and therefore this development could continue subject to a resolution of the Lane

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

5.1 State Heritage Unit, DEWNR

The Minister for the time being administering the *Heritage Places Act 1993*, is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The Panel must have regard to this advice.

The State Heritage Branch, on behalf of the Minister for the time being administering the *Heritage Places Act 1993*, considers the proposal to be acceptable because:

- the proposed addition of double-storey penthouse apartments to the same height as the approved lift overrun does not appreciably affect the way in which the Frome Street building affects the visual context of the State heritage places in its vicinity
- there are understood to be no other changes sought to external architectural expression under the subject variation
- the changes to internal layouts and the changes arising from the altered operational management via Tavistock Lane have no impact on the context of any heritage place.

5.2 Adelaide Airport

Adelaide Airport Limited, on behalf of the Commonwealth Secretary for the Department of Transport and Regional Services, is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*.

The proposed development will penetrate the Obstacle Limitation Surface (OLS) which is a protected airspace for aircraft operations (approximately 20m).

Adelaide Airport Limited has not raised in principle objection to the application and advised that the application will require the standard approval in accordance with the *Airports Act 1996* and the *Airport (Protection of Airspace) Regulations 1996* and therefore will be forwarded to the Federal Department of Infrastructure and Regional Development (DIRD) for their approval.

As Adelaide Airport Limited has the power of direction in this matter, no development can commence until final approval has been granted by DIRD. A condition requiring DIRD approval prior to development is recommended. This approach is standard for such a situation and has previously been adopted in other city development authorisations.

Crane operations associated with construction, if approved, will also be subject to a separate application and are required to remain at or below RL 182.9m AHD

maximum height as stated in the Aeronautical Impact Assessment LB00073 Version 3.0 dated 5 July 2017.

The applicant has updated their Aeronautical Impact Assessment to include reference to the 2m high lightning rod.

6. NON-MANDATORY REFERRALS

6.1 Government Architect

The application has no mandatory referral to the Government Architect in accordance with Schedule 8 Clause 1 (5a) of the Development Regulations 2008 which removes variations from the referral trigger under Schedule 8 part 24.

The Associate Government Architect (AGA) on behalf of the Government Architect, has responded to the referral.

The AGA supports the increase in height, proposed configuration of Tavistock Lane, increase in variety of apartment types offered and reduction in length of the walls on the western edge of the floor on level 10.

The AGA has recommended review of the following aspects of the proposal to ensure the most successful design outcome:

- confirmation of the access and use rights of Tavistock Lane
- review of the level five configuration to retain original wall setbacks
- review of the level 10 communal space layout
- confirmation of the finish to the aluminium fins to the lower podium

7. TECHNICAL ADVICE

Adelaide City Council's administration was informally consulted on the proposal, specifically with regard to roads and footpaths, stormwater, Lighting/Electrical/CCTV, trees and landscaping.

Council is supportive of the changes to ensure that waste collection is achieved internally within the building. However has provided advice that there is insufficient information for Council Administration to determine if the proposed configuration of Tavistock Lane will meet relevant standards or provided adequate manoeuvrability for current right holders of Tavistock Lane.

The City of Adelaide is committed to working together with all relevant parties to find a suitable design for an upgraded Tavistock Lane. To this end, Council Administration has commenced preparation of an in-house design to work through relevant due diligence considerations not fully covered off in the material currently provided for comment. This process includes preparation of a design and its evaluation against the Australian Road Standard guidelines. It also requires Council to undertake negotiations with four (4) legal right of way holders and other neighbouring properties, as well as the applicant of this variation.

Given this exercise involves multiple parties with differing requirements and needs, it takes some time to progress. Council Administration is working towards being in a position to provide the applicant and SCAP with an update on this work in a month. However, until such time as the current right holders agree to the proposed changes to Tavistock Lane, Council cannot guarantee that passenger drop off/pick up for the proposed Hotel can occur in an upgraded and public Tavistock Lane.

To this end it is recommended that should the Panel consider granting Development Plan Consent to the application that a reserved matter be included in any determination of the Panel. Such a Reserved matter would be able to be included as the inclusion of a pick-up/drop off point for the hotel does not appear to be fundamental to the overall design and intent of the application.

8. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Principle of Development Control 37(a) of the Capital City Zone. No public notification was required.

9. POLICY OVERVIEW

The subject site is within the Capital City Zone and straddles the boundary of the Main Street Policy Area and the Central Business Policy Area as described within the Adelaide (City) Development Plan Consolidated 24 September 2015.

Relevant planning policies are contained in Appendix One and summarised below.

Figure 3 – Zoning Map



9.1 Zone

The Capital City 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 Desired Character for the Capital Zone seeks high-scale development with high walls that frame the streets, reinforce Adelaide's pattern of streets, and creating an

interesting pedestrian environment that is active during the day, evening and late night. Ground level uses should generate pedestrian activity and include shops, cafes and restaurants.

Exemplary and outstanding building design is desired in recognition of the location as South Australia's capital. Contemporary juxtapositions will provide new settings for heritage places. Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development. A rich display of art that is accessible to the public and contextually relevant is desired.

Development should create pedestrian links and support the provision of high quality bicycle and shared pedestrian routes.

9.2 Policy Area

9.2.1 Central Business Policy Area 13

The Central Business Policy Area 13 is the pre-eminent economic, governance and cultural hub for the State. Buildings within this policy area will exhibit innovative design approaches and produce stylish and evocative architecture, including tall and imposing buildings that provide a hard edge to the street and are of the highest design quality.

9.2.2 Main Street Policy Area 14

The Main Street Policy Area 14 extends along the length of Rundle Street. Development along Rundle Street will be consistent with the existing intimate scale and intricate and diverse architectural features and will reinforce the existing two and three storey built scale. Upper levels of buildings are to be recessed to maintain a sense of spaciousness and openness to the sky. The Main Street policy area calls for a vibrant mixture of land uses that support a strong retail base and a continuing program of on-street arts and activities. Land uses will contribute to the day and evening economies and be managed to ensure a positive contribution to the character of the precinct.

9.3 Council Wide

Council Wide provisions of relevance to the proposal provide guidance regarding:

- appropriate housing choice, minimum unit sizes, minimum private open space provisions and access to natural light, ventilation, outlook
- design and appearance of development (although this policy is outweighed by guidance provided by the zone)
- appropriate levels of access, car parking, bicycle parking, servicing and interaction/relationship with the public realm

Council Wide provisions regarding heritage are also relevant to the proposal. Broadly, these seek that new development provide for a sufficient level of compatibility with, and acknowledgement of, adjacent heritage places within the design, siting and external materials and finishes used.

9.4 Overlays

9.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

9.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound*.

9.4.3 Adelaide City Airport Building Heights

With a proposed height of 133.55m the building will exceed the Obstacle Limitation Surface and therefore any development should not compromise the ongoing operation of Adelaide Airport.

10. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide (City) Development Plan, which are contained in Appendix One.

Section 39(7) provides that assessment of an application proposing a variation to a development authorisation previously given need only consider elements or aspects of the development proposed to be changed. In this instance aspects of planning significance include changes to ground floor layout, building height, configuration and use of Tavistock Lane, number and layout of apartments, storage, access, car parking, bicycle parking, waste management and staging. Other aspects of the variation are considered to be inconsequential.

10.1 Building Height

Principle of Development Control 19 (Capital City Zone) seeks that development be compatible with the overall desired city form and not exceed the maximum building height shown in Concept Plan Figures CC/1 and CC/2. Pursuant to Concept Plan Figure CC/2, the maximum building height for that portion of the site within the Main Street Policy Area is 43m. There is no height limit for the portion of the site within the Central Business Policy Area.

Over-height provisions are also provided for in this zone. Principle of Development Control 19 outlines the criteria by which a building can exceed the maximum building height. In this instance, the subject site is located within 200 metres of a high concentration public transport route (identified on Map Adel/1 (overlay 4)) which is one of the criteria. The proposed building will now have an overall height of approximately 134.05m.

The future context and adjacent zones were taken into account when determining the appropriate height in the original application. Specifically, allotments to the west are subject to the same split in height limits as the subject site through to Pulteney Street where this transitions to no height limit. The northern portion of the site and allotments to the immediate north are also within a no prescribed height limit area. To the east across Frome Street and through to East Terrace allotments are within a 53m height limit area. To the south, allotments fronting Rundle Street on both sides are within a 43m height limit area (see Concept Plan Figure CC/2 in Appendix 1). The building was originally approved at a height of 133.55m.

The AGA supports the increase in height as it is minor and the additional floors incorporate the lift core into the overall building form. The AGA considers that the increase in height does not affect the overall architectural expression as originally intended.

The Heritage Branch raised no concerns regarding the increased height of the building.

All matters considered, the proposed building was approved at almost triple the maximum building height indicated for the southern portion of the site within the Main Street Policy Area and will remain prominent in the streetscape until further development occurs. On the whole, the additional height of 05m is considered to be negligible in the overall scheme and will continue to provide an acceptable height transition.

10.2 Design and Appearance

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.

Relevant Council Wide policies seek easily identifiable entrances (PDC 48), a comfortable proportion of human scale (PDC 169), composition and proportion of architectural elements that responds to context (PDC 179), an appropriate scale, rhythm and proportion which responds to the use of the building (PDC 181), and balconies that are integrated into the architectural expression of the building (PDC 183). External materials, colours and finishes should be sympathetic to the design and setting of the new building and should consist of high quality, durable and easily maintained materials that are not highly reflective (PDCs 186-189).

The variation proposes to include two additional penthouse levels at the top of the Frome Street Building together with the reduction of Floor to Floor heights (3500mm to 3250mm. There is also a change to level 5 that removes some circular columns and alters the setback of this level.

The AGA does not support the reduction of building façade setbacks and the deletion of the circular columns on level 5 as it weakens the definition between the lower and higher parts of the podium form. As such the AGA recommended that the level 5 configuration be reviewed with a view to maintain the recess in the podium form as originally intended.

The proposal included changes to level 10 in which the AGA expressed some concerns around the layout and configuration of the communal open space area.

The applicant has not specifically responded to the concerns raised in relation to the level 5 changes, however has responded to the comments around Level 10 communal open space by exposing the columns, however there remains no soft landscaping around the pool area.

Materiality

While the AGA has raised some concern with the masonry treatment of the podium for the Frome Street building, on balance it is considered that the proposal meets the relevant design and appearance provisions of the Development Plan. The AGA commented on the fins on the lower podium and there is a condition requiring confirmation of the finish to the fins in the recommendation of this report.

10.3 Pedestrian Amenity/Public Realm

Buildings within the Capital City Zone should present an attractive pedestrian-oriented frontage that adds interest and vitality to streets and laneways. Capital City Zone Principle of Development Control 9 states:

"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".

The AGA recognises that the project offers significant contribution to the public realm by connecting Tavistock Lane with Synagogue Place. The AGA supports the configuration to utilise Tavistock Lane, provided mutually acceptable arrangement being agreed upon with the Adelaide City Council and the neighbouring building owners to secure the rights of use and access of the lane.

10.4 Apartment Amenity

Medium to high scale residential development should provide for a high standard of amenity and environmental performance as sought by Council Wide Objective 22 and Principles 49-75. These provisions provide guidance with respect to minimum apartment sizes, private open space, storage areas, levels of natural light and ventilation, privacy and outlook. Council Wide Principles of Development Control 60, 71, 81 require medium to high scale residential development to have a high quality environment by ensuring minimum areas.

The AGA is generally supportive of the increase in number and type of apartments offered.

The various components of apartment amenity are discussed in more detail below.

10.4.1 Apartment Size

Council Wide Principle of Development Control 70 identifies the minimum apartment sizes sought by the Development Plan – these being:

- Studio (where there is no separate bedroom): 35 square metres
- 1 bedroom dwelling/apartment: 50 square metres
- 2 bedroom dwelling/apartment: 65 square metres
- 3 +bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

Dual key apartments have now been removed from the proposal with apartment types, layouts and sized now being reconfigured. All apartments except studio apartments meet the minimum apartment size sought by the Development Plan. With studio apartments ranging in size from 32.3m² to 34.7m². This is a slight improvement on the previously approved apartment sizes which would have seen the studio apartments within the dual key apartments range in size from 27-33.1m².

Floor to floor heights have been reduced from 3.5m to 3.25m. The AGA, while not welcoming of the reduction in floor to floor heights as it relates to apartment amenity, recognises that the proposed height still delivers good residential amenity and therefore supports the amendment.

While strictly speaking, not every apartment meets the minimum apartment size sought by the Development Plan, it is considered that the large majority of apartments do. The proposed apartment sizes are as a whole considered acceptable.

10.4.2 Private Open Space

The following provisions are most pertinent to the assessment of private open space within the proposal:

59 *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.

60 *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.*

61 *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.*

65 *The incorporation of roof top gardens is encouraged providing it does not result in unreasonable overlooking or loss of privacy.*

The proposal is seeking to vary the proposed private open space areas as follows:

Approved Private Open Space (m²)	Proposed Private Open Space (m²)	Development Plan Policy
Studio: 0 m ²	Studio: 0 m ²	Studio: 0m ²
1 bed: 7-9 m ²	1 bed: 6-9.1m ²	1 bed: 8 m ²
2 bed: 7-11.6 m ²	2 bed: 7-11.6m ²	2 bed: 11 m ²
3 bed: 10.7-16.1 m ²	3 bed: 9.5-16m ²	3 bed: 15 m ²

The northern 1-bedroom apartment on the eastern side of levels 22-31 does not meet the 2m minimum dimension sought by the Development Plan for private open space, however, all other balconies meet this minimum dimension. The private open space areas for each apartment are directly accessible to internal living areas of each apartment.

The proposal still includes two levels of communal open space (Level 10 and Level 21). Some amendments have been made to the layout of Level 10, however, the communal open space areas remain largely unchanged.

While there has been a slight reduction in some of the private open space areas, which is seen as a step backward on the approved scheme, it is considered that all balconies are of a useable space and dimension. Overall, with the addition of the communal open space areas, it is considered that the proposal still satisfies the abovementioned Council Wide Principles of Development Control with regard to the provision of private open space.

10.4.3 Storage

The Development Plan seeks that medium to high scale residential development (other than student accommodation) should provide adequate

and accessible storage facilities at a rate of 6 cubic metres for a studio apartment, 8 cubic metres for a one bedroom apartment, 10 cubic metres for a two bedroom apartment and 12 cubic metres for a three (or more) bedroom apartment. 50 percent of the storage space should be provided within the apartment with the remainder provided in the basement or other communal areas. There are no minimum storage requirements for student accommodation.

The previously approved scheme provided communal storage areas in the basement and on levels 1, 7 and 22-31:

- Basement: 5 storage units of 5.22m³
- Level 1: 44 storage units of 10.53m³
- Level 7: 48 storage units of 4.914m³ and 17 storage units of 20m³
- Levels 22-28: 3 storage units of 6.3m³ per floor
- Levels 29-31: 2 storage units of 9.8m³ per floor

A shortfall in storage provision was approved as it was considered that it was not detrimental to the overall scheme.

The variation proposes to remove storage areas from the Basement, Level 1 and relocate from Level 7 to Level 6 (with a slight reduction in size); resulting in a significant overall reduction in storage area. As the previously approved scheme already had a shortfall of storage provision, this is considered to be quite a significant step backwards on the previously approved scheme. The applicant is steadfast in stating that the storage areas allocated are suitable for the development as proposed.

10.4.4 Access to Light and Ventilation

Council Wide Principles of Development Control 50 through 58 provide guidance regarding the provision of access to natural light and ventilation.

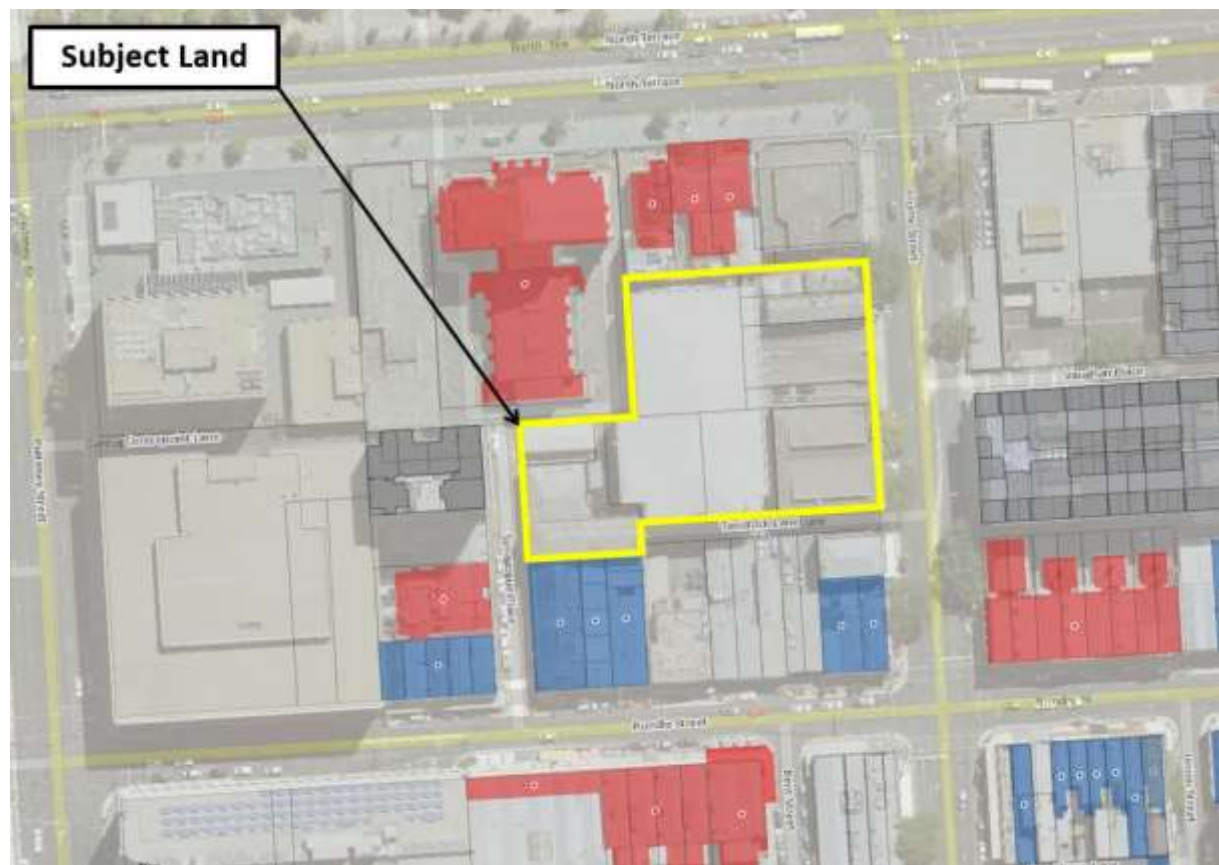
The proposed variation will continue to provide direct access to natural light and ventilation. Each dwelling has an outlook which will be protected to some degree once development occurs on abutting properties, largely due to the deeper setbacks afforded by the tower design of the Frome Street building.

Overall, the proposal provides appropriate access to light and ventilation.

10.5 Heritage

Heritage and Conservation policy encourages development that acknowledges Adelaide's diverse cultural heritage by conserving and retaining places of heritage value in order to preserve their built form contribution to the locality. The locality is characterised by various State and Local Heritage Places (highlighted below in red and blue respectively) with prominent frontages to North Terrace, Synagogue Place and Rundle Street, none of which have direct adjacency to the subject land.

Figure 3 – Heritage



The State Heritage Branch considers the proposal is acceptable as the proposed addition of double-storey penthouse apartments does not appreciably affect the way in which the Frome Street building affects the visual context of the State heritage places in its vicinity. The changes to internal layouts and the changes arising from the altered operational management via Tavistock Lane have no impact on the context of any heritage place.

Accordingly, the application is considered to respond appropriately to the locality's historic setting as encouraged by relevant Development Plan provisions. A series of recommendations presented by the State Heritage Branch are proposed to be converted to advisory notes to be attached to any consent issued.

10.6 Traffic Impact, Access and Parking

Development should provide for the safe and convenient movement of people and their vehicles as sought by Council Wide Objectives 68-70 and PDC 226-266. These provisions provide guidance with respect to the provision of car parking, bicycle parking, vehicle access, pedestrian movement etc.

The applicant has lodged a revised Traffic and Transport Assessment Report that considers the impact of the development on the surrounding road network, considers parking volumes, bicycle parking facilities, waste collection/service vehicles and vehicle manoeuvring.

10.6.1 Pedestrian Movement

Relevant Development Plan provisions generally seek safe and convenient pedestrian movements and connectivity and a mix of north-south and east-west connections so that pedestrian flow is free and uninterrupted. The

application includes a proposal to extend the western end of Tavistock Lane through to Synagogue Place. This will increase east-west pedestrian connectivity.

The lobby areas for the proposed Frome Street building are oriented towards Frome Street and therefore the majority of pedestrian activity associated with this building is expected to occur to Frome Street. For pedestrians wanting to head west along Rundle Street from the Frome Street building (and vice versa) the existing route via Frome Street and Rundle Street is anticipated to remain the dominant pedestrian route in this direction.

Only minor increases to pedestrian movements are envisaged to Tavistock Lane and Synagogue Place. Based on the projected levels of pedestrian and vehicle activity in Tavistock Lane the proposed design of the lane as a single surface street with no formal footpath was considered appropriate by the applicant.

It is noted that Tavistock Lane will be wide enough to accommodate a 1-1.2m wide pedestrian path along the southern side of the lane if required. This area could be defined through the use of a different pavement material or colour. The design of Tavistock Lane will provide tactile indicators as required and appropriate grades along its length to comply with DDA requirements. These matters will be confirmed through detailed design.

In relation to all of the above, the application is considered to sufficiently accord with Capital City Zone PDCs 23, 24 and 25, Main Street Policy Area PDC 14, Council Wide Objectives 61 to 63 and PDCs 225 to 231.

10.6.2 Vehicle Access

Council Wide PDCs 224 and 240 - 247 seek safe and convenient vehicle movements, minimisation of access points to public roads, vehicles being able to sufficiently manoeuvre and enter the public road network in a forward direction.

The existing multi-storey car park generates in the order of 193 vehicle trips during the morning peak hour, 157 trips during the afternoon peak hour. Right turns out of the site are prohibited and therefore all exit movements are to the north along Frome Street. The existing car park entry is proposed to be reduced to two lanes, however will still enable appropriate simultaneous access and egress to and from Frome Street with appropriate design and lane widths. The Frome Street access is anticipated to operate satisfactorily within sufficient queuing distance available within the site to accommodate peak queues. The site is expected to generate similar levels of traffic to the existing use as a multi-storey car park.

The proposed development is to connect Tavistock Lane to Synagogue Place by extending Tavistock Lane at its western end. Tavistock Lane would also become one-way from Frome Street to Synagogue Place. Access to Tavistock Lane is currently limited to left turns in from Frome Street and this will not change as a result of the proposed development. Vehicles that currently exit Tavistock Lane to Frome Street would be required to exit to Synagogue Place. The proposal will not alter the existing operation of Synagogue Place with this street proposed to remain two-way.

Traffic surveys of existing movements along Synagogue Place and Tavistock Lane were undertaken. An analysis of proposed movements versus existing movements concludes that the estimated increase in traffic volumes in both Tavistock Lane and Synagogue Place would be minor, with volumes on both

streets anticipated to be in the order of 200 vehicles per day with PM peak hour volumes of approximately 20 vehicles in Tavistock Lane and 30 vehicles in Synagogue Place.

The estimated increase in volume is not expected to compromise the safety or operation of these streets or the adjacent road network.

Whilst at this stage the tenure status to utilise Tavistock Lane has not been resolved, should tenure or availability to use the lane as a public road be appropriately achieved, the development overall should provide appropriate vehicle access arrangements.

The variation proposes a separate residential access driveway within the carpark be provided to cater for market apartment residences.

10.6.3 Vehicle Parking

Capital City Zone Principles of Development Control 26 through to 29 and Council Wide Principles of Development Control 75 through to 77 provide guidance regarding car parking numbers. Specifically, as the subject site is located within a Primary Pedestrian Area shown on Map Adel/1 (Overlay 2A), the Table Adel/7 sets a maximum car parking provision.

Table Adel/7 sets the maximum car parking rate at 1 space per dwelling under 75m², 2 spaces per dwelling between 75-150m² and 3 spaces per dwelling over 150m² (a maximum of 265 car parks). The approved scheme proposed 130 new car parking spaces. The variation has reduced this number to 123 new car parking spaces. This is considered to meet the provisions of the Development Plan.

From a design perspective the proposal is still considered to be an overall improvement to the existing car park as it will significantly reduce the crossover width along the Frome Street footpath and effectively sleeve the car park behind hotel rooms.

The proposed car parking is considered to be acceptable.

10.6.4 Bicycle Parking

PDC 233 (Council-Wide) seeks that an adequate supply of on-site secure bicycle parking be provided to meet the demand generated by the development within the site of the development. Bicycle parking should be provided in accordance with the requirements set out in Table Adel/6. The following table summarises the bicycle parking rates:

Type of Development	Bicycle parking space for employees/ residents	Bicycle parking space for customers/ visitors/ shoppers	Spaces sought
All low, medium, and high scale residential	1 space for every dwelling/apartment with a total floor less than 150m ² 2 for every dwelling/apartment with a total floor area greater than 150 square metres	1 for every 10 dwellings	96 residents (as there are 101 apartments with 5 greater than 150m ²) + 10 visitor <u>116 spaces</u>
Café/Restaurant	1 per 20 employees	1 per 50 seats	Assumption of 1

			employee + 1 visitor <u>2 spaces</u>
Retail	1 per 300 square metres of gross leasable floor area	1 per 600 square metres of gross leasable floor area	Assumption of 1 employee + 1 visitor <u>2 spaces</u>
Serviced Apartment	1 per 20 employees	2 for the first 40 rooms, plus 1 for every additional 40 rooms.	Assumption of 1 employee + 5 (as there are 96 rooms) <u>6 spaces</u>

Based on the above the proposed development would require 126 bicycle parking spaces.

The proposal will include bicycle parking for 16 bicycles in the Synagogue Place building and 80 spaces in the Frome Street building, a total of 96 bicycle parking spaces.

This is a reduction in number on the already approved development which proposed 104 bicycle parking spaces in total.

This is a 20% reduction in bicycle parking spaces, with an overall increase in the number of apartments proposed and is a step backward from the originally approved application. The applicants Traffic engineer has recommended a further 20 spaces be provided in the multi-storey carpark to sufficiently address the anticipated bicycle parking requirements for the development. It is also noted by the traffic engineer that there appears to be sufficient area in the apartments and in the storage areas to sufficiently accommodate the required bicycle parking numbers.

10.6.5 Waste/Loading

Council Wide PDCs 240, 241 and 247 seek development that has appropriate servicing/delivery arrangements that are safe and convenient and minimise traffic hazards and queuing on roads. Where practical forward entry and exiting of service vehicles is desired.

The application proposes that the hotel and serviced apartment drop off, taxi pick-ups via Tavistock Lane and as discussed earlier there is still some concern regarding this matter. However, the applicant has amended the design to provide servicing (such as waste collection) to be accommodated via the From Street entrance

All loading vehicles are proposed to enter from Frome Street and access the loading bay adjacent the car park entrance. The traffic report considers that the amended loading bay location is suitable and Council have also confirmed that the location is suitable.

An existing on-street loading area is located on Frome Street immediately in front of the subject site that could be used as a secondary loading area for certain activities.

The proposed loading and refuse collection arrangements are considered appropriate and all vehicles will be able to enter and exit the site in a forward direction as sought by relevant Development Plan policies.

10.7 Staging

The applicant has advised that they wish to amend the proposed staging plan as follows:

- Stage 2A part 1 – Demolition
- Stage 2A part 2 – Remedial works to existing car park
- Stage 2A part 3 – Construction of transformer and associated building works, ie portion of ground floor footings/slab (substructure), walls to enclose transformer, all electrical work to enable connection of Synagogue Place building to power supply, portion of Level 1 slab over.
- Stage 2B – Remainder of substructure
- Stage 2C – Remainder of superstructure

This will be reflected in the recommended advisory notes.

10.8 Other

No changes have been made to landscaping/communal open space, overlooking/overshadowing, noise emissions, stormwater management, ecologically sustainable development principles, wind analysis or site contamination as a result of the proposed variation.

11. CONCLUSION

The proposed variation is considered acceptable especially since the overall height and design is proposed to undergo minimal change. The key issue for consideration is the access onto Tavistock Lane and whilst the matter is still being worked through with Council, DPTI staff and the applicant there appears to be a resolution possible. The inclusion of the pick-up/drop off area on Tavistock Lane is not fundamental to the overall design and if it were to be removed following appropriate consideration by Council on the Tavistock Lane design it would not prove fatal to the proposed development.

Considering the proposed changes it is recommended that the Panel support the application subject to the below conditions and reserved matters.

12. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Brown Falconer for variation to DA 020/A033/16 for demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses, hotel, student accommodation, residential and serviced apartments, including car parking, landscaping and site works at 11-27 Frome Street and Lot 101 Synagogue Place, Adelaide subject to the following reserved matter and conditions of consent.

RESERVED MATTER

1. Pursuant to Section 33(3) of the Development Act 1993, the following matter shall be reserved for further assessment, to the satisfaction of the State Commission Assessment Panel, prior to the granting of full Development Approval (and in accordance with the staging requirements) for the following element of the development:
 - a. The final design and use of Tavistock Lane.

PLANNING CONDITIONS

Planning Conditions

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and plans submitted in Development Application No 020/A033/16 V1.

Plans:

Drawing Title	Drawing No.	Revision	Date
Site Plan	3002 DA02	E	7/07/17
Contextual Information	3002 DA03	A	31/03/17
Frome Street Schedule	3002 DA22	C	31/03/17
Frome Street – Ground and Site Plan	3002 DA23	F	7/07/17
Frome Street – Plans	3002 DA24	F	31/03/17
Frome Street – Plans	3002 DA25	G	7/07/17
Frome Street – Plans	3002 DA26	F	11/07/17
Frome Street – Plans	3002 DA27	E	7/07/17
Frome Street – Plans	3002 DA28	G	7/07/17
Frome Street – Plans	3002 DA29	D	31/03/17
Frome Street – Plans	3002 DA30	C	31/03/17
Frome Street – Plans	3002 DA31	C	31/03/17
Frome Street – Plans	3002 DA32	C	31/03/17
Frome Street – Plans	3002 DA33	C	31/03/17
Frome Street – Plans	3002 DA34	C	31/03/17
Frome Street – Plans	3002 DA35	C	31/03/17
Frome Street – Plans	3002 DA36	C	31/03/17
Frome Street – Plans	3002 DA36a	A	31/03/17
Frome Street – Plans	3002 DA37	C	31/03/17
Frome Street – Plans	3002 DA37a	A	31/03/17
Frome Street – Plans	3002 DA38	D	31/03/17
Frome Street – Plans	3002 DA38a	A	31/03/17
Frome Street – Site Elevations	3002 DA39	H	7/07/17
Frome Street – Elevations	3002 DA40	F	7/07/17
Frome Street – Elevations	3002 DA41	F	7/07/17
Frome Street – Elevations	3002 DA42	G	7/07/17
Frome Street – Section	3002 DA43	E	26/05/17
Frome Street – Section	3002 DA44	E	26/05/17
Frome Street – Sections	3002 DA45	E	11/07/17

Materiality

2. Prior to final Development Approval being granted details of the finish to the aluminium fins to the lower podium shall be supplied to the satisfaction of the State Commission Assessment Panel.

Access

3. The proposed car parking layout and ramps shall be designed and constructed to conform to the Australian Standard 2890.1:2004 for Off-Street Parking Facilities and Australian Standard 2890.6-2009 Parking facilities.
4. Waste collection vehicles shall not enter and exit the site between 7am and 10am nor between 4pm and 7pm Mondays to Fridays inclusive.
5. The on-site bicycle parking facilities shall be designed and constructed in accordance with Australian Standard 2890.3-2015.
6. Appropriate wayfinding measures shall be included for the extended car parking facility to allow for safe movement through the car park given the inclusion of long blind aisles and private parking areas.

Landscaping

7. Prior to the commencement of sub-structure works for each building, a detailed landscaping plan and maintenance strategy shall be provided to the satisfaction of the State Commission Assessment Panel. This shall include a detailed species list appropriate to the site/location of the spaces and a maintenance plan for such landscaping for each building.

Wind Impacts

8. The applicant shall submit, for approval by the State Commission Assessment Panel a scaled wind tunnel study undertaken in the detail design stage for the Frome Street building to enhance predictions regarding wind impacts expected to result from and inform suitable wind mitigation measures to be incorporated within the construction of this building. This study and the report documenting its outcomes shall be submitted to the State Commission Assessment Panel prior to Building Rules Consent for superstructure. Should the recommendations of the study have potential to result in a need to vary the architectural expression of the Frome Street building as herein approved, or any other aspect of this building, a separate application proposing a variation to the Development Plan Consent to enable implementation of these recommendations shall be made.

Acoustics

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

Lighting

10. All external lighting on the site, including car parking areas and buildings, shall be designed and constructed to conform to Australian Standard (AS 4282-1997).

Utilities and Services

11. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering standards to ensure that stormwater does not adversely affect any adjoining property or public road.
12. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths, street lighting 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.

Construction Environment Management

13. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction. The management plan must incorporate, without being limited to, the following matters:
 - a) air quality, including odour and dust;
 - b) surface water including erosion and sediment control;
 - c) soils, including fill importation, stockpile management and prevention of soil contamination;
 - d) groundwater, including prevention of groundwater contamination;
 - e) noise; and
 - f) occupational health and safety.

For further information relating to what Site Contamination is, refer to the EPA Guideline: *'Site Contamination – what is site contamination?'*: www.epa.sa.gov.au/pdfs/guide_sc_what.pdf

14. Separate approval must be sought under the Regulations for any 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. Breaches of approval conditions are subject to significant penalties under sections 185 and 187 of the Act.

Planning Notes

General / Procedural

- a. The applicant will require a fresh consent before commencing or continuing the development if unable to satisfy the conditions as contained herein.
- b. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval. 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 (08) 8204 0300).

- c. The development must be substantially commenced within three (3) years of the operative date of the Planning Consent unless this period has been extended by the State Commission Assessment Panel.
- d. The applicant is also advised that any act or work authorised or required by this Notification must be completed within five (5) years of the operative date of the Planning Consent, unless this period is extended by the Development Assessment.
- e. Any request for extension of time must be lodged with the Planning and Development Division, Department of Planning, Transport and Infrastructure, GPO Box 1815 Adelaide SA 5001, prior to the time periods specified.
- f. The applicant is advised that the removal of any existing street trees will have an amenity tree valuation applied by Adelaide City Council. Consideration of replacement tree species shall be undertaken in consultation with Council. Any cost associated with removal and replacement of street trees shall be borne by the applicant.
- g. The herein approved development is to be undertaken in the following stages
 - Stage 2A part 1 – Demolition
 - Stage 2A part 2 – Remedial works to existing car park
 - Stage 2A part 3 – Construction of transformer and associated building works, ie portion of ground floor footings/slab (substructure), walls to enclose transformer, all electrical work to enable connection of Synagogue Place building to power supply, portion of Level 1 slab over.
 - Stage 2B – Remainder of substructure
 - Stage 2C – Remainder of superstructure
- h. Portions of the proposed development are on or close to boundaries of the subject land. These boundaries should be clearly marked by a licensed surveyor prior to construction.
- i. Existing levels at the back of footpath are to be maintained on both Frome Street and Synagogue Place.
- j. Any modifications to existing kerbing and footpath are to be designed and constructed using ACC standards and agreed materials.
- k. Seepage water from the planted mesh wall in Tavistock Lane must be collected and either discharged to sewer or an irrigation water reuse system storage. This water must not be discharged to the building stormwater system.
- l. Splash water from the proposed swimming pool on level 10 must be collected and discharged to sewer.
- m. Seepage water from the proposed planter boxes on level 10, level 21 and rooftop must be collected and either discharged to sewer or an irrigation water reuse system storage. This water must not be discharged to building stormwater system.
- n. Water collected from existing and proposed basements including ground seepage water must be discharged to either sewer or a building water reuse system. This water should not be discharged to the building stormwater system.
- o. Council encourages the reuse of collected stormwater for toilet flushing and irrigation purposes.

State Heritage

- a. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department of Environment, Water and Natural Resources, or an additional referral to the Minister for Sustainability, Environment and Conservation. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
- b. If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
- c. Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department of Environment, Water and Natural Resources.
- d. If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the Aboriginal Heritage Act 1988.

Environmental Duty

- a. The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

Any information sheets, guidelines documents, codes of practice, technical bulletins etc. that are referenced in this response can be accessed on the following web site: <http://www.epa.sa.gov.au/pub.html>

- b. The emission of noise from the premises is subject to control under the Environment Protection Act and Regulations, 1993 and the applicant (or person with the benefit of this consent) should comply with those requirements



Brett Miller

**TEAM LEADER – CBD & INNER METRO
(on behalf of Elysse Kuhar – Planning Officer)
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



KYREN DEVELOPMENT - FROME ST + SYNAGOGUE PLACE

DA ISSUE		
ISSUED FOR DEVELOPMENT APPROVAL		
Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	AMENDMENT TO DA	31/03/17

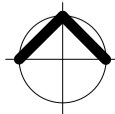
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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

COVER SHEET

Scale 1 : 1000
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. 3002 DA00 Rev: C A1 SHEET



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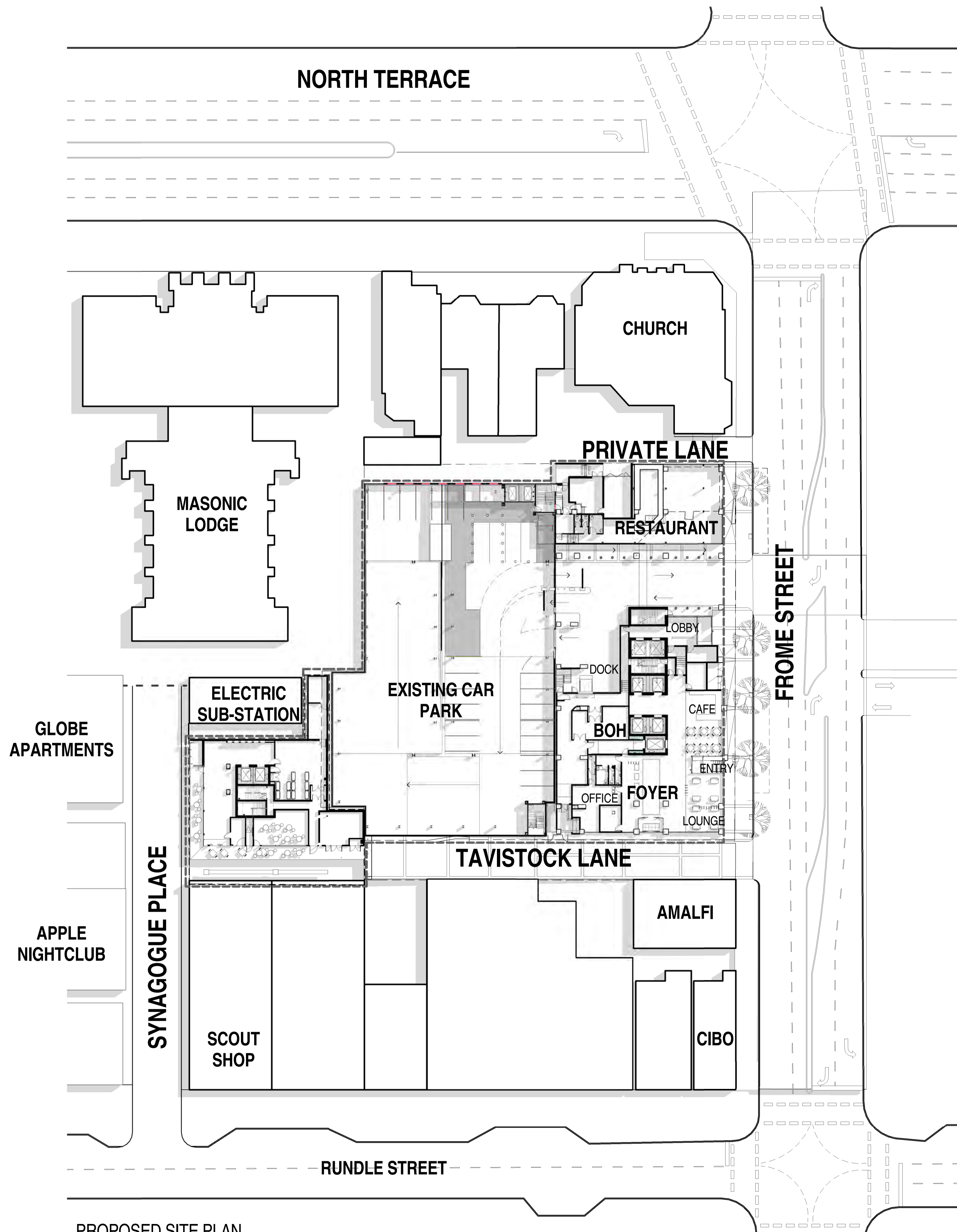
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PROPOSED SITE PLAN
1 : 350

DA ISSUE

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A	DA ISSUE	16/06/16
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E	AMENDMENT TO DA	07/07/17

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KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

SITE PLAN

Scale 1 : 350
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Job No. 2015056

A1 SHEET

Dwg No. 3002 DA02 Rev. E

ACTIVATION & PEDESTRIAN CIRCULATION

POTENTIAL FOR FUTURE ACTIVATION

TENANCY ACTIVATION



VIEW DOWN TAVISTOCK

RUNDLE STREET HERITAGE CONTEXT

LIMITED STREET SCAPE

COMMERCIAL GLAZING



VIEW DOWN FROME

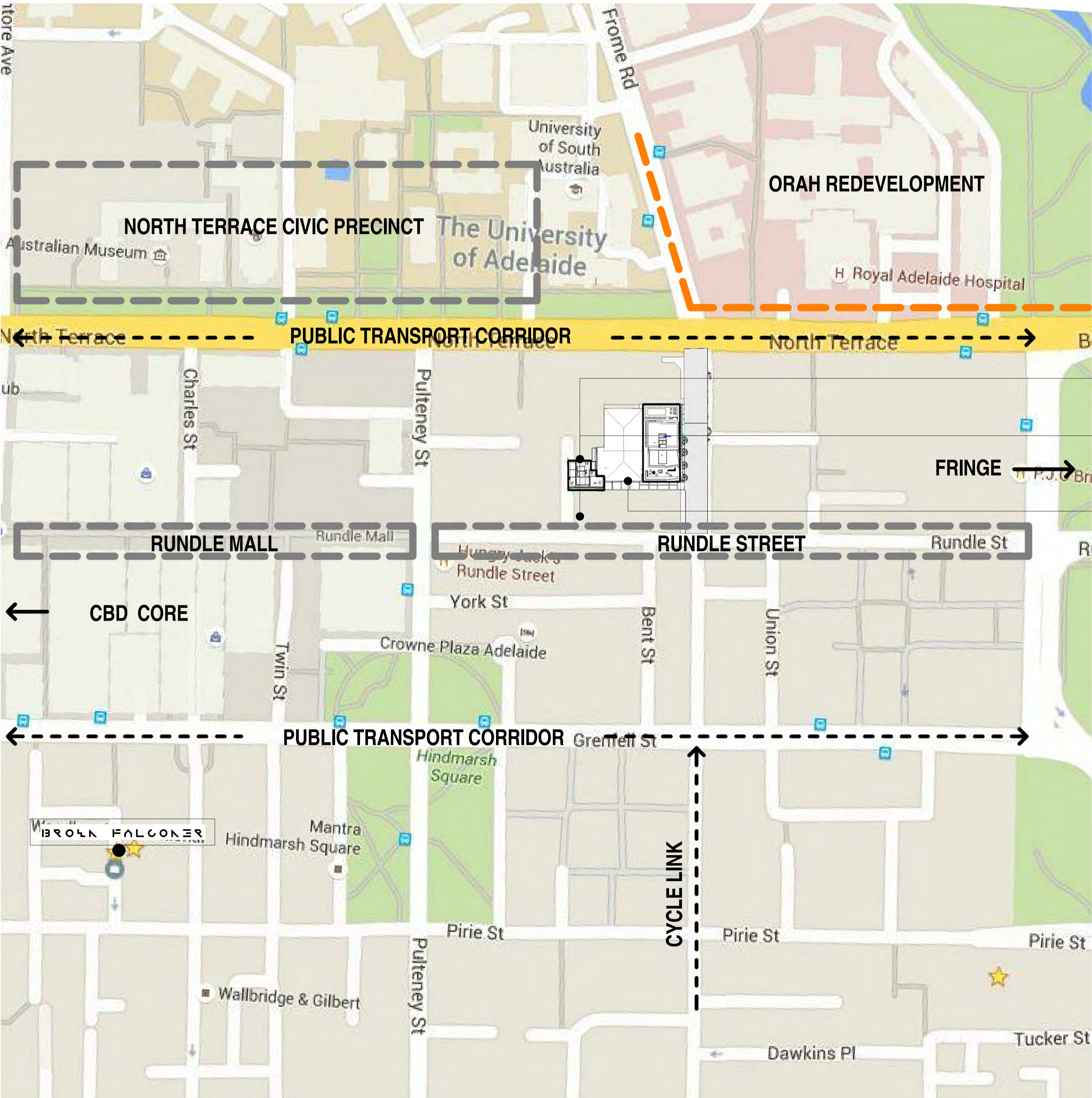
PRECAST MASONRY

BOUNDARY CONSTRUCTION

PENETRATED MASONRY



VIEW DOWN SYNAGOGUE



PROPOSED GREATER CITY SITE PLAN

1 : 2000

PROPOSED WESTERN BUILDING

PROPOSED EASTERN BUILDING

EXISTING CAR PARK

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SYNAGOGUE PLACE DEVELOPMENT

CONTEXTUAL INFORMATION

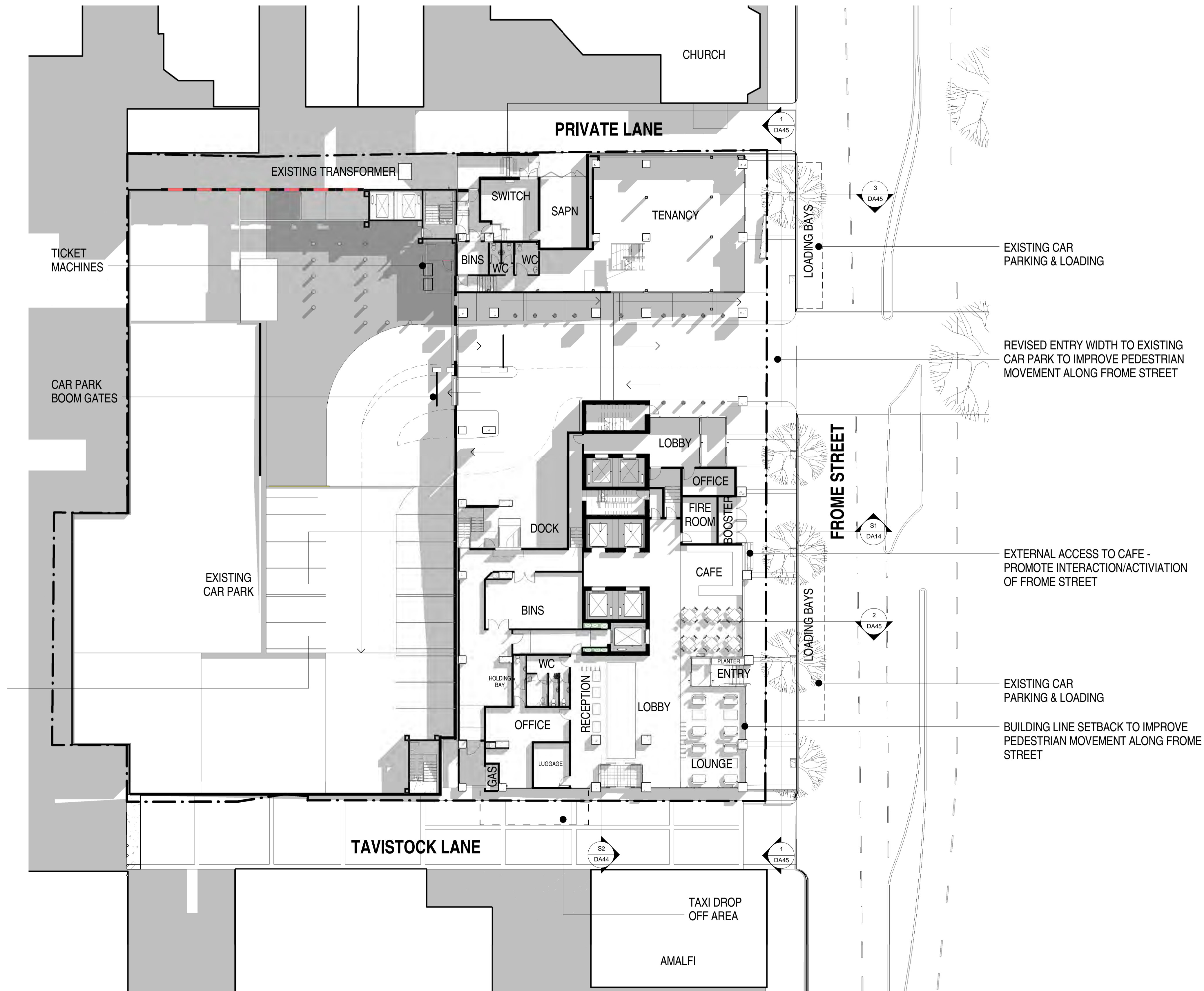
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DA ISSUE

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A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
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D	RESPONSE TO DAC REFERRAL	24/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	07/07/17



PROPOSED SITE PLAN - FROME

1 : 200

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FROME STREET - GROUND & SITE
PLAN

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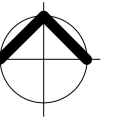
Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA23

Rev. F

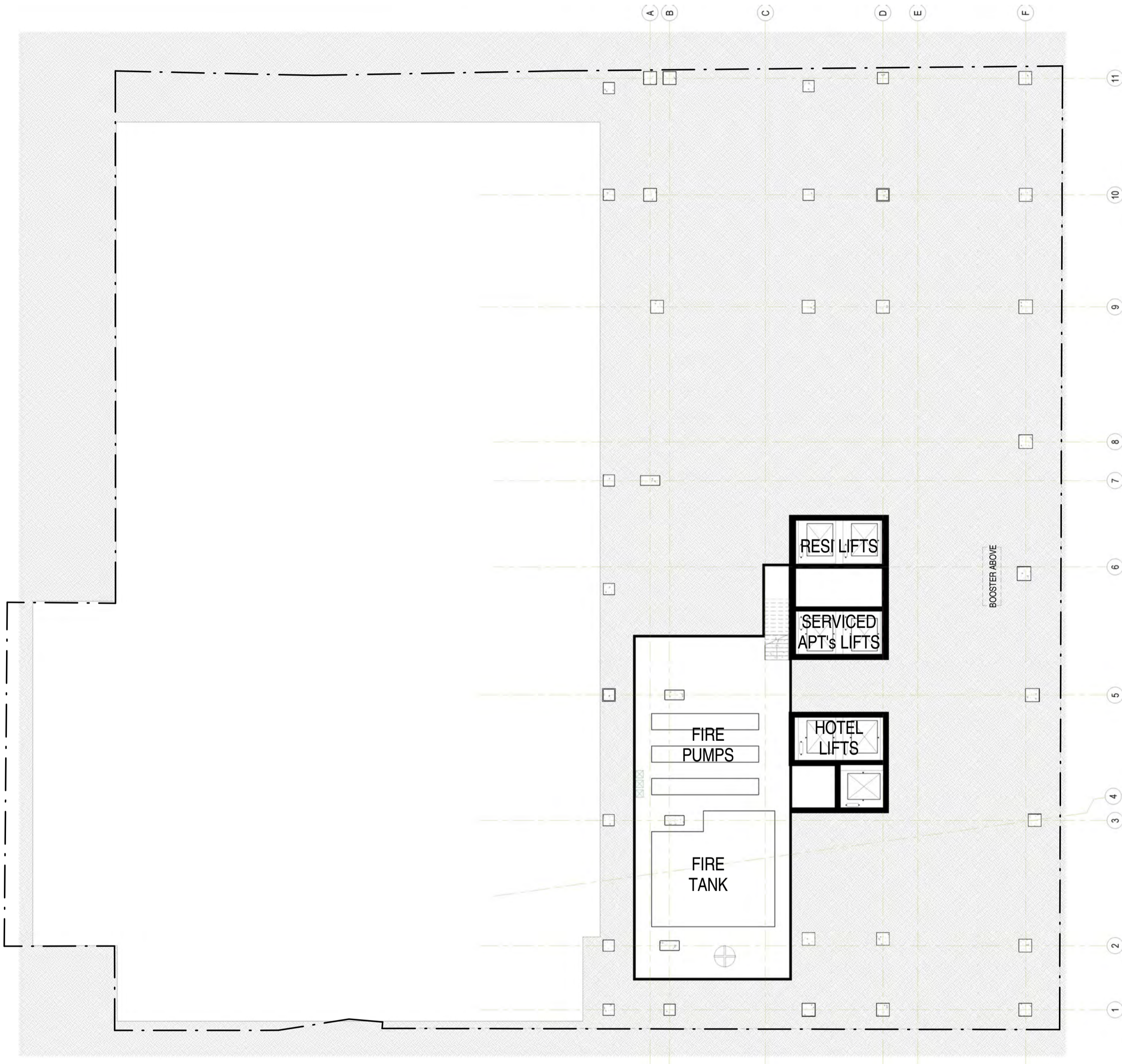
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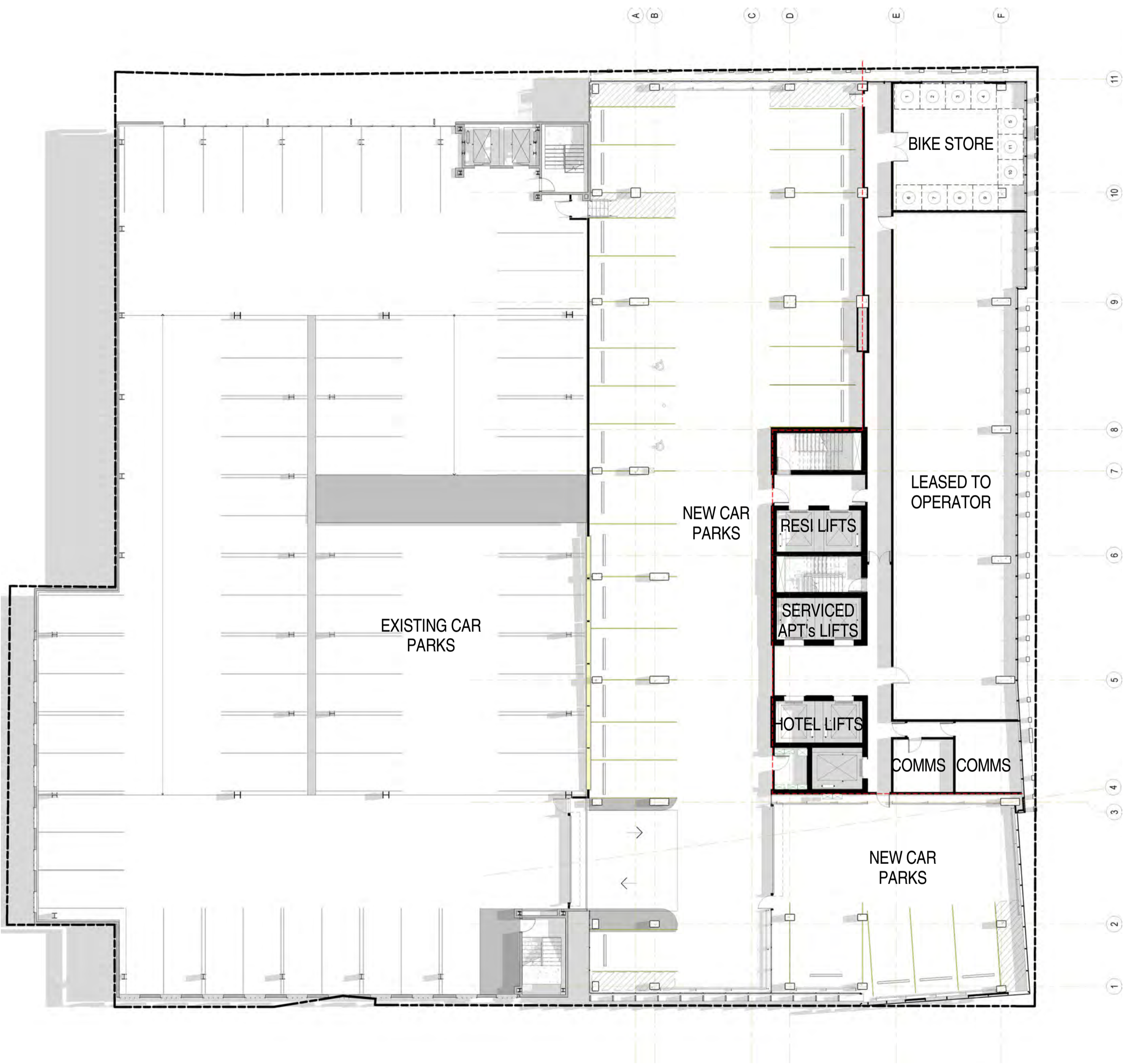
DA ISSUE

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A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	20/10/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	RESPONSE TO DAC QUERIES	09/12/16
F	AMENDMENT TO DA	31/03/17



BASEMENT FLOOR PLAN



LEVEL 1 FLOOR PLAN

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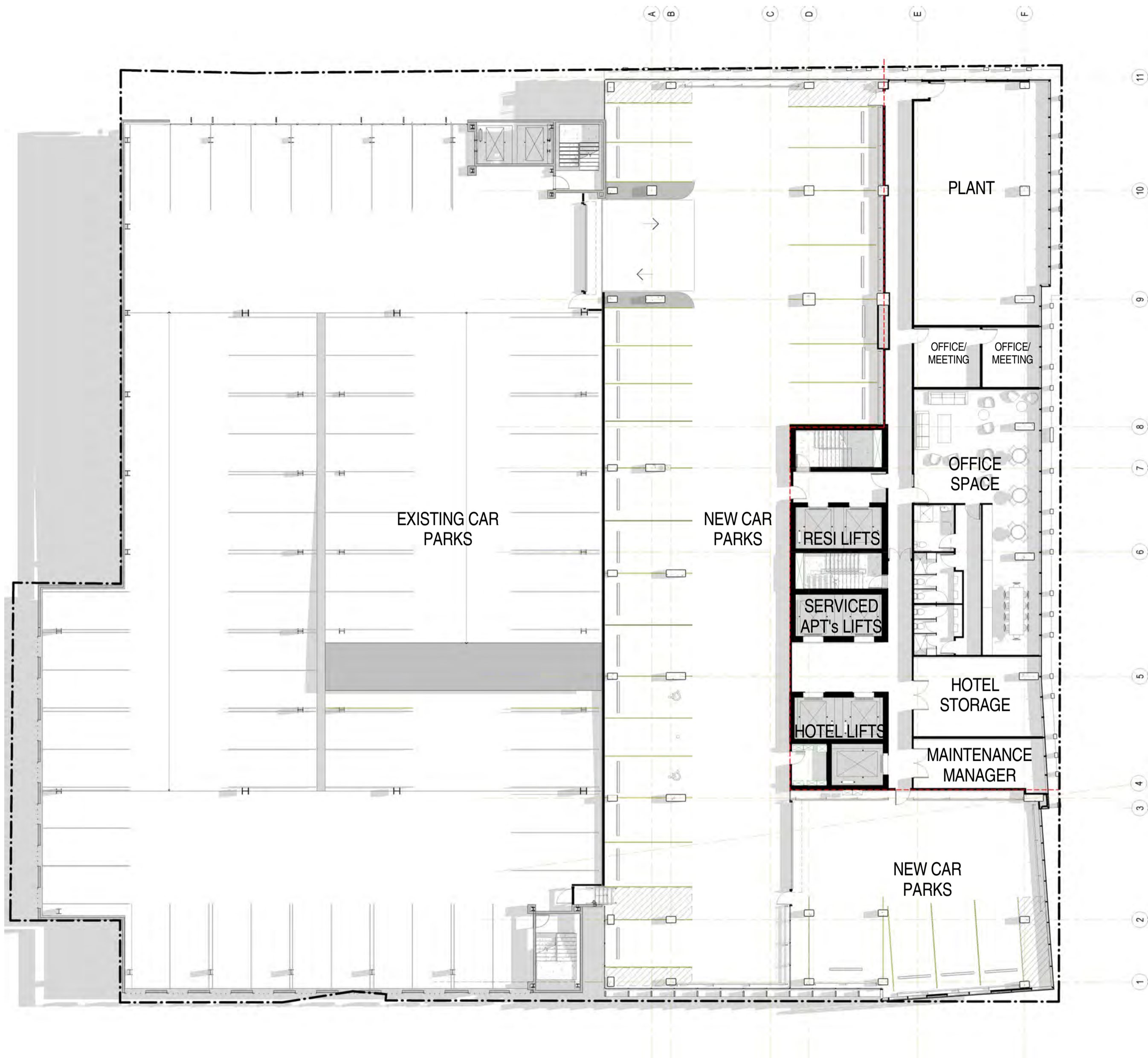
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SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
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Dwg No. 3002 DA24 Rev: F A1 SHEET

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D	RESPONSE TO DAC QUERIES	09/12/16
E	RESPONSE TO DAC QUERIES	14/12/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	07/07/17



LEVEL 2 FLOOR PLAN



LEVEL 3 FLOOR PLAN

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FROME STREET - PLANS

Scale 1 : 200

Drawn BB/AM

Date JULY 2016

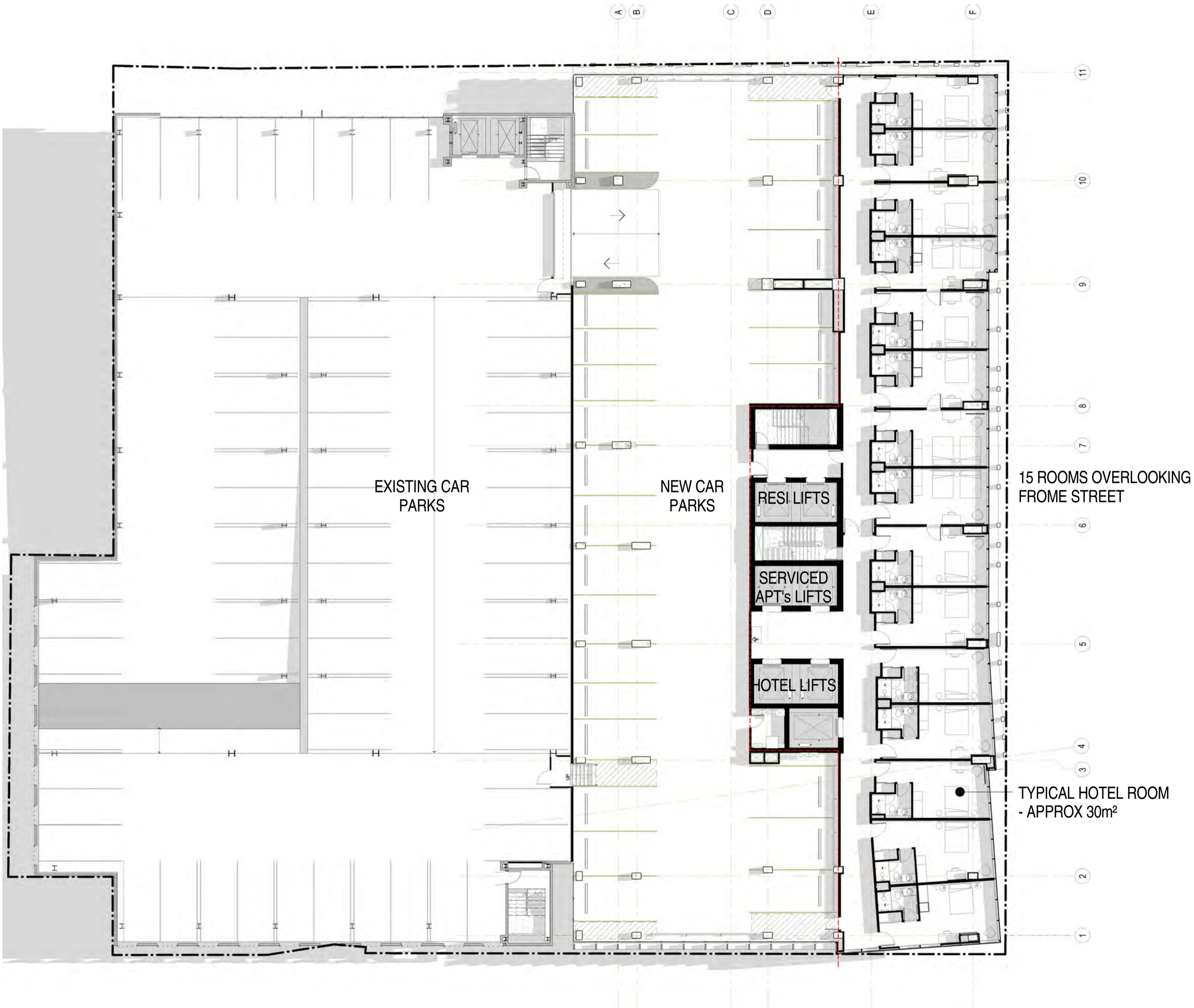
Job No. 2015056

Dwg No. 3002 DA25 Rev: G A1 SHEET

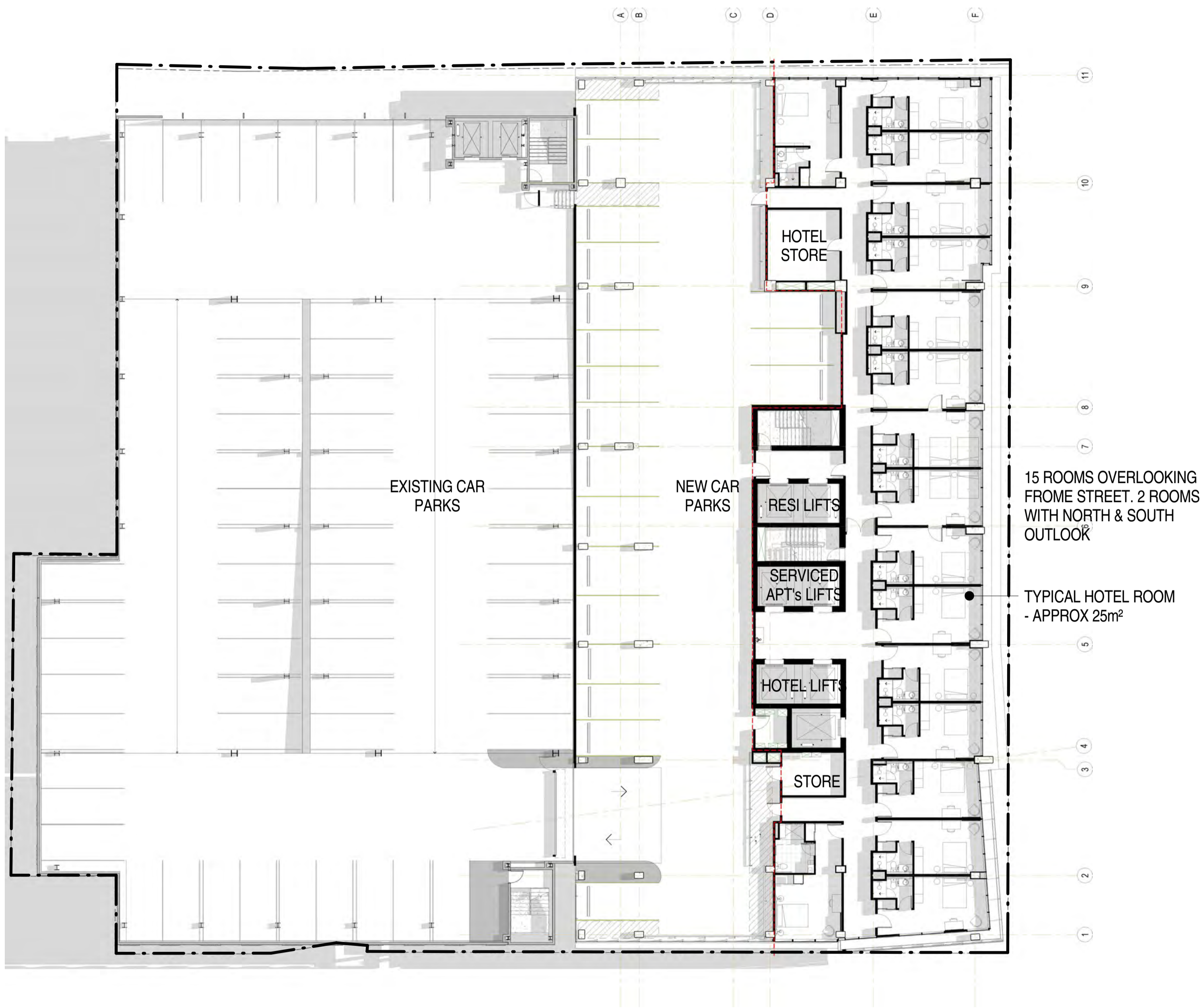
DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC QUERIES	09/12/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	11/07/17



LEVEL 4 FLOOR PLAN



LEVEL 5 FLOOR PLAN

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA26 Rev: F A1 SHEET

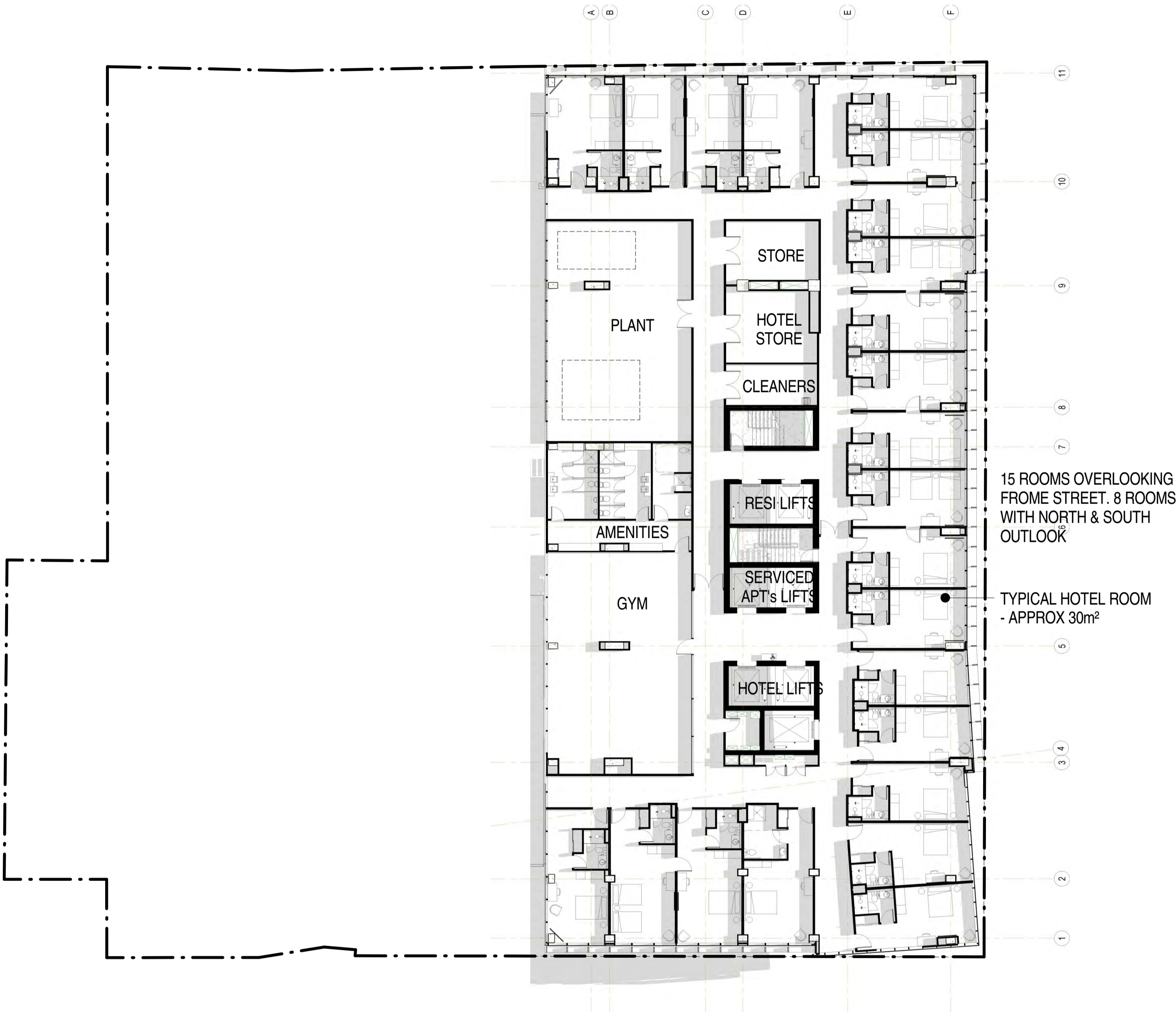
DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	07/07/17



LEVEL 6 FLOOR PLAN



LEVEL 7 FLOOR PLAN

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA27 Rev: E A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	14/10/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA - LVL 10	14/06/17
G	AMENDMENT TO DA	07/07/17



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM
- APPROX 30m²

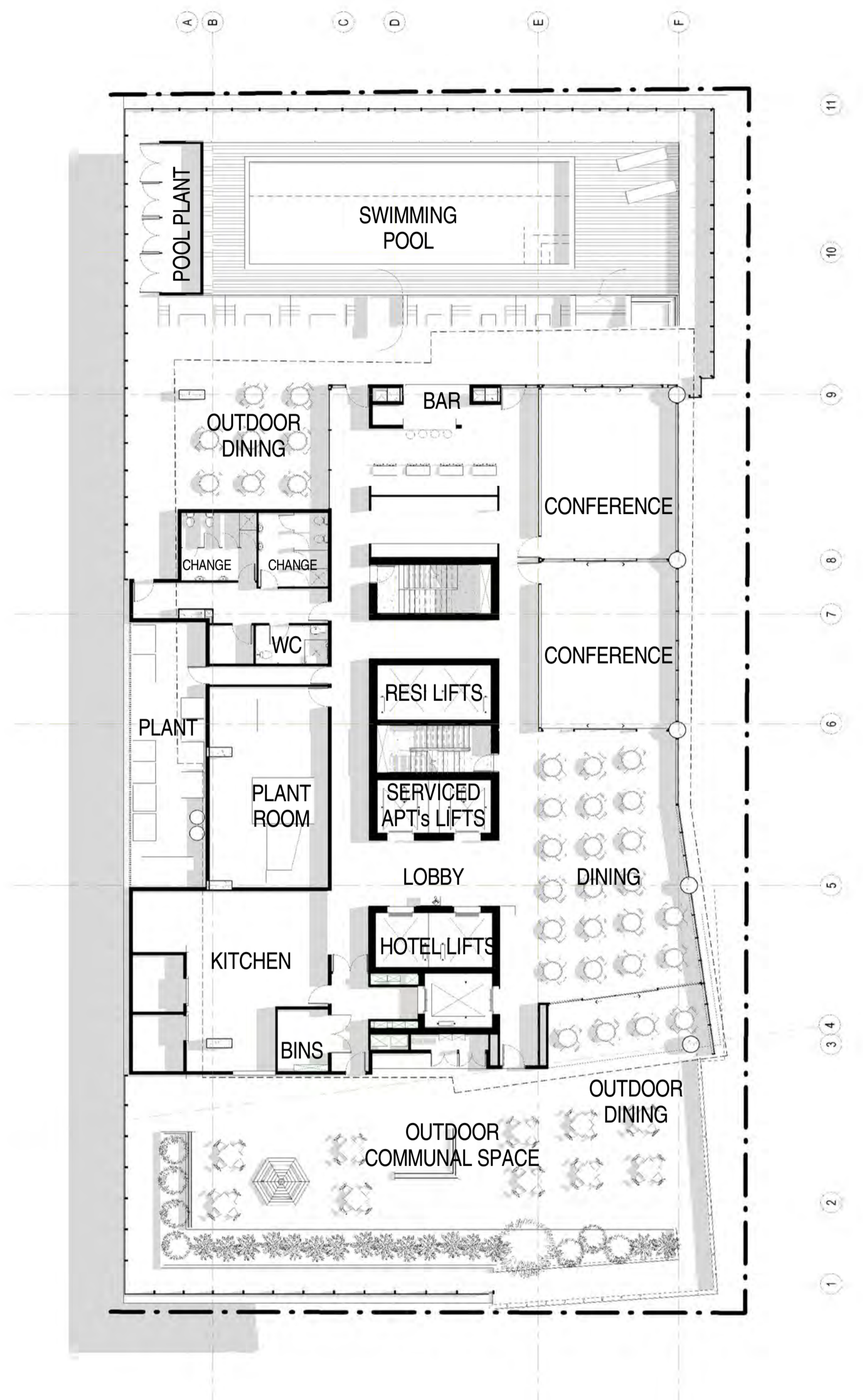
LEVEL 8 FLOOR PLAN



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM
- APPROX 30m²

LEVEL 9 FLOOR PLAN



LEVEL 10 FLOOR PLAN

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KYREN GROUP

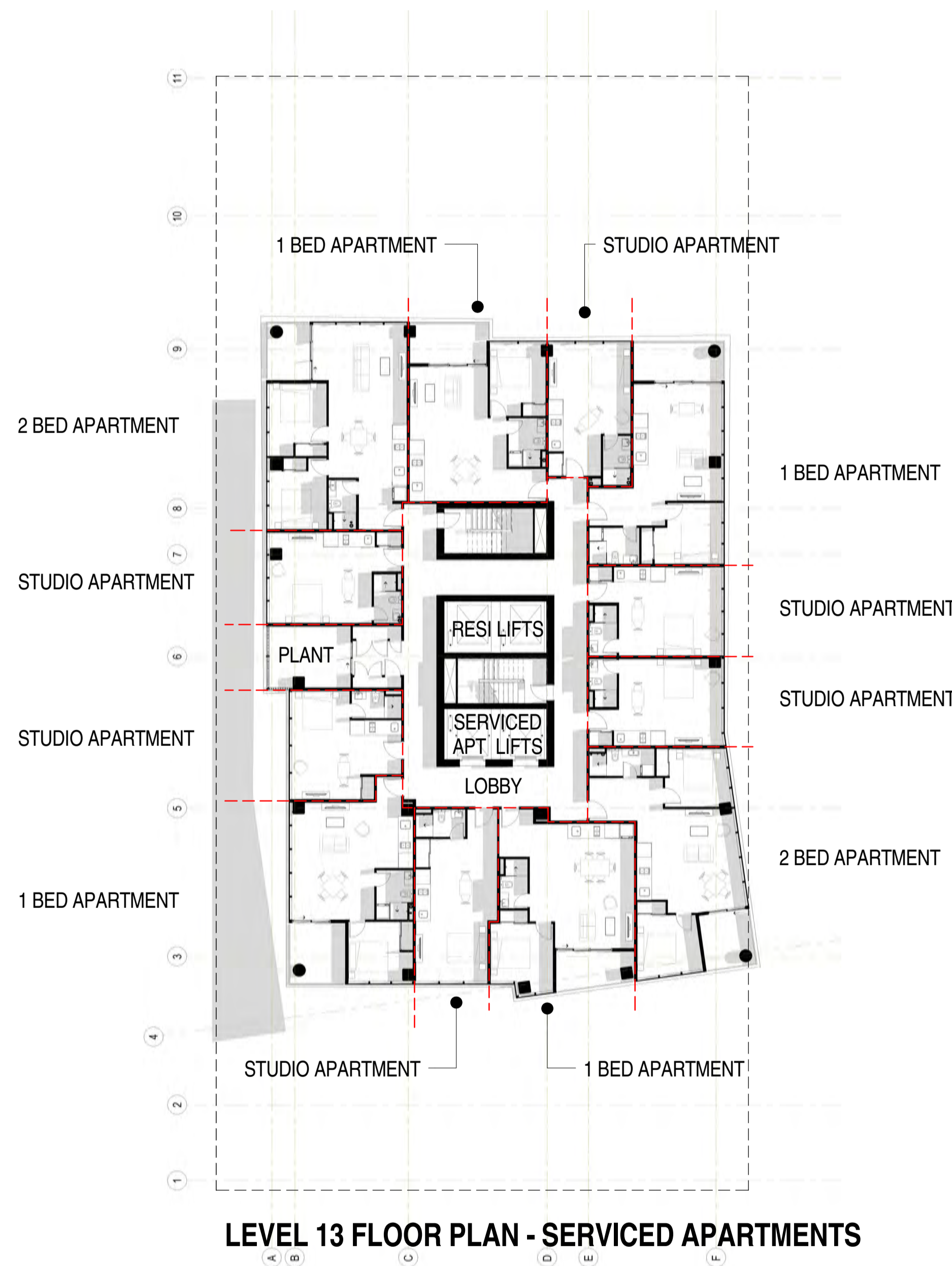
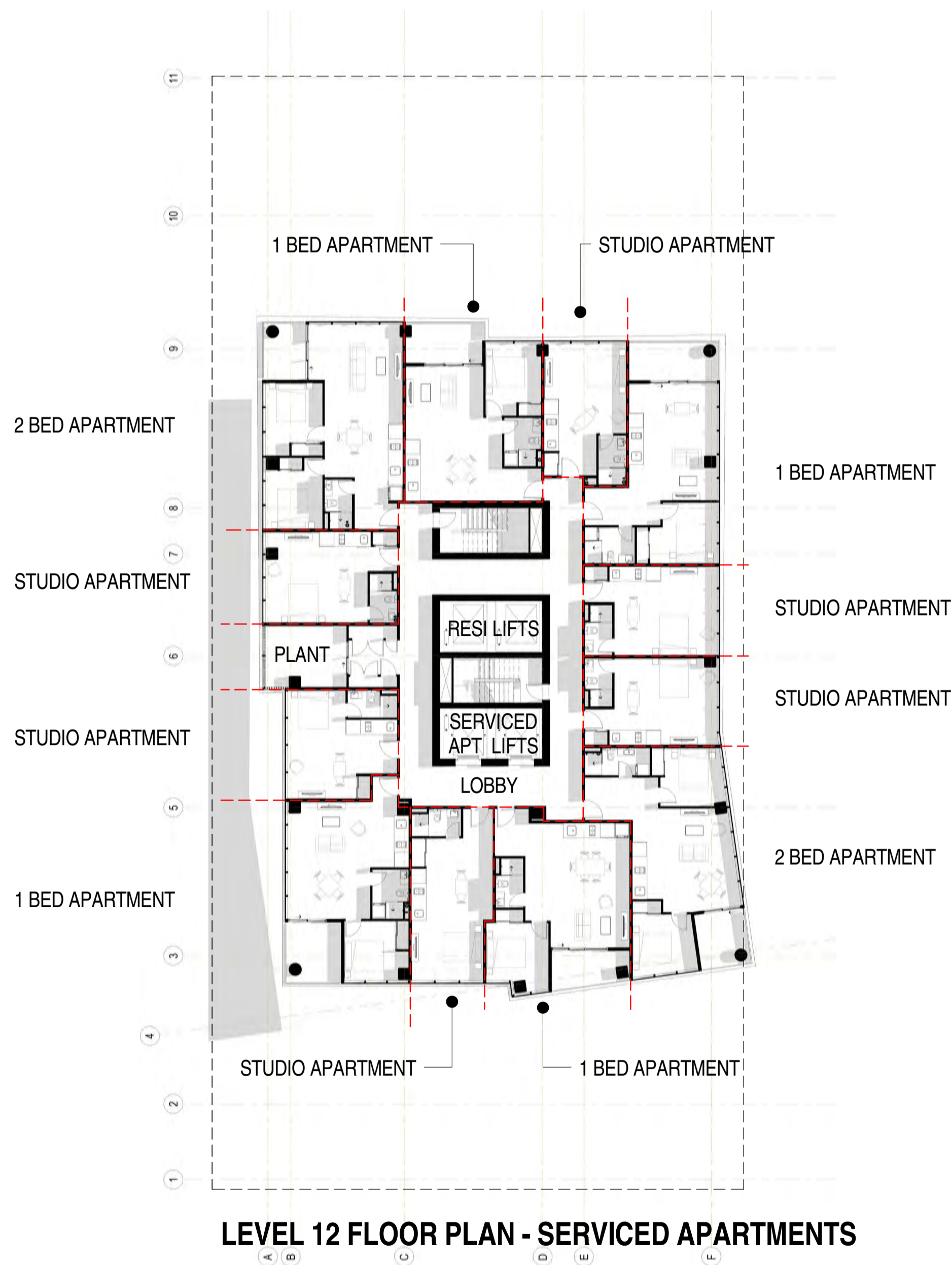
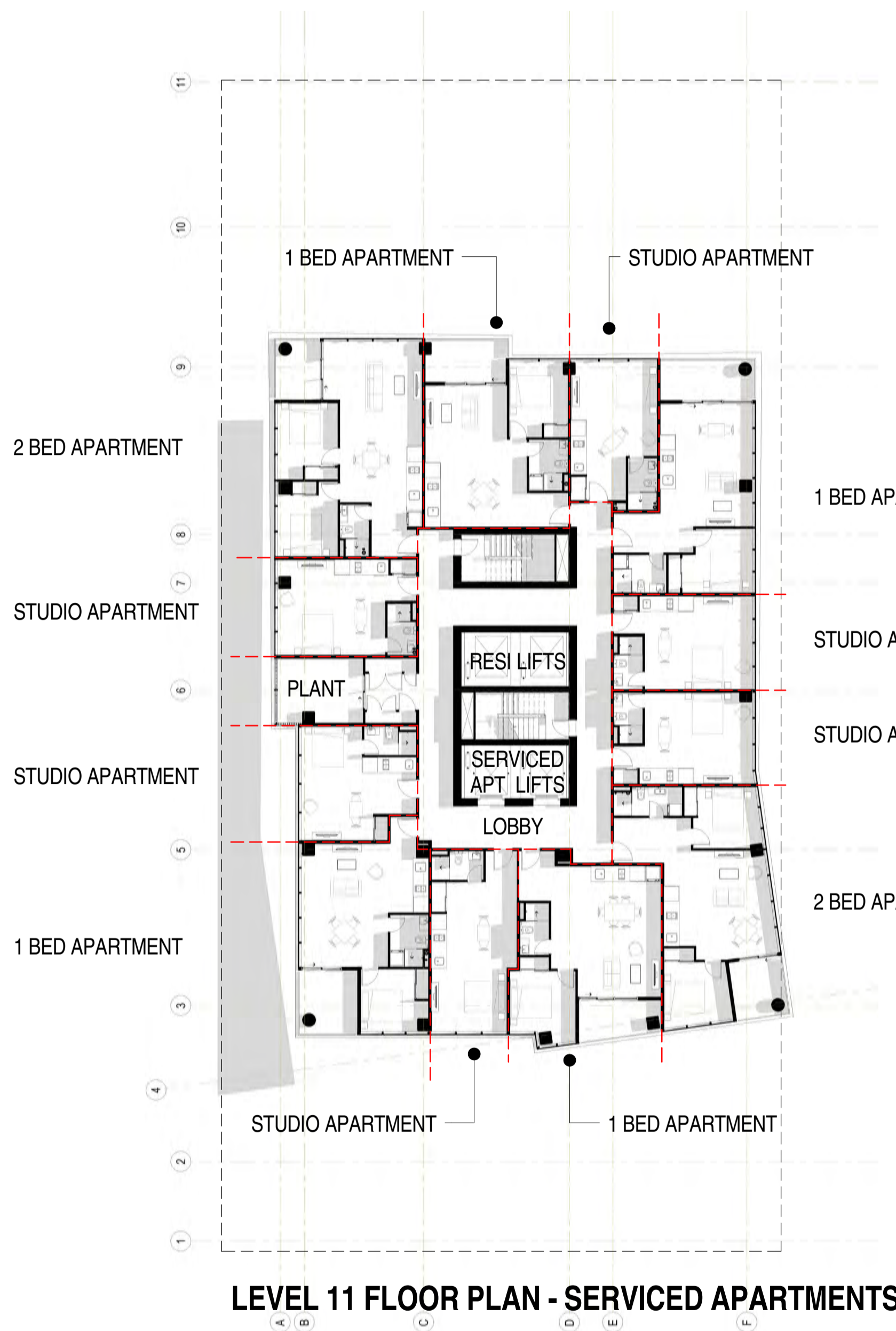
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA28 Rev: G A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO FURTHER INFORMATION REQUEST	18/08/16
D	AMENDMENT TO DA	31/03/17



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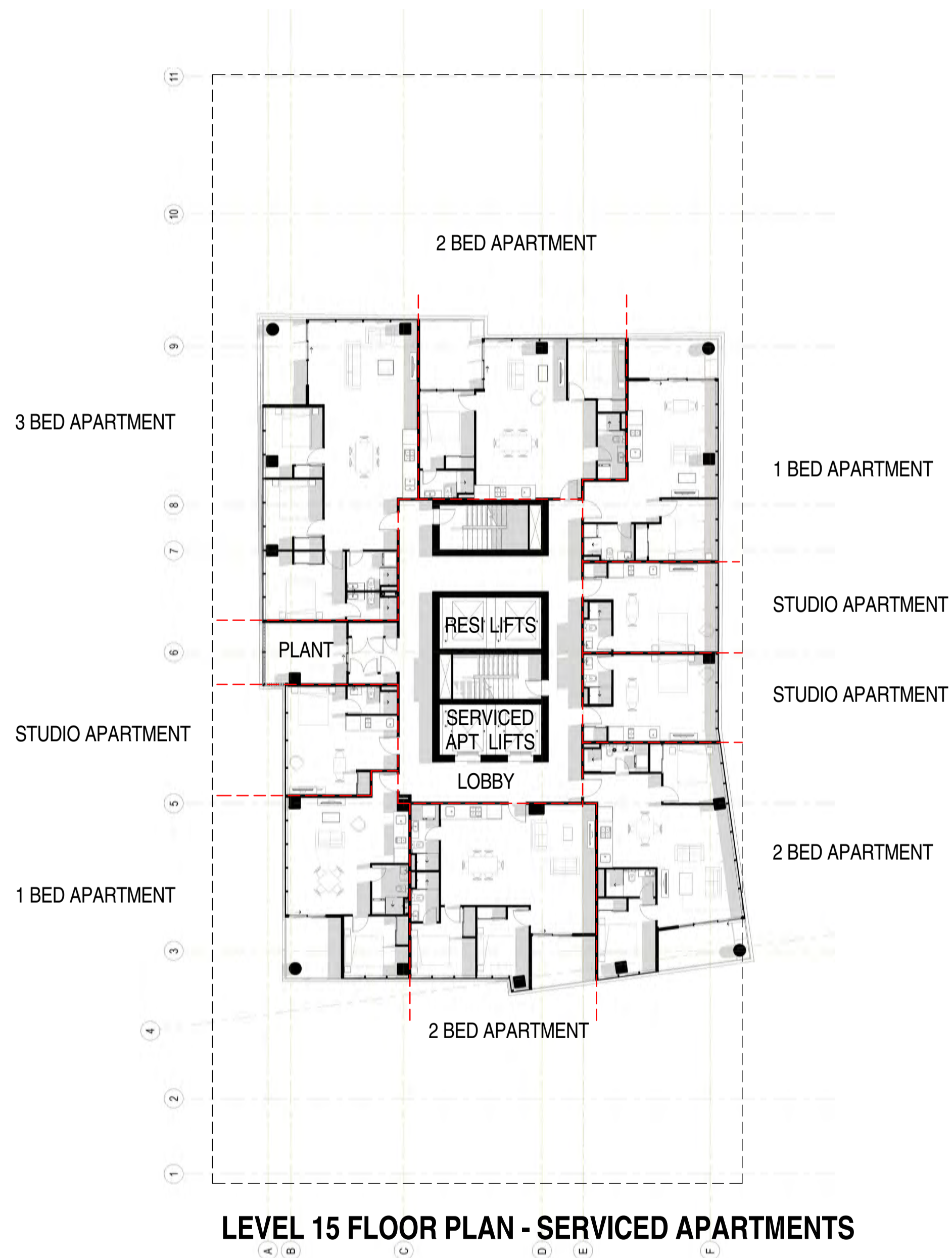
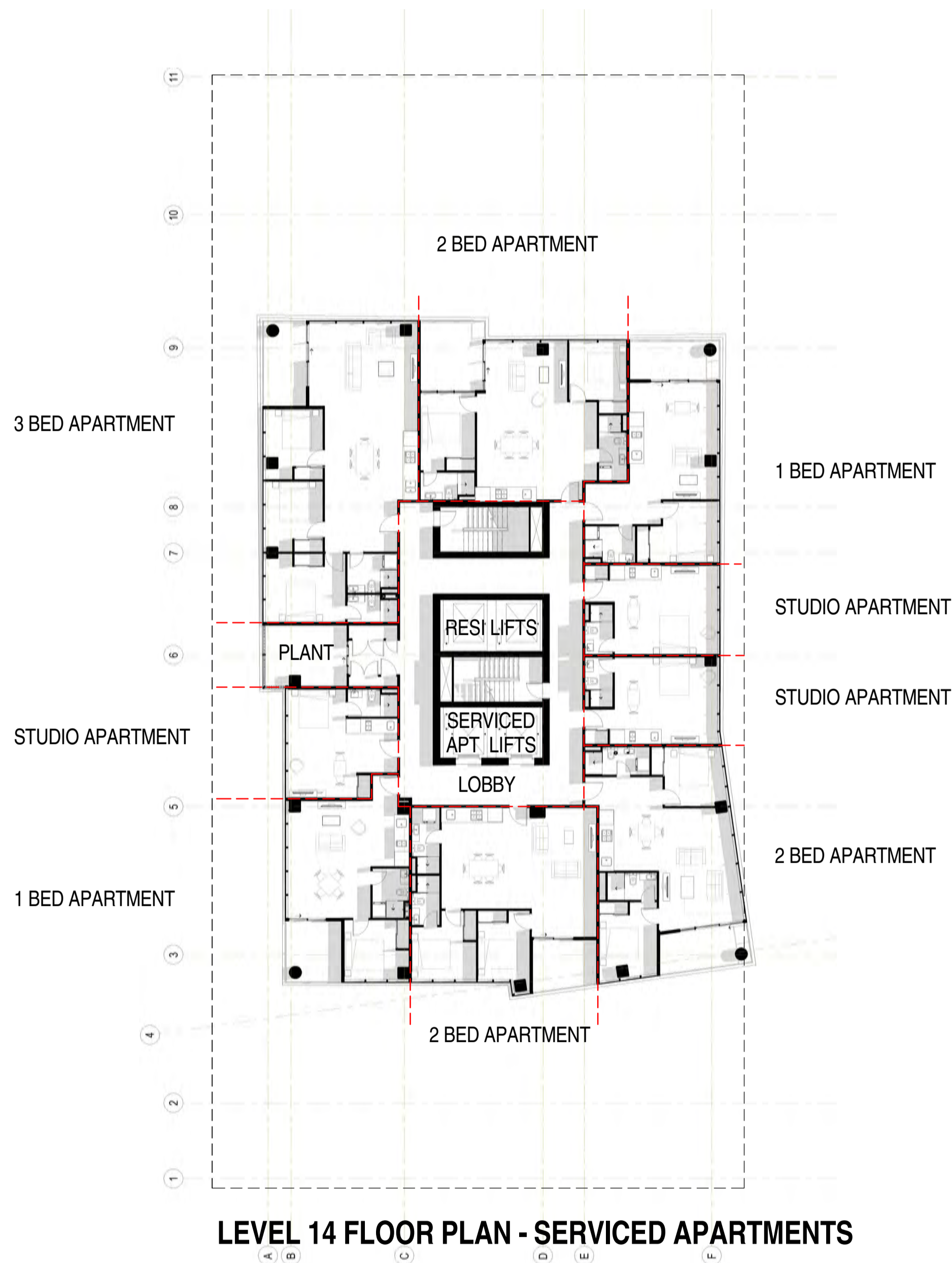
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date AUGUST 2016
Job No. 2015056
Dwg No. 3002 DA29 Rev. D A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17

**BROWN
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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200

Drawn BB/AM

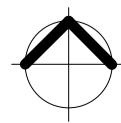
Date JULY 2016

Job No. 2015056

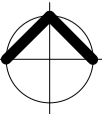
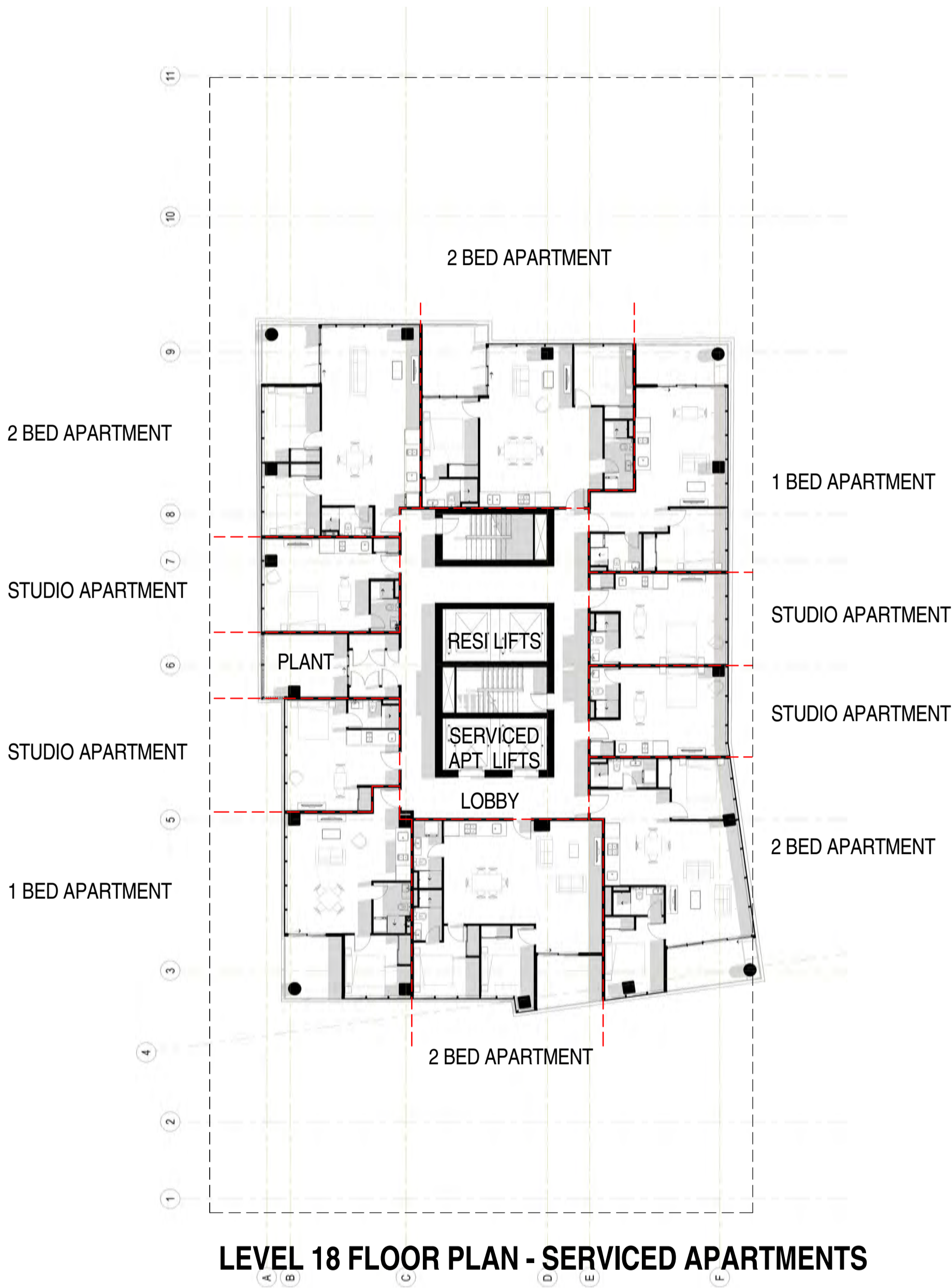
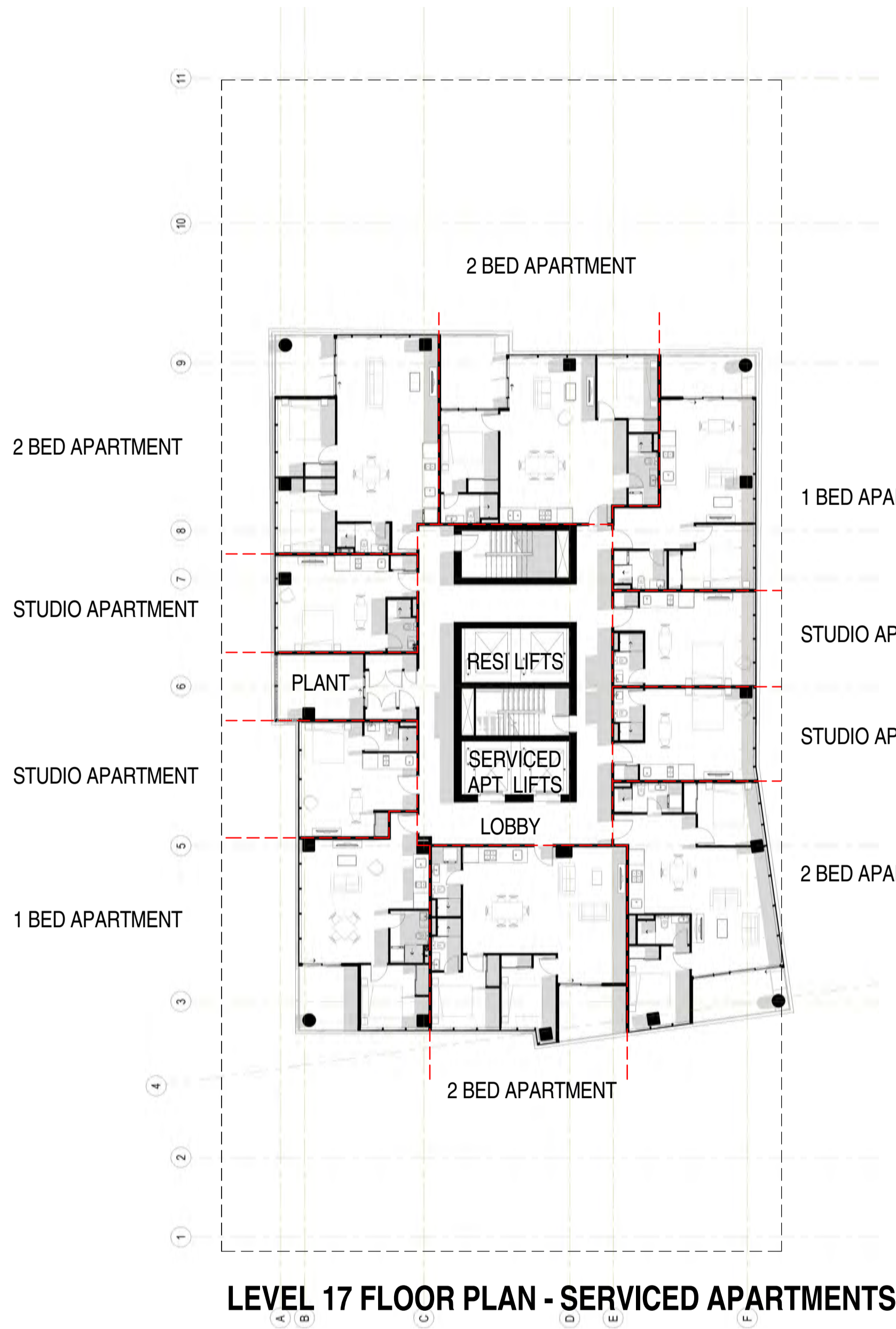
Dwg No. 3002 DA30

Rev. C

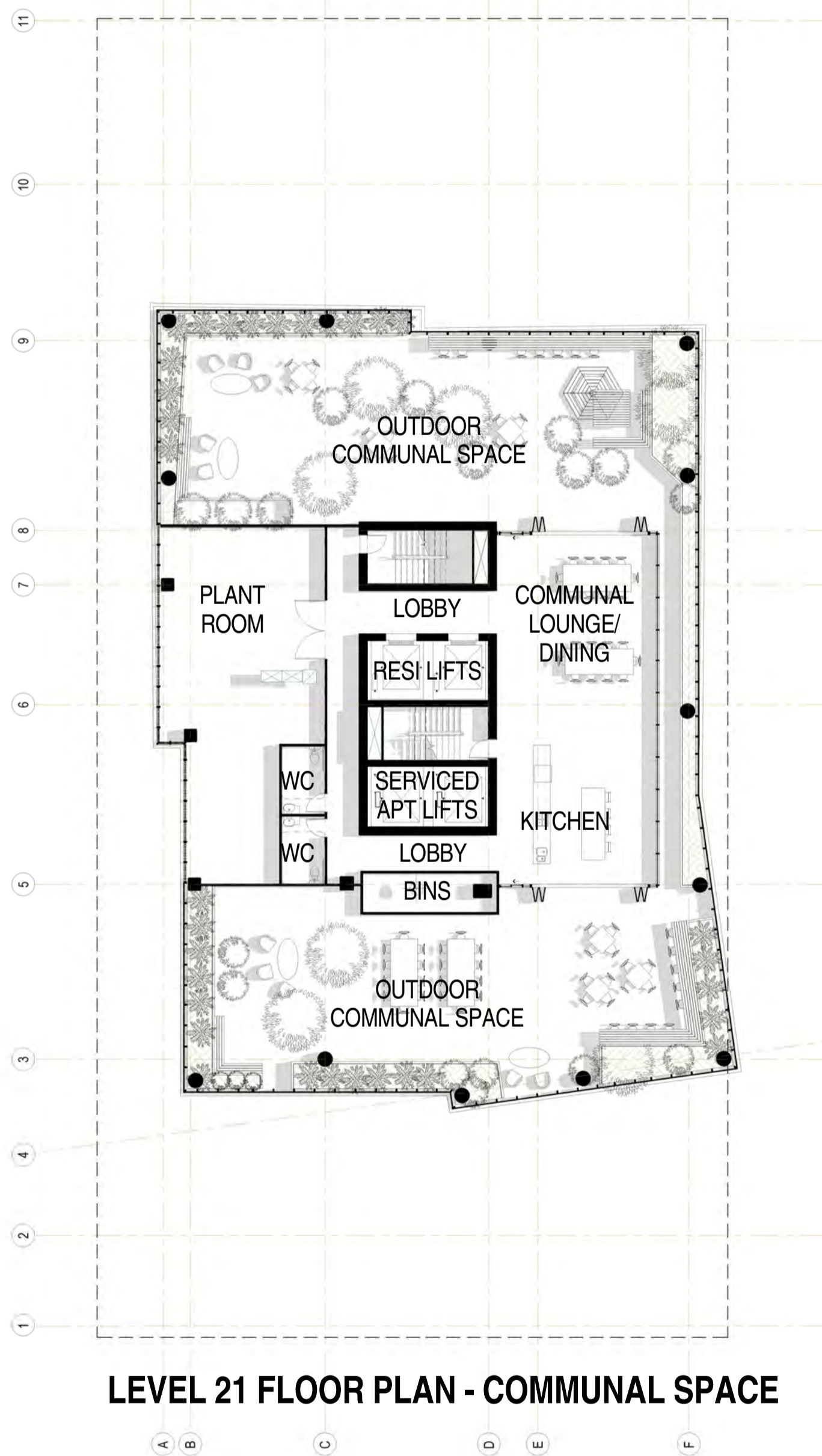
A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200

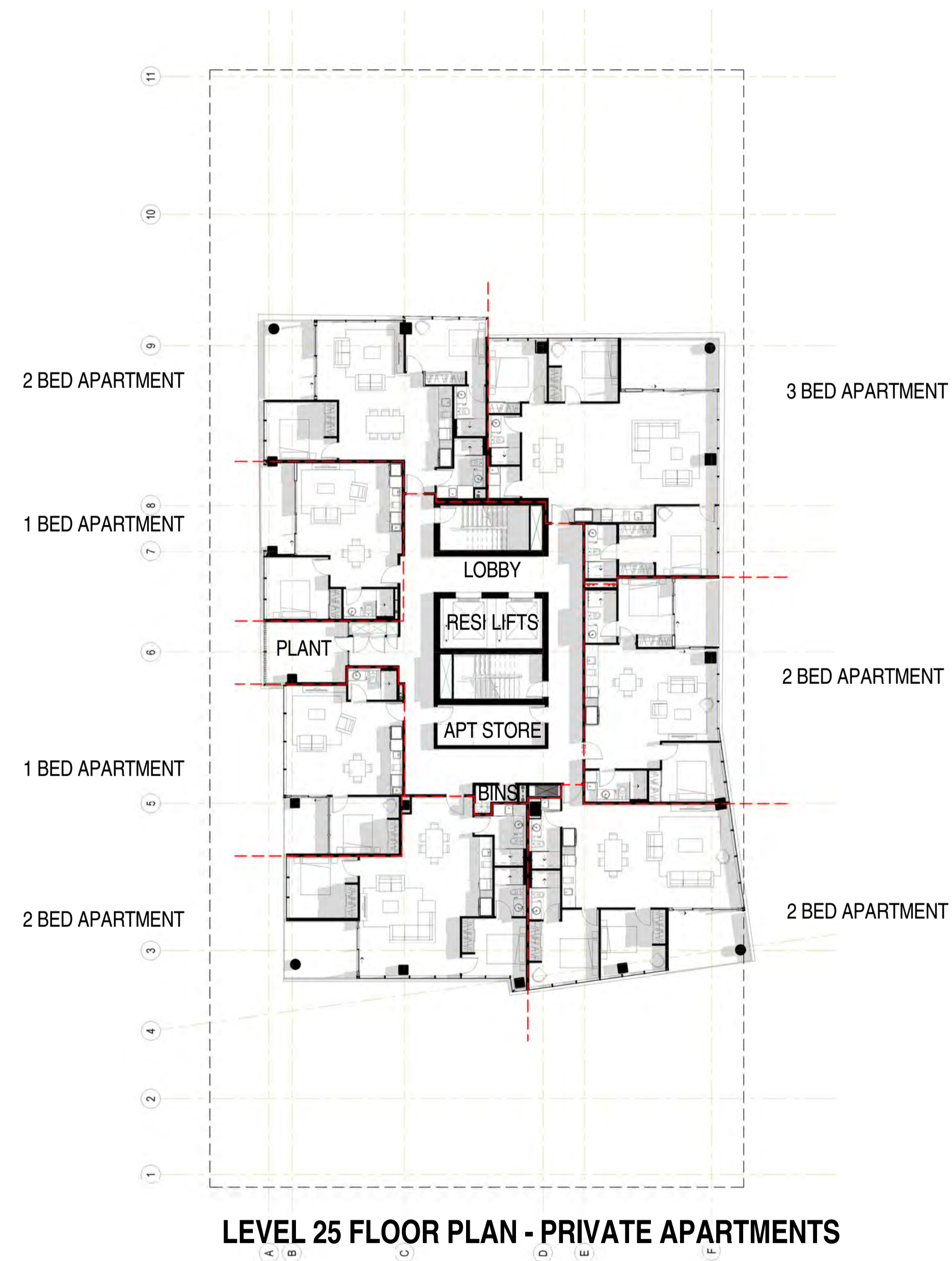
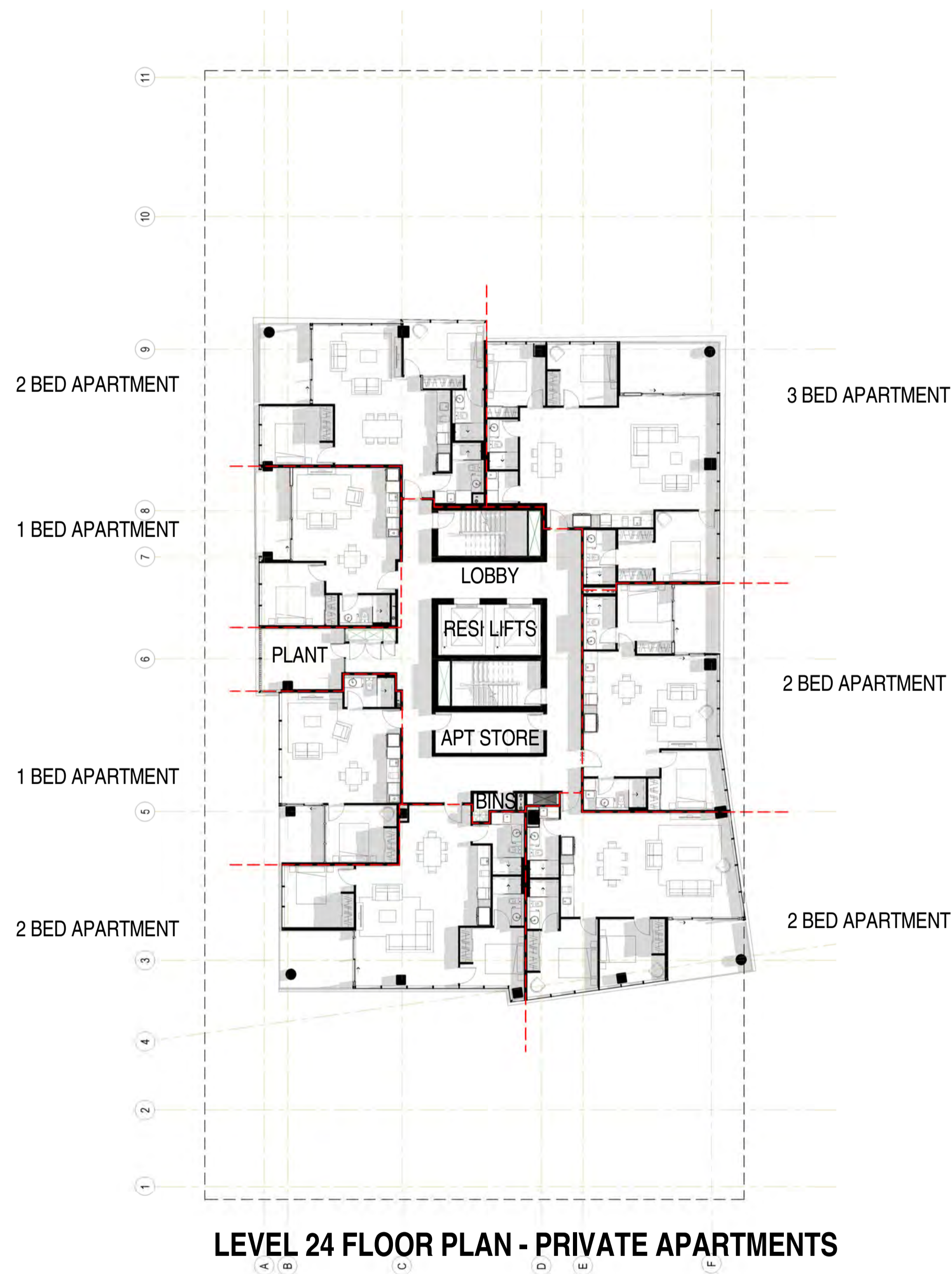
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Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA32 Rev: C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200

Drawn BB/AM

Date JULY 2016

Job No. 2015056

Dwg No. **3002 DA33** Rev: **C** A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200

Drawn BB/AM

Date JULY 2016

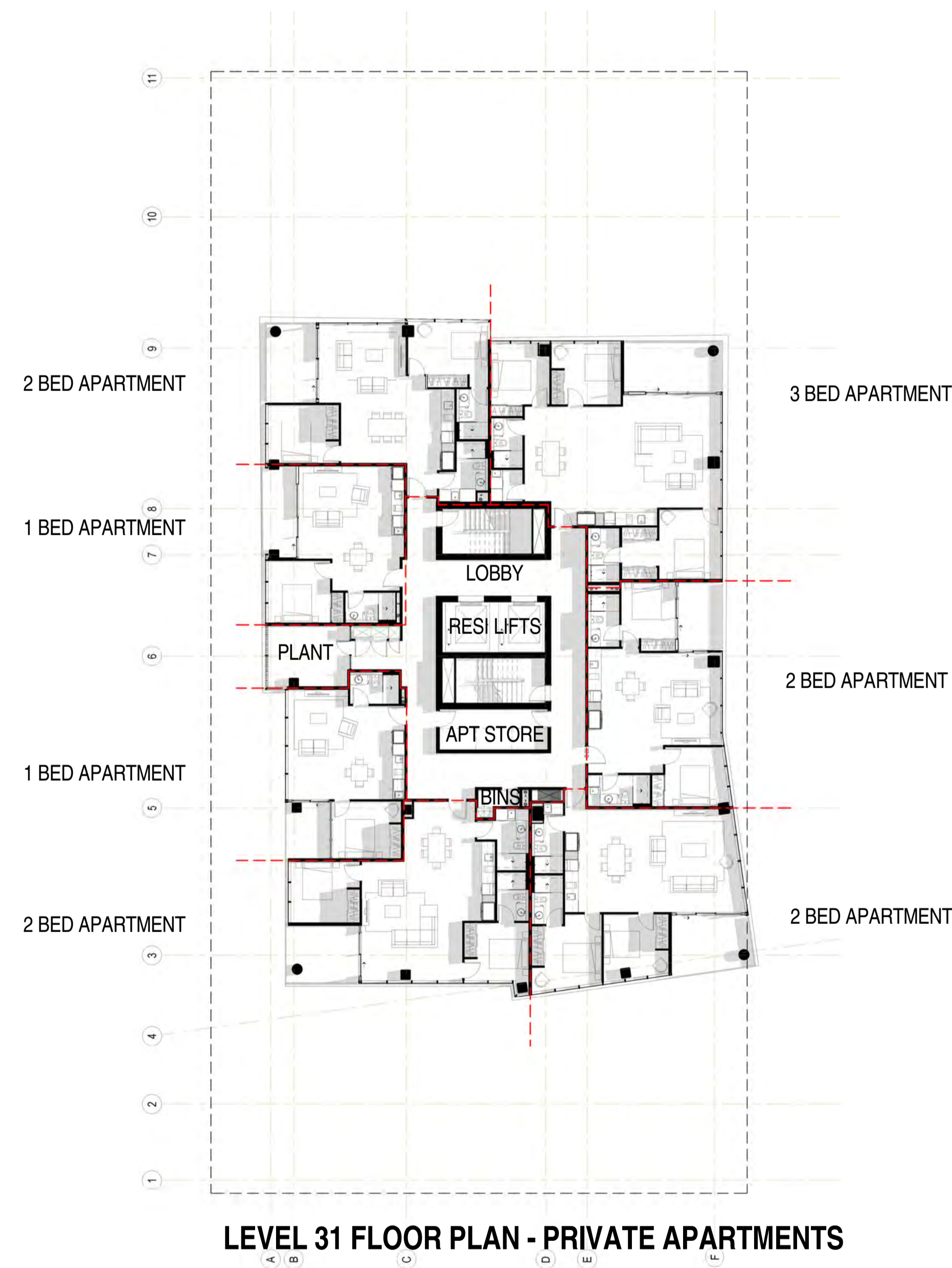
Job No. 2015056

Dwg No. 3002 DA34

Rev: C

A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200

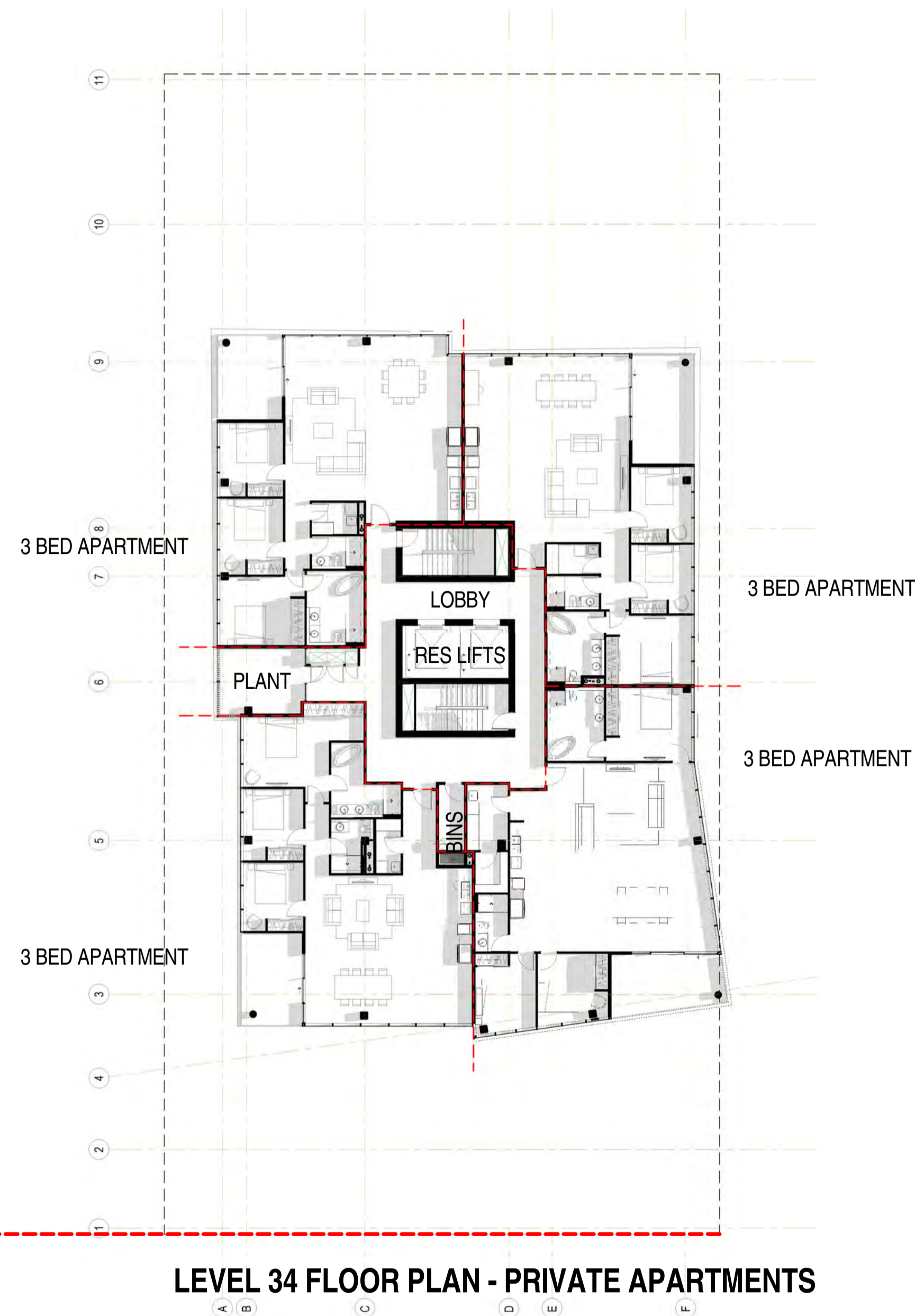
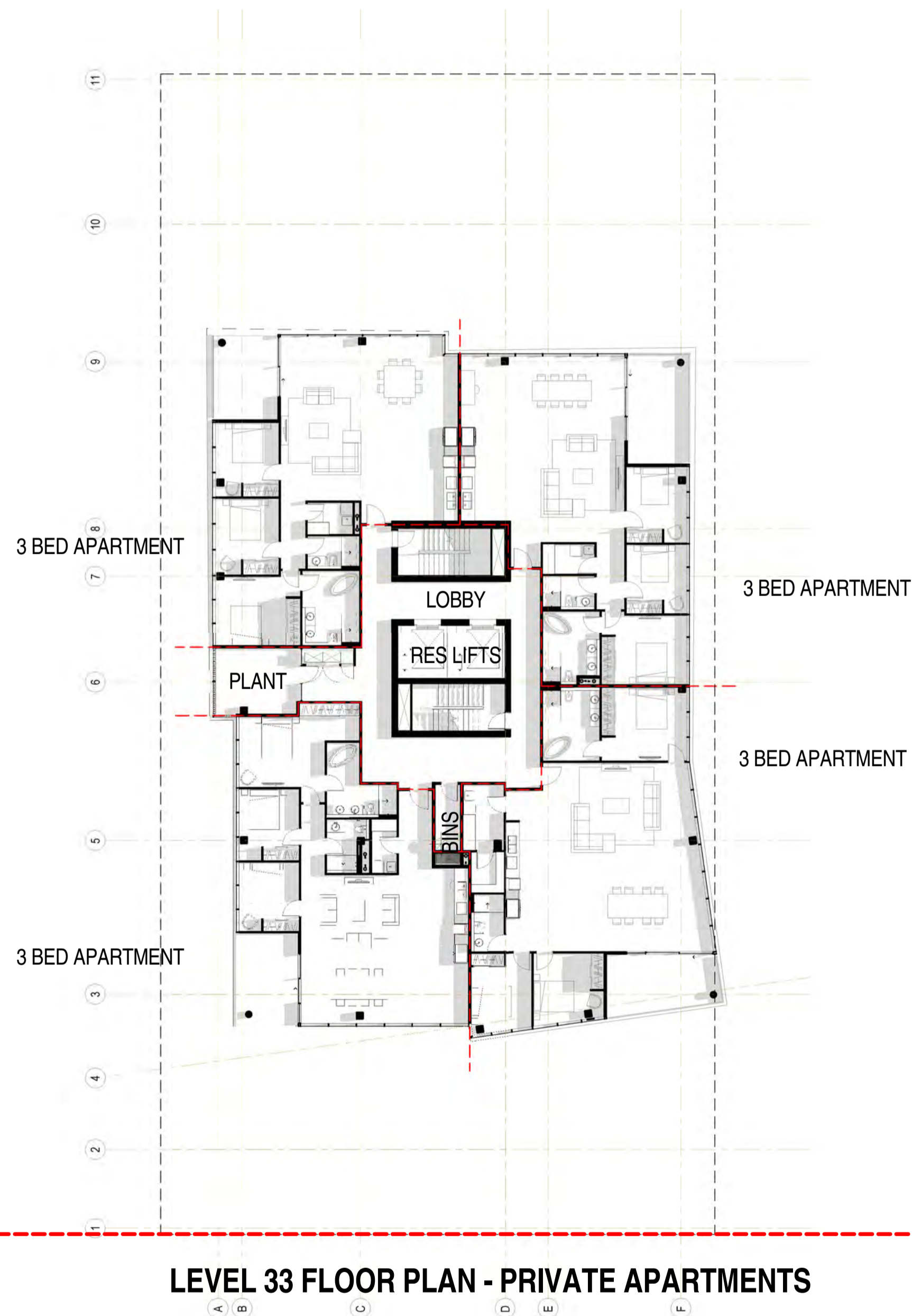
Drawn BB/AM

Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA35 Rev: C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



LEVEL 32 FLOOR PLAN - PRIVATE APARTMENTS

LEVEL 33 FLOOR PLAN - PRIVATE APARTMENTS

LEVEL 34 FLOOR PLAN - PRIVATE APARTMENTS

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

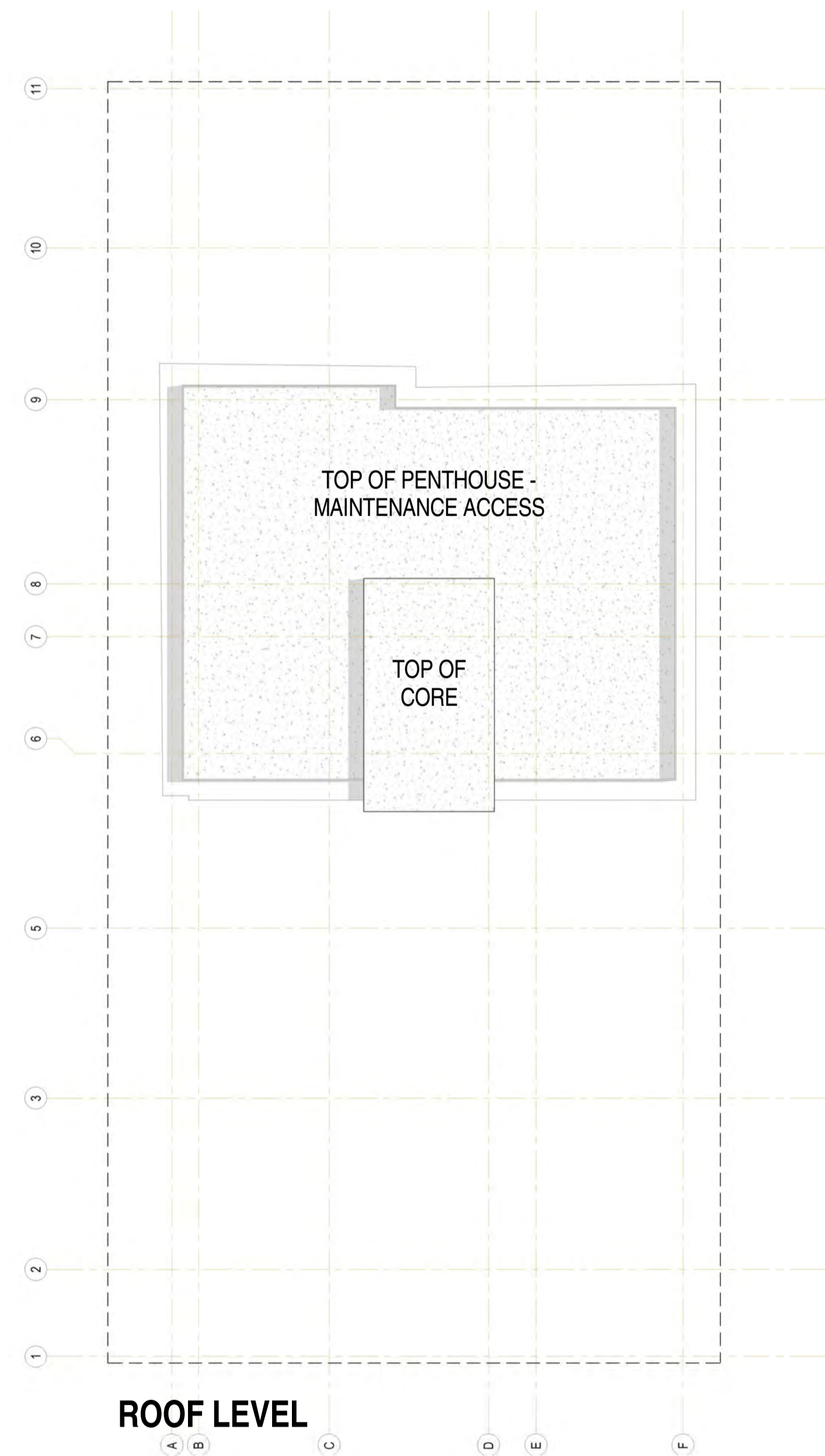
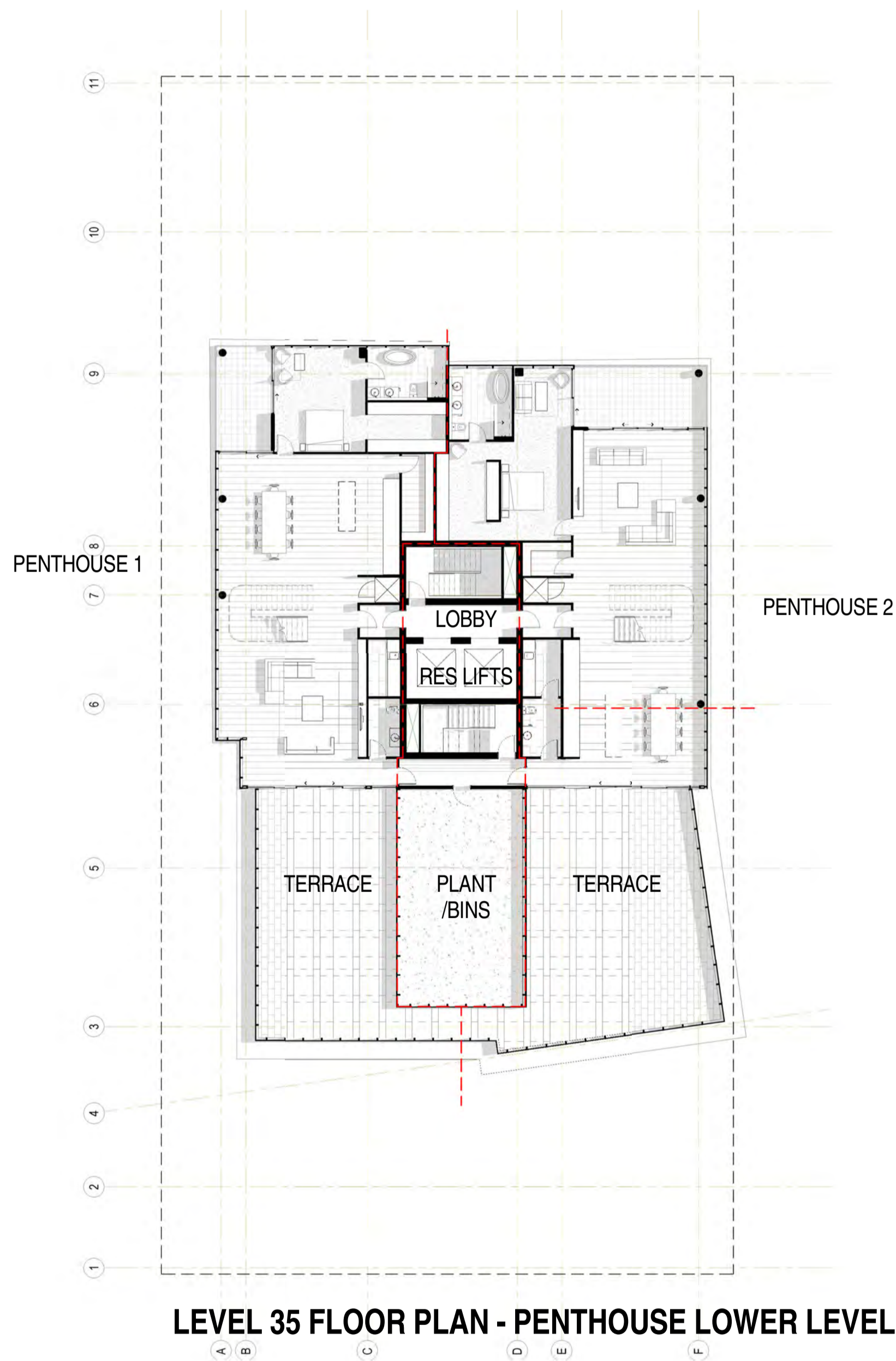
Scale 1 : 200

Drawn BB/AM

Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA36 Rev: C A1 SHEET



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME ST - PLANS

Scale 1 : 200

Drawn BB/AM

Date MARCH 2017

Job No. 2015056

Dwg No. 3002 DA36a Rev: A A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



LEVEL 11 to 13 FLOOR PLAN - TYPICAL SERVICED APARTMENT



LEVEL 14 & 15 FLOOR PLAN - TYPICAL SERVICED APARTMENT

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KYREN GROUP

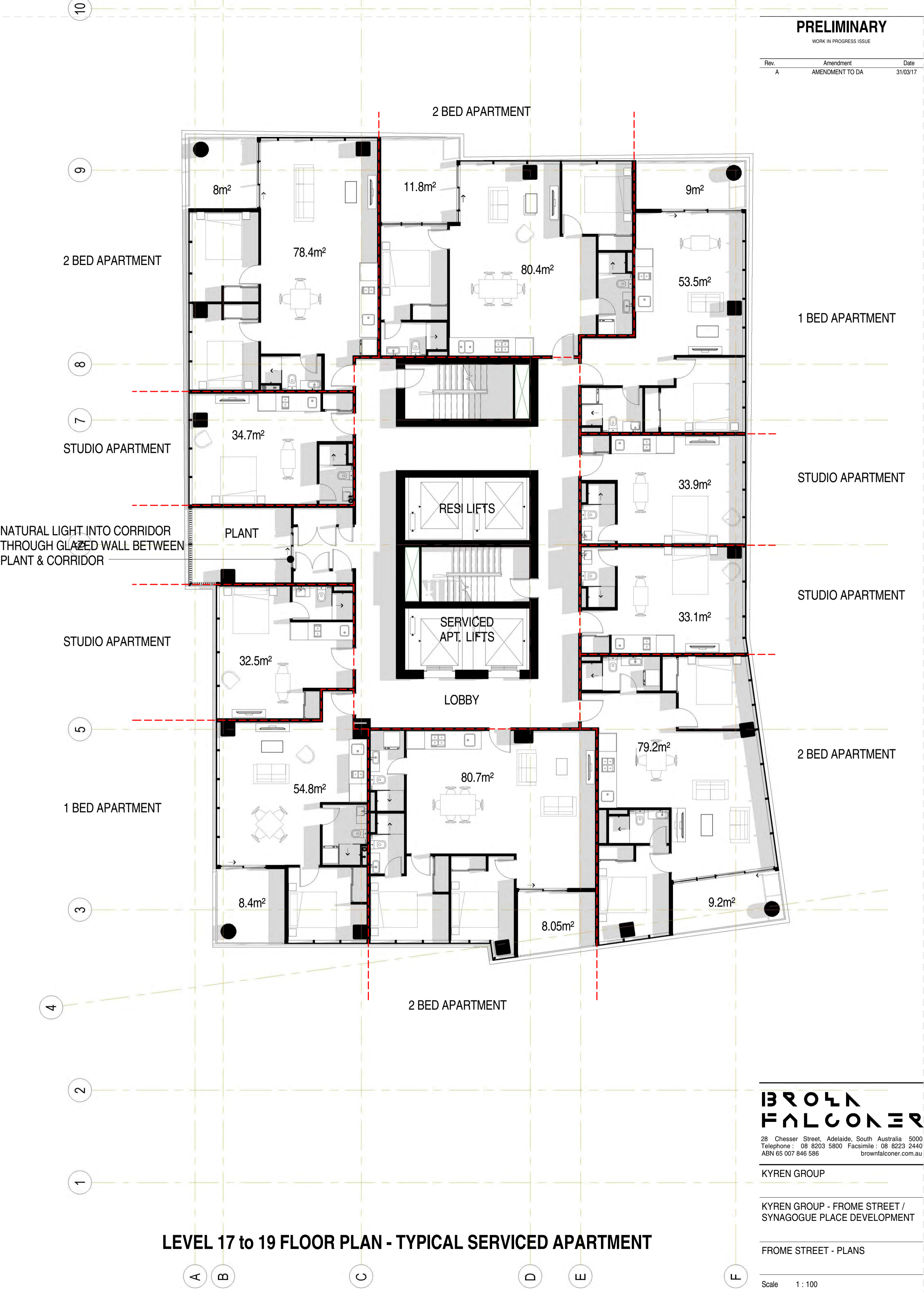
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 100
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA37 Rev: C A1 SHEET



LEVEL 16 & 20 FLOOR PLAN - TYPICAL SERVICED APARTMENT



LEVEL 17 to 19 FLOOR PLAN - TYPICAL SERVICED APARTMENT

PRELIMINARY
WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
A	AMENDMENT TO DA	31/03/17

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

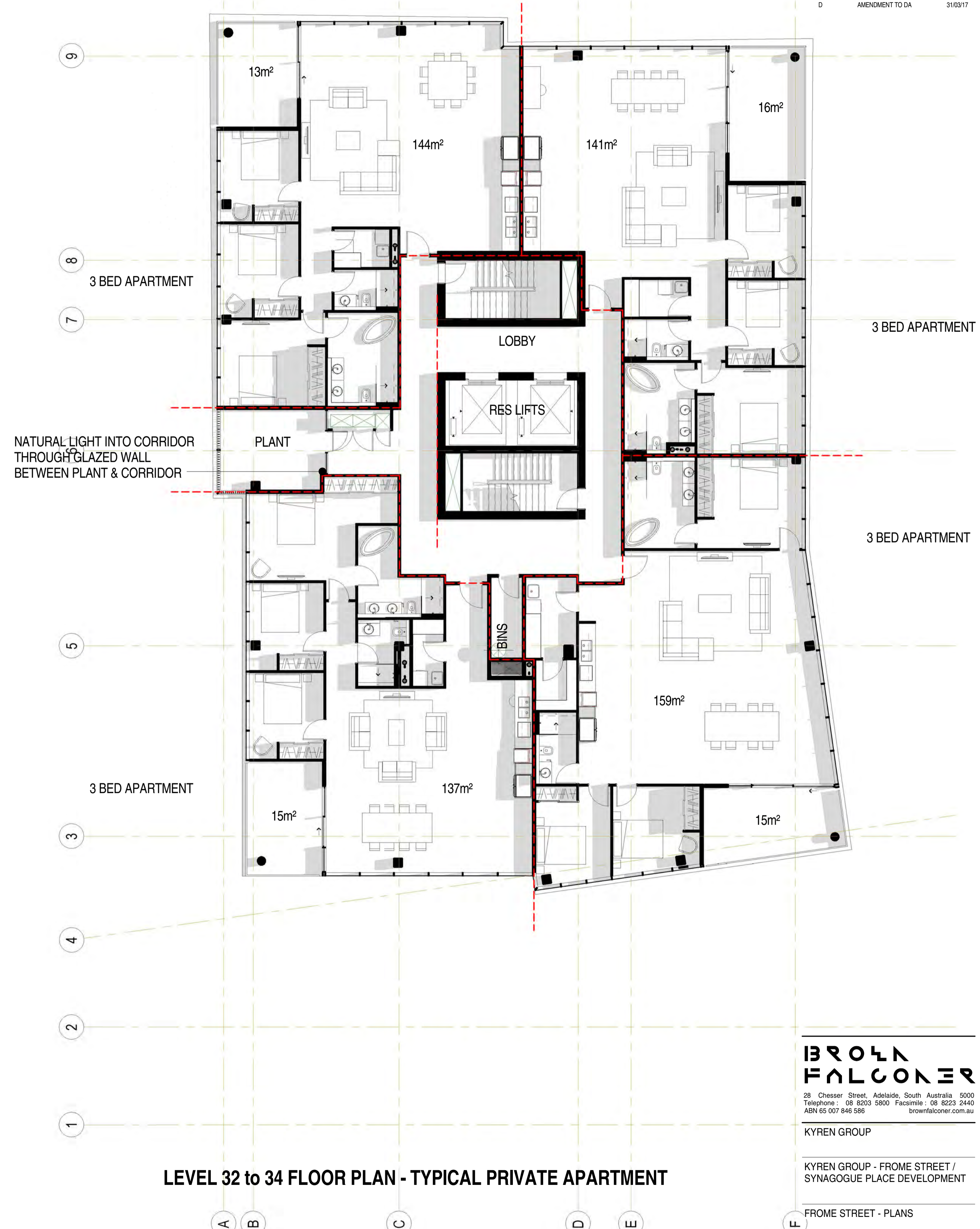
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Scale	1 : 100
Drawn	Author
Date	03/16/17
Job No.	2015056
Dwg No.	3002 DA37a
Rev.	A
A1 SHEET	

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

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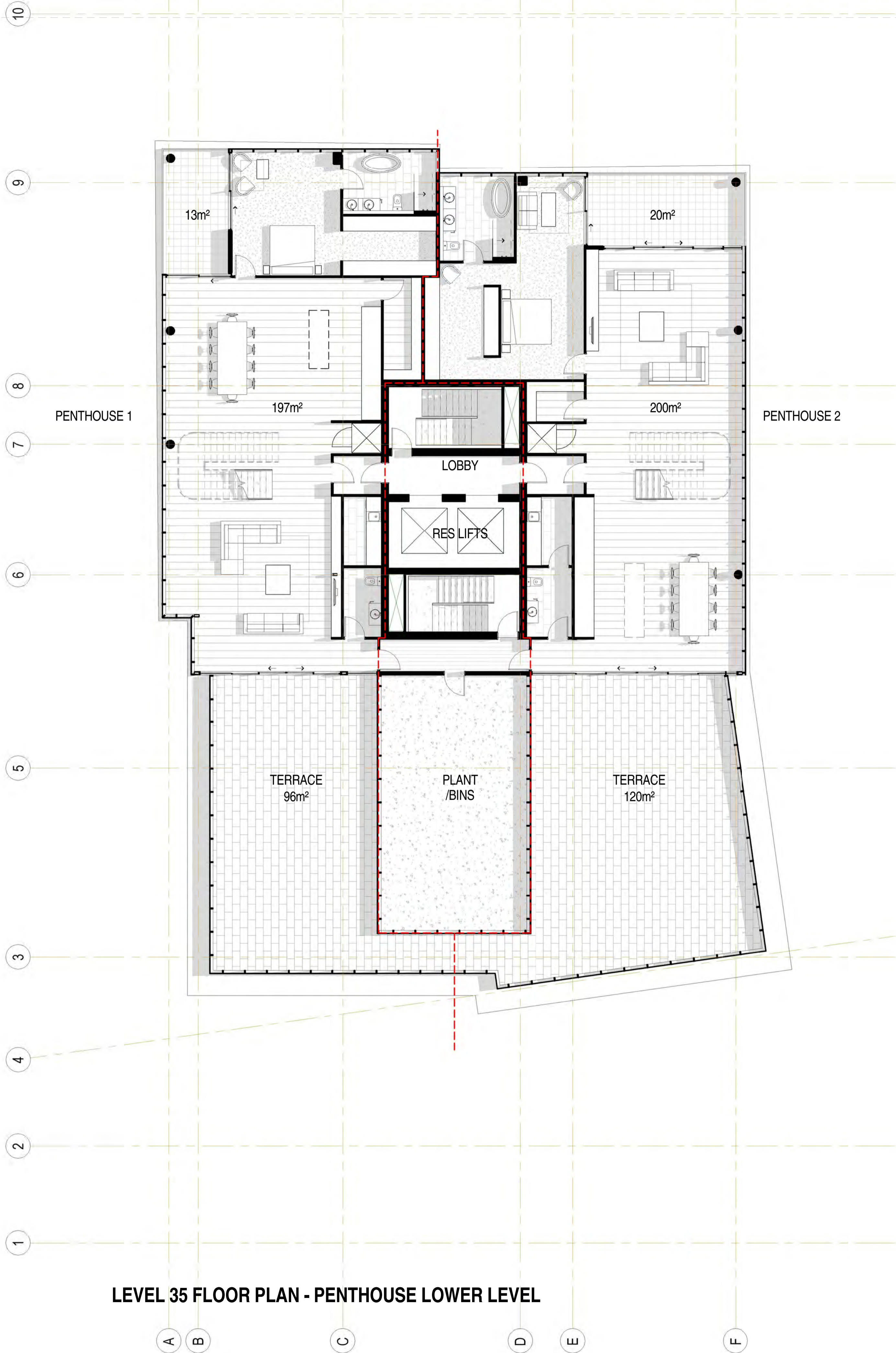
28 Chesser Street, Adelaide, South Australia 5000
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ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

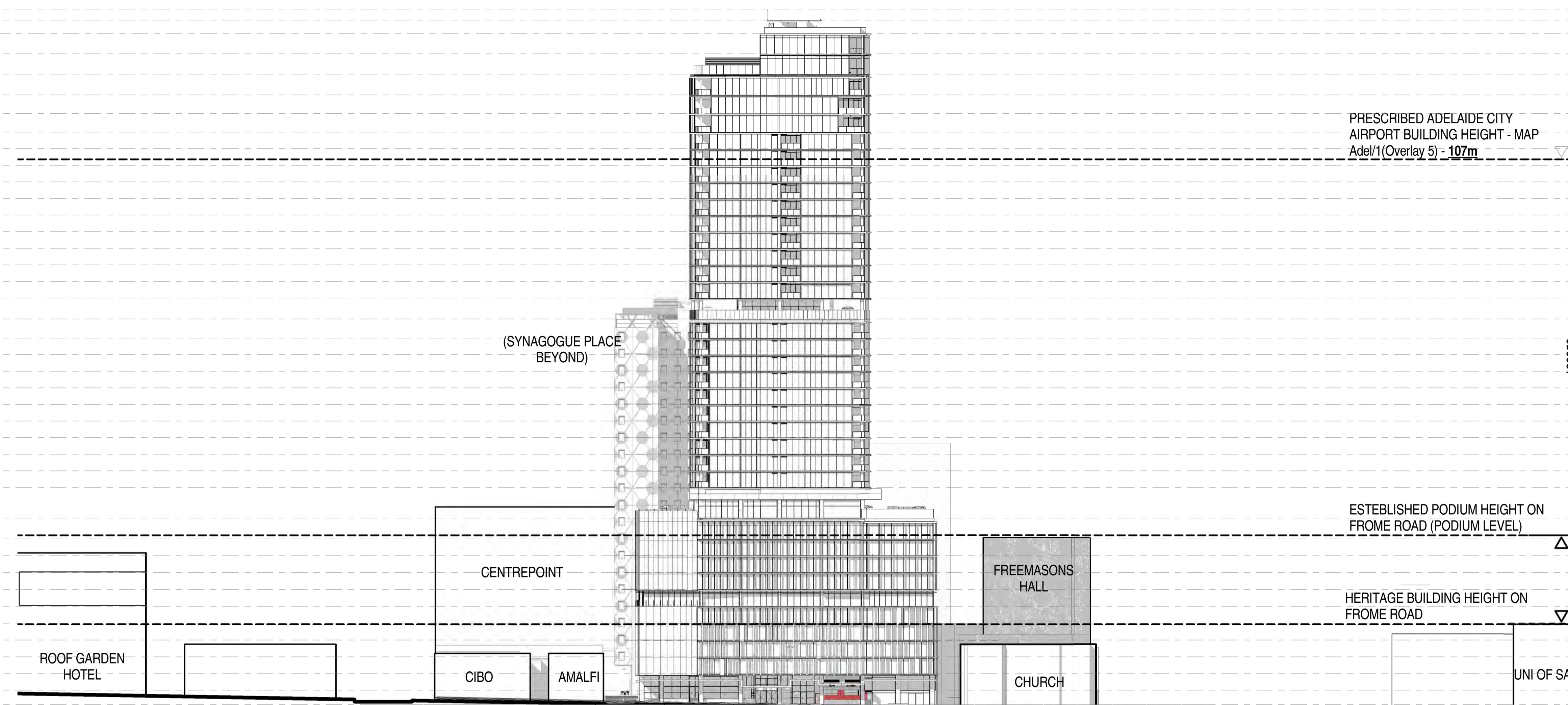
Scale 1 : 100
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA38 Rev. D A1 SHEET



LEVEL 35 FLOOR PLAN - PENTHOUSE LOWER LEVEL



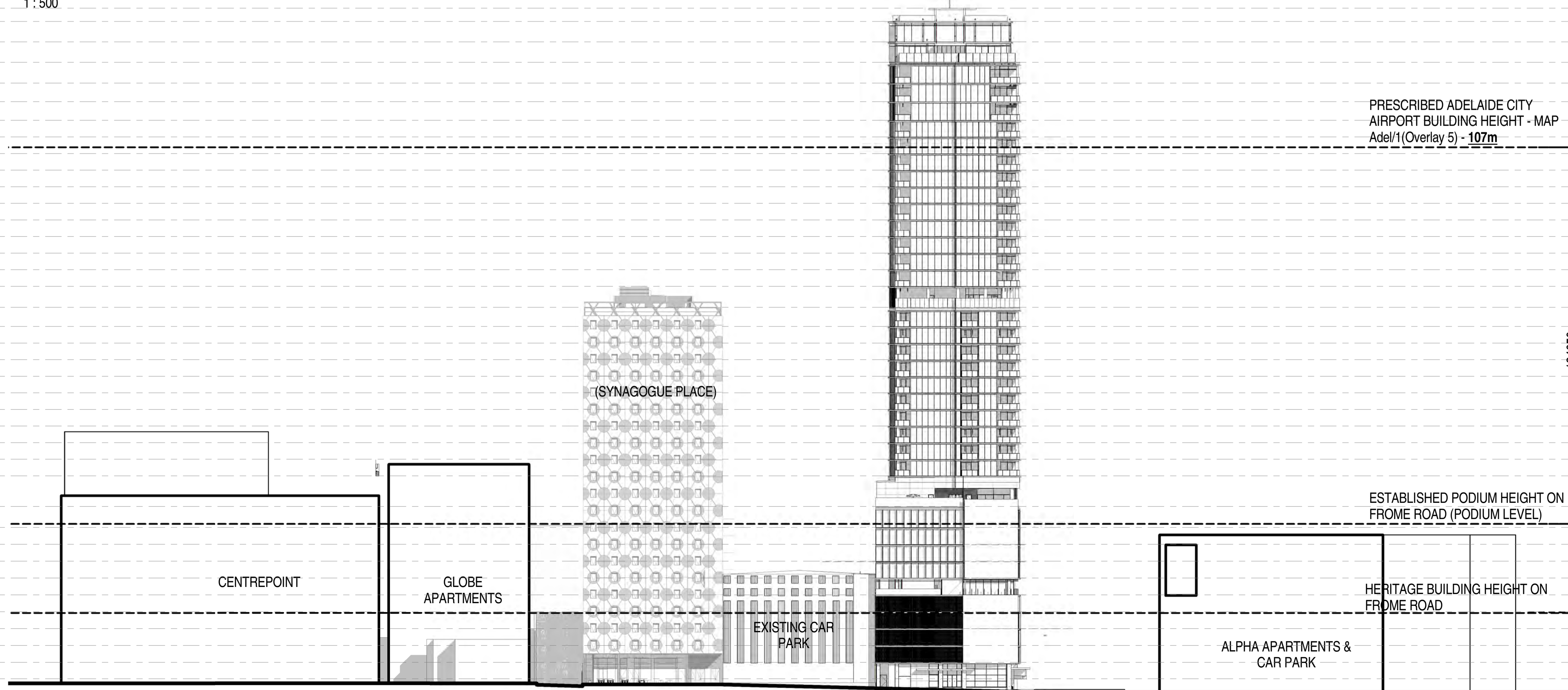
LEVEL 36 FLOOR PLAN - PENTHOUSE UPPER LEVEL



FROME STREET ELEVATION - FROME

1 : 500

RUNDLE STREET TAVISTOCK LANE PRIVATE LANE NORTH TERRACE



TAVISTOCK LANE ELEVATION - FROME

1 : 500

TOP OF LIGHTNING ROD	177500 ▼
TOP OF LIFT CORE	175500 ▼
ROOF	172900 ▼
LEVEL 36	168900 ▼
LEVEL 35	164900 ▼
LEVEL 34	160850 ▼
LEVEL 33	157200 ▼
LEVEL 32	153550 ▼
LEVEL 31	150300 ▼
LEVEL 30	147050 ▼
LEVEL 29	143800 ▼
LEVEL 28	140550 ▼
LEVEL 27	137300 ▼
LEVEL 26	134050 ▼
LEVEL 25	130800 ▼
LEVEL 24	127550 ▼
LEVEL 23	124300 ▼
LEVEL 22	121050 ▼
LEVEL 21 - PODIUM	116950 ▼
LEVEL 20	113200 ▼
LEVEL 19	109950 ▼
LEVEL 18	106700 ▼
LEVEL 17	103450 ▼
LEVEL 16	100200 ▼
LEVEL 15	96950 ▼
LEVEL 14	93700 ▼
LEVEL 13	90450 ▼
LEVEL 12	87200 ▼
LEVEL 11	83950 ▼
LEVEL 10 - PODIUM	77950 ▼
LEVEL 9	73850 ▼
LEVEL 8	70550 ▼
LEVEL 7	67250 ▼
LEVEL 6	63950 ▼
LEVEL 5	60650 ▼
LEVEL 4	57350 ▼
LEVEL 3	54050 ▼
LEVEL 2	50750 ▼
LEVEL 1	47450 ▼
MEZZANINE	44225 ▼
GROUND	41450 ▼

TOP OF LIGHTNING ROD	177500 ▼
TOP OF LIFT CORE	175500 ▼
ROOF	172900 ▼
LEVEL 36	168900 ▼
LEVEL 35	164900 ▼
LEVEL 34	160850 ▼
LEVEL 33	157200 ▼
LEVEL 32	153550 ▼
LEVEL 31	150300 ▼
LEVEL 30	147050 ▼
LEVEL 29	143800 ▼
LEVEL 28	140550 ▼
LEVEL 27	137300 ▼
LEVEL 26	134050 ▼
LEVEL 25	130800 ▼
LEVEL 24	127550 ▼
LEVEL 23	124300 ▼
LEVEL 22	121050 ▼
LEVEL 21 - PODIUM	116950 ▼
LEVEL 20	113200 ▼
LEVEL 19	109950 ▼
LEVEL 18	106700 ▼
LEVEL 17	103450 ▼
LEVEL 16	100200 ▼
LEVEL 15	96950 ▼
LEVEL 14	93700 ▼
LEVEL 13	90450 ▼
LEVEL 12	87200 ▼
LEVEL 11	83950 ▼
LEVEL 10 - PODIUM	77950 ▼
LEVEL 9	73850 ▼
LEVEL 8	70550 ▼
LEVEL 7	67250 ▼
LEVEL 6	63950 ▼
LEVEL 5	60650 ▼
LEVEL 4	57350 ▼
LEVEL 3	54050 ▼
LEVEL 2	50750 ▼
LEVEL 1	47450 ▼
MEZZANINE	44225 ▼
GROUND	41450 ▼

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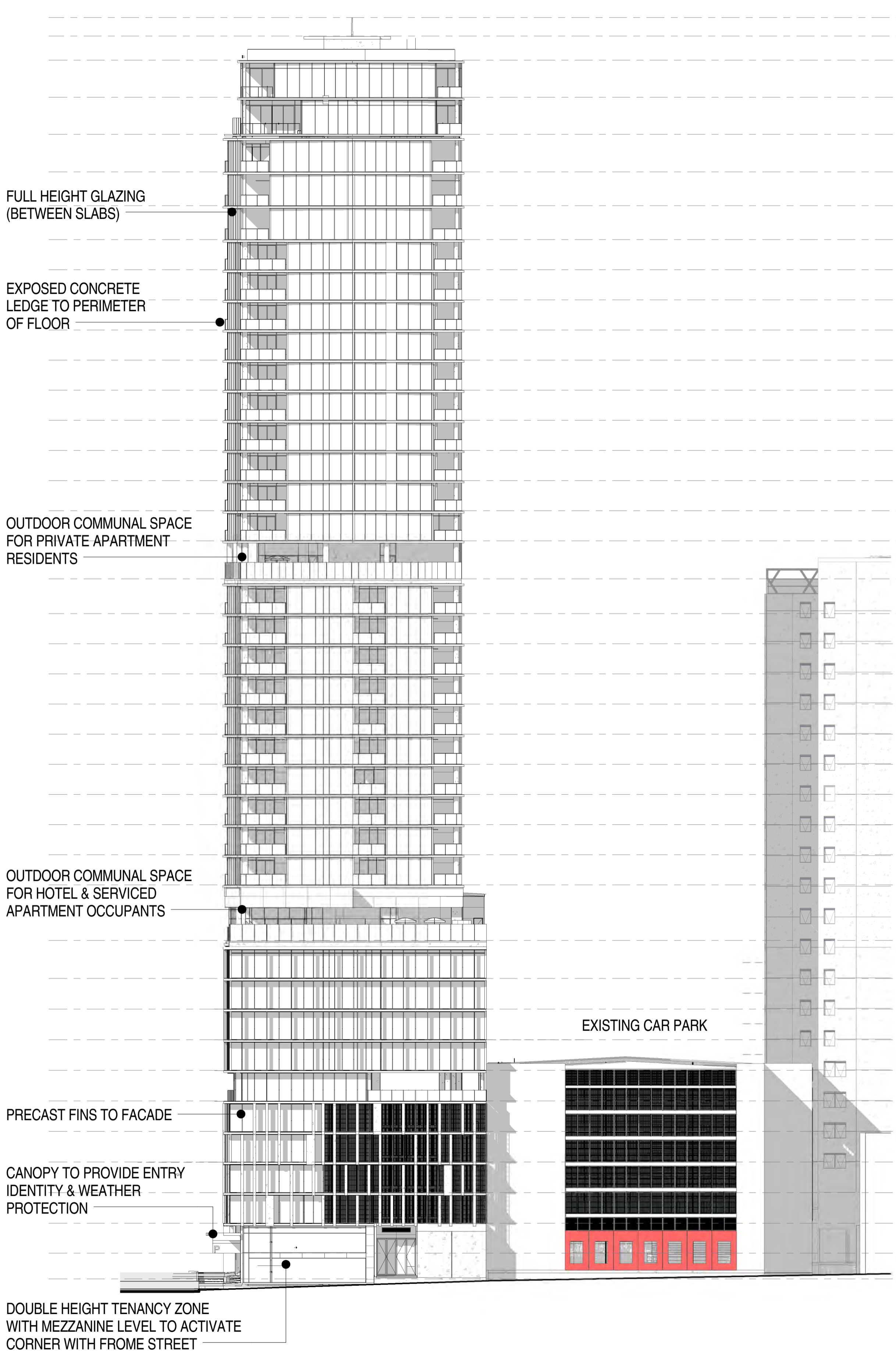
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SITE ELEVATIONS

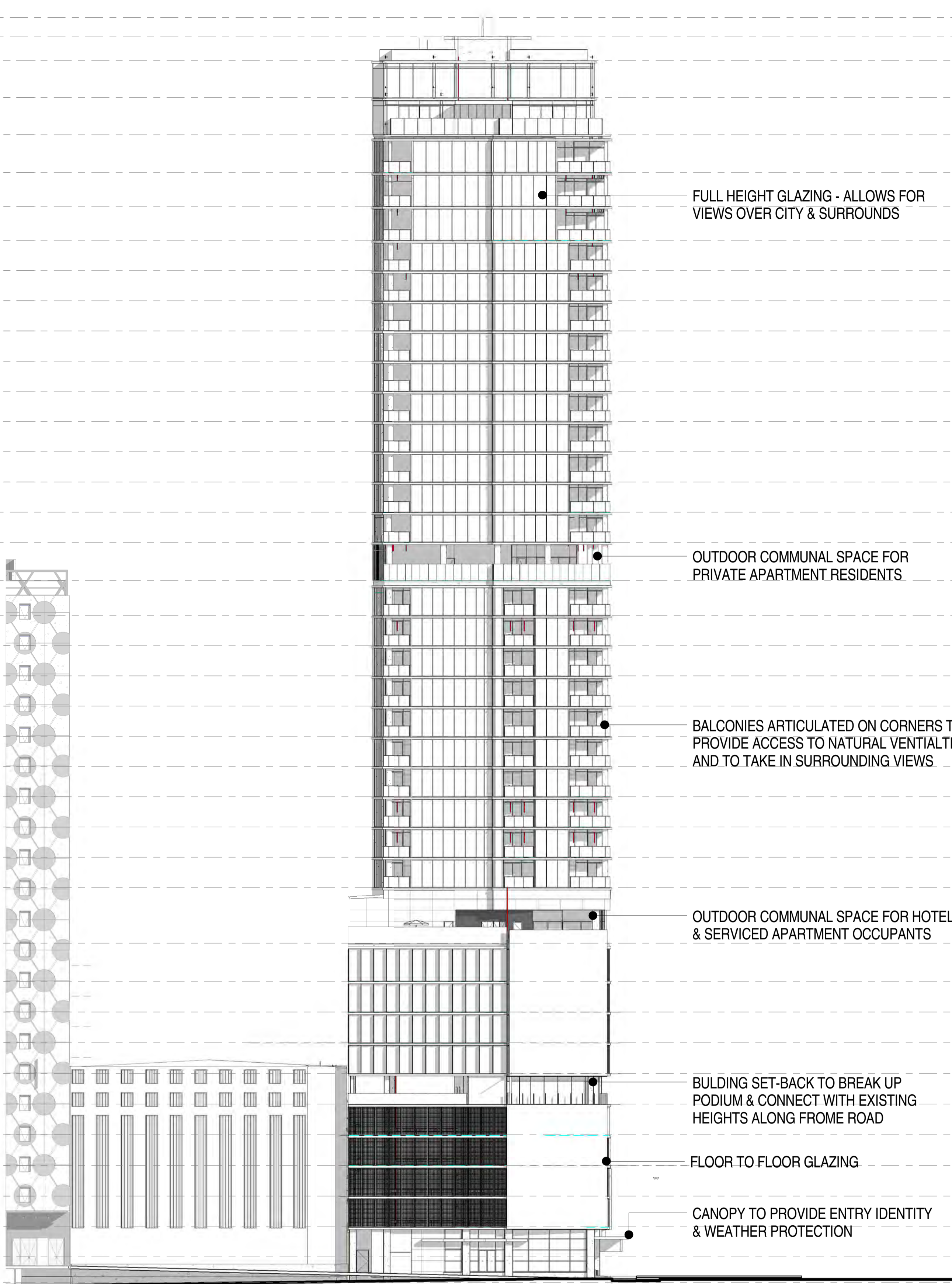
Scale 1 : 500
Drawn BB/AM
Date AUGUST 2016
Job No. 2015056

Dwg No. **3002 DA39** Rev: **H** A1 SHEET



FROME STREET - NORTH ELEVATION

1 : 300



FROME STREET - SOUTH ELEVATION

1 : 300

TOP OF LIGHTNING ROD	177500 ▼
TOP OF LIFT CORE	175500 ▼
ROOF	172900 ▼
LEVEL 36	168900 ▼
LEVEL 35	164900 ▼
LEVEL 34	160850 ▼
LEVEL 33	157200 ▼
LEVEL 32	153550 ▼
LEVEL 31	150300 ▼
LEVEL 30	147050 ▼
LEVEL 29	143800 ▼
LEVEL 28	140550 ▼
LEVEL 27	137300 ▼
LEVEL 26	134050 ▼
LEVEL 25	130800 ▼
LEVEL 24	127550 ▼
LEVEL 23	124300 ▼
LEVEL 22	121050 ▼
LEVEL 21 - PODIUM	116950 ▼
LEVEL 20	113200 ▼
LEVEL 19	109950 ▼
LEVEL 18	106700 ▼
LEVEL 17	103450 ▼
LEVEL 16	100200 ▼
LEVEL 15	96950 ▼
LEVEL 14	93700 ▼
LEVEL 13	90450 ▼
LEVEL 12	87200 ▼
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LEVEL 9	73850 ▼
LEVEL 8	70550 ▼
LEVEL 7	67250 ▼
LEVEL 6	63950 ▼
LEVEL 5	60650 ▼
LEVEL 4	57350 ▼
LEVEL 3	54050 ▼
LEVEL 2	50750 ▼
LEVEL 1	47450 ▼
MEZZANINE	44225 ▼
GROUND	41450 ▼

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - ELEVATIONS

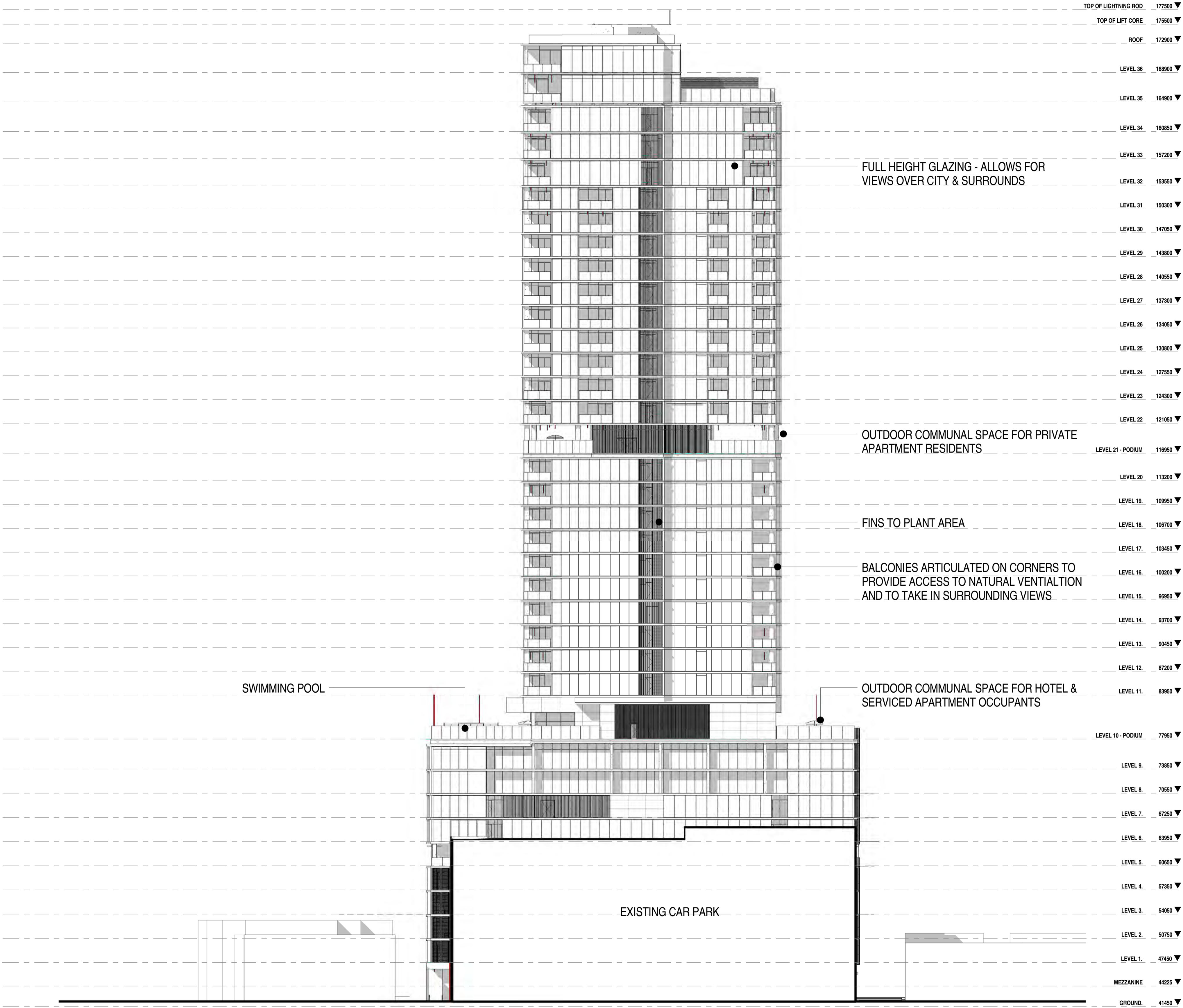
Scale 1 : 300
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. **3002 DA40** Rev: **F** A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
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F	AMENDMENT TO DA	07/07/17



FROME STREET - WEST ELEVATION
1 : 300

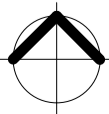
**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

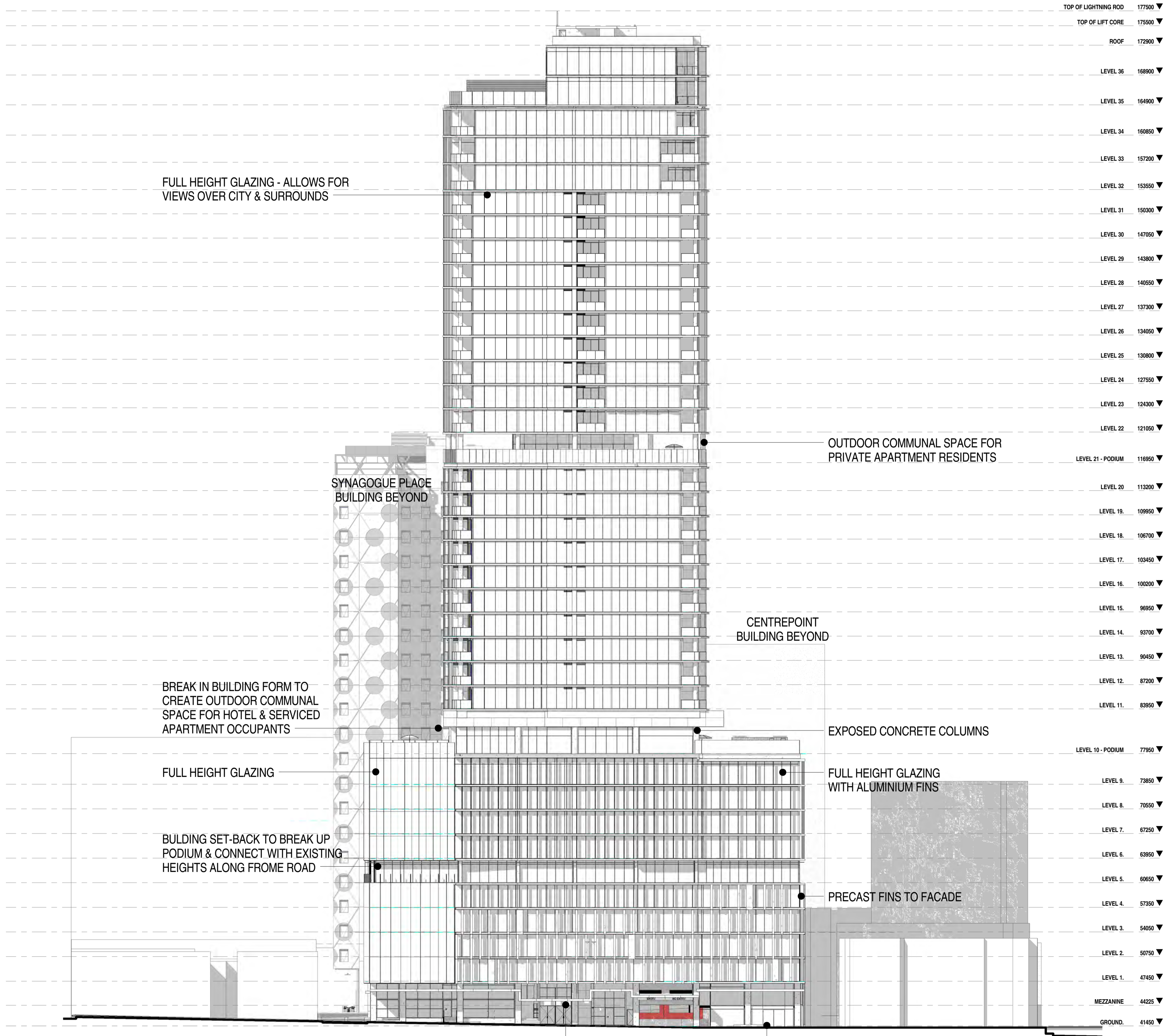
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - ELEVATION

Scale 1 : 300
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. **3002 DA41** Rev: **F** A1 SHEET



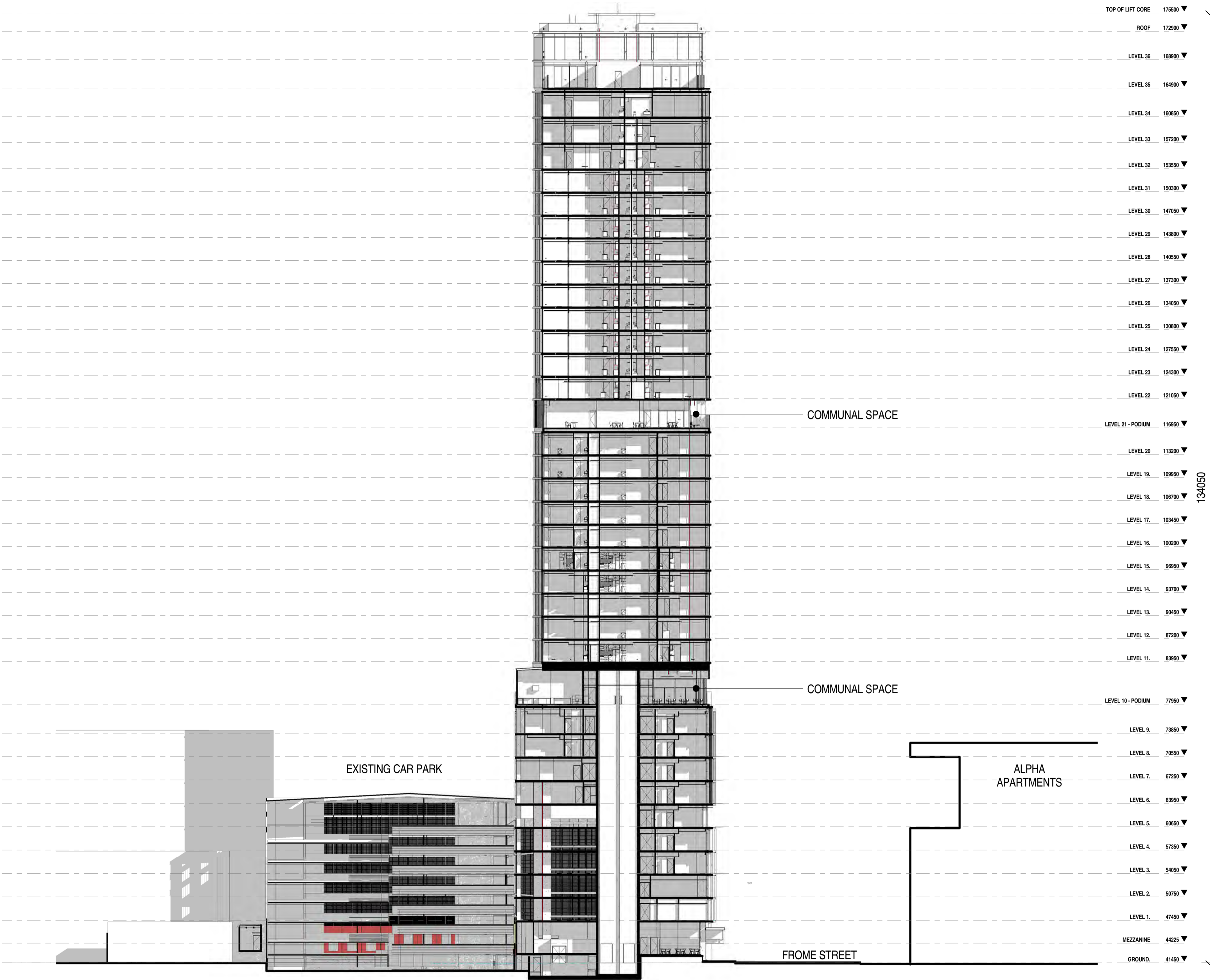
Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC REFERRAL	11/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	26/05/17
G	AMENDMENT TO DA	07/07/17



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	20/05/17



**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTION

Scale 1 : 300

Drawn BB/AM

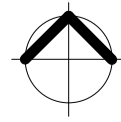
Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA43

Rev: E

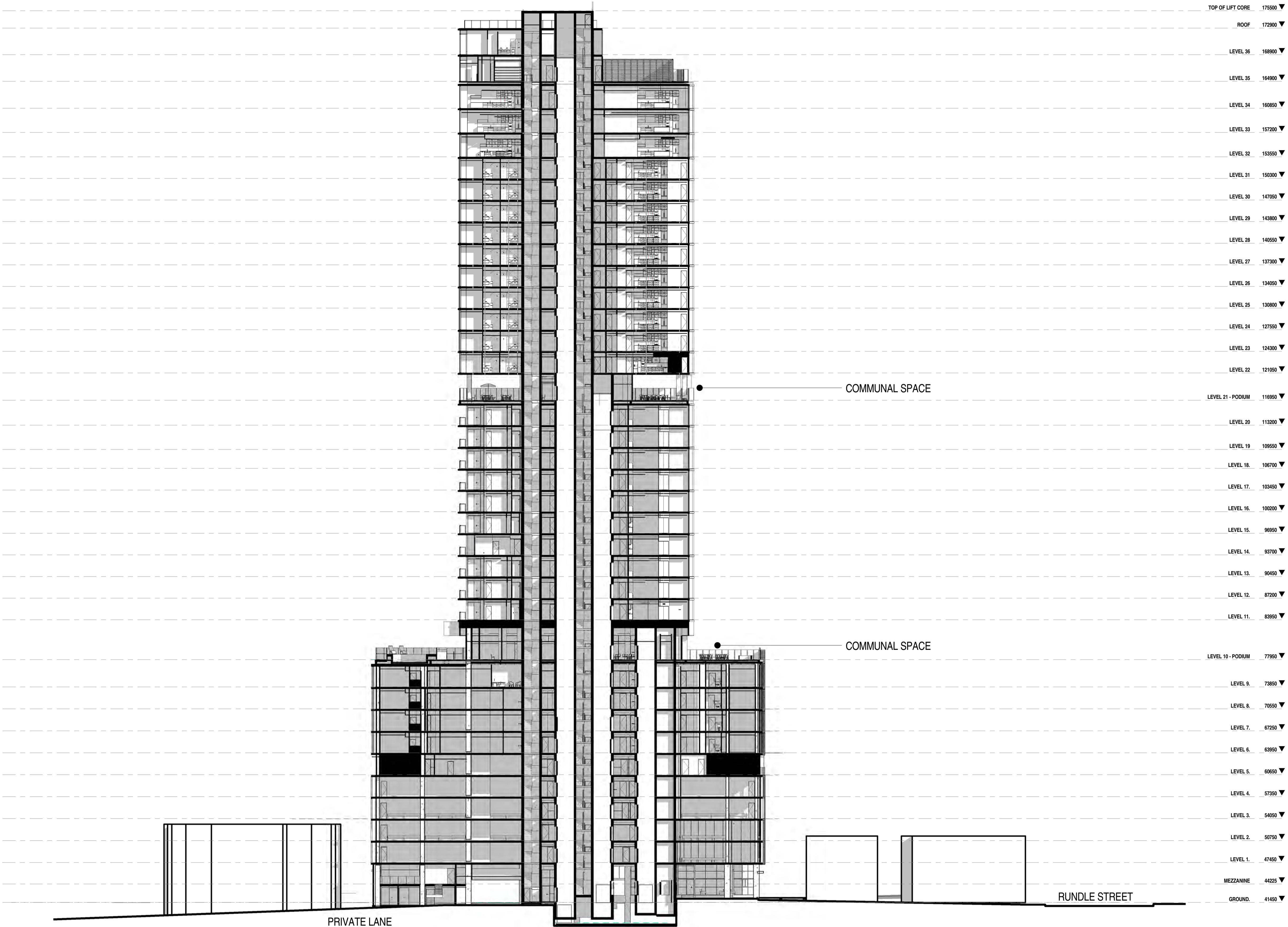
A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	20/05/17



FROME STREET - SECTION 2

1 : 300

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FALCONER**
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ABN 65 007 846 596 brownfalconer.com.au

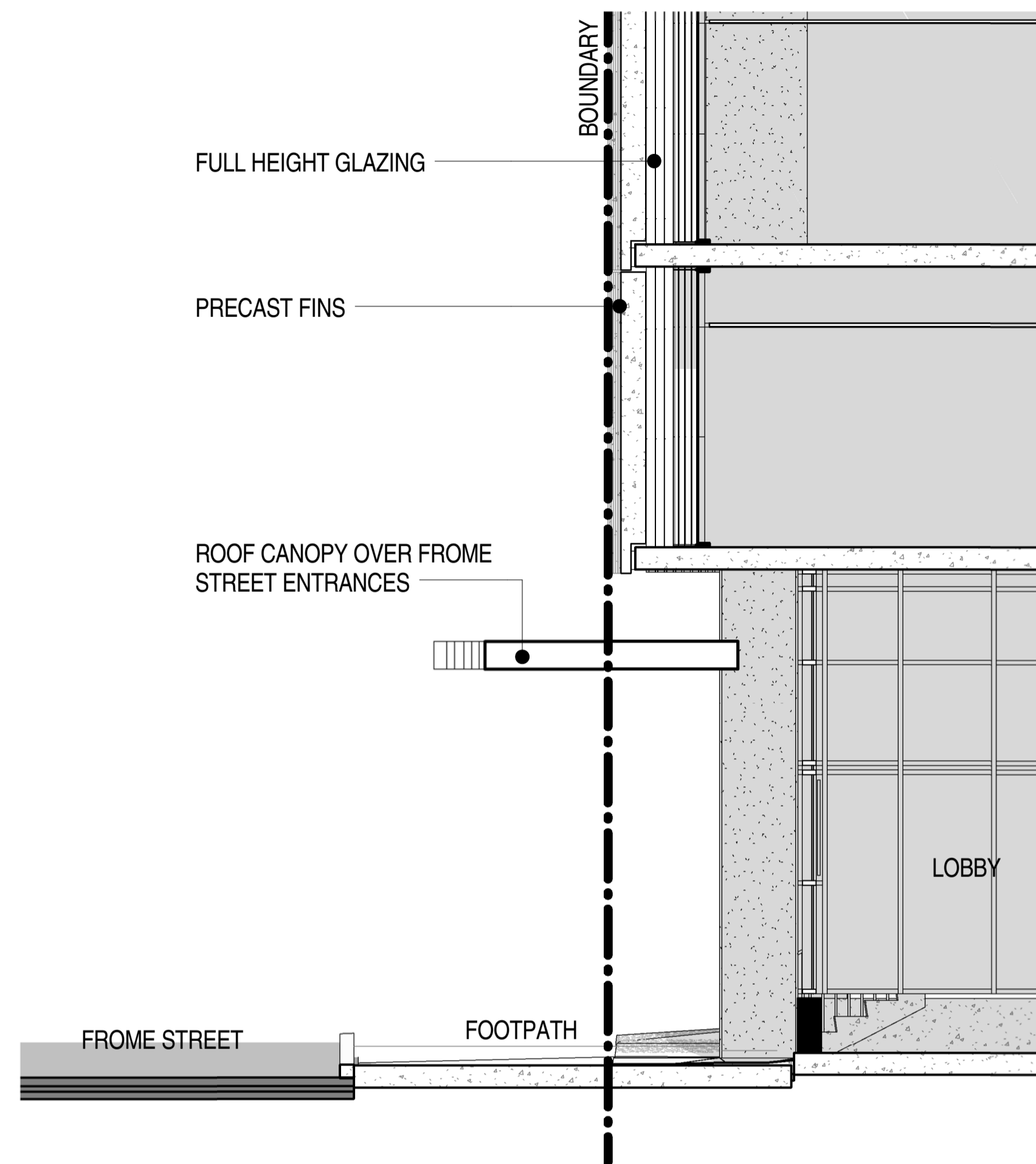
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTION

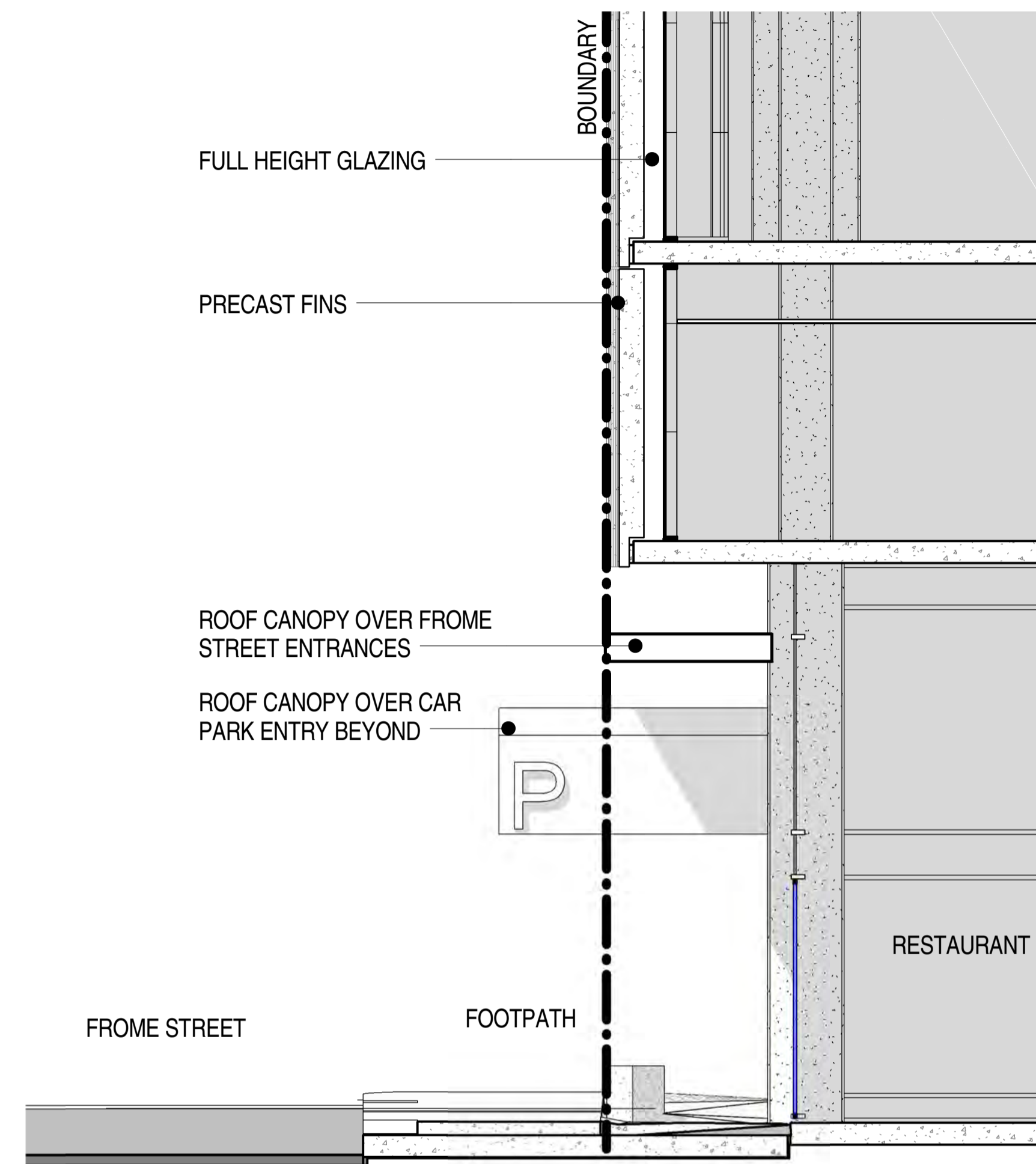
Scale 1 : 300
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. **3002 DA44** Rev: **E** A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/05/17
E	AMENDMENT TO DA	11/07/17



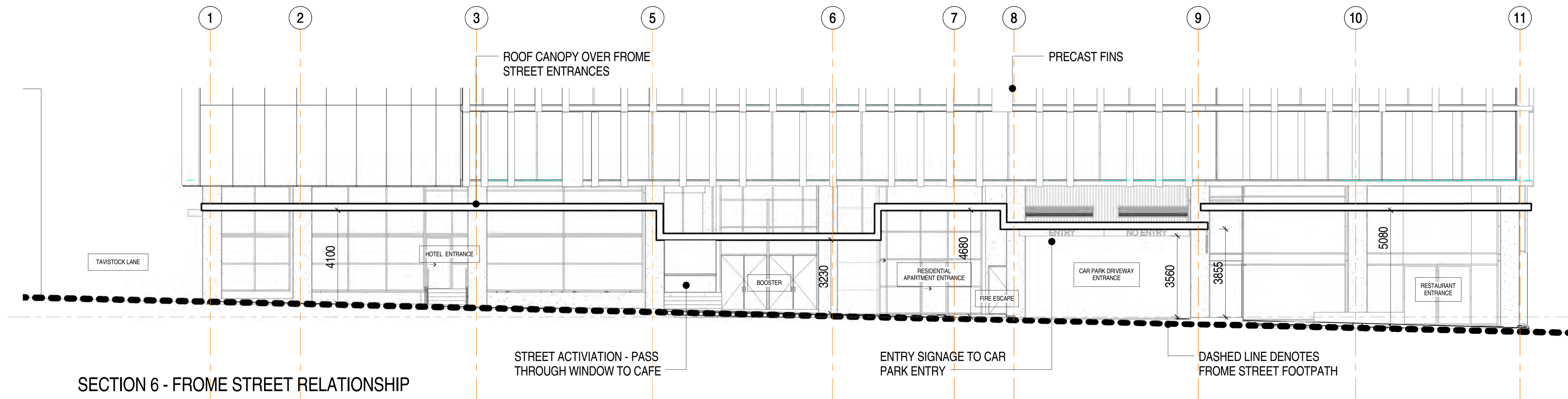
SECTION 4 - FROME ST (SOUTH)

1 : 50



SECTION 5 - FROME ST (NORTH)

1 : 50



SECTION 6 - FROME STREET RELATIONSHIP

1 : 100

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTIONS

Scale As indicated

Drawn BB/AM

Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA45

Rev: E

A1 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	AMENDMENT TO DA	31/03/17



VIEW NORTH UP FROME STREET

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

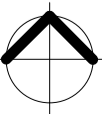
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056

Dwg No. 3002 DA46 Rev: C A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	15/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
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ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. **3002 DA47** Rev: **C** A1 SHEET

VIEW NORTH UP FROME STREET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



CHURCH ON CORNER OF NTH
TERRACE & FROME STREET

MASONIC CENTRE

VIEW FROM NORTH TERRACE SOUTHWARD

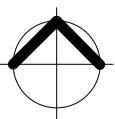
**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. 3002 DA48 Rev. C A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



VIEW OF CORNER IDENTITY ELEMENT TO PODIUM (@ CNR OF FROME & LANEWAY)

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

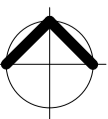
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056

Dwg No. **3002 DA49** Rev: **C** A1 SHEET



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



VIEW DOWN SYNAGOGUE PLACE FROM RUNDLE STREET

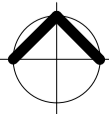
**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. **3002 DA50** Rev: **C** A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



VIEW FROM ALPHA APARTMENTS

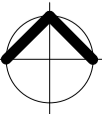
**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. **3002 DA51** Rev. **C** A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	AMENDMENT TO DA	31/03/17



VIEW OF ACTIVATED CORNER TO FROME STREET - RESTAURANT

**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. **3002 DA52** Rev: **C** A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	10/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	RESPONSE TO DAC REFERRAL	11/11/16
D	AMENDMENT TO DA	31/03/17



VIEW OF ACTIVATED CORNER ON FROME STREET/TAVISTOCK LANE

**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. 3002 DA53 Rev. D A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	24/11/16
B	AMENDMENT TO DA	31/03/17



BALCONY CORNER DETAIL & OUTDOOR COMMUNAL SPACE

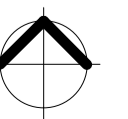
**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. 3002 DA54 Rev. B A1 SHEET



Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	24/11/16
B	AMENDMENT TO DA	31/03/17



VIEW OF POOL & DECK ON LEVEL 21 (COMMUNAL OUTDOOR SPACE FOR HOTEL & SERVICED APARTMENTS)

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB/AM
Date JUNE 2016
Job No. 2015056

Dwg No. **3002 DA55** Rev. **B** A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17



VIEW OF ACTIVATED CORNER TO FROME STREET/TAVISTOCK LANE

**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA59 Rev. C A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17



VIEW OF CAR PARK ENTRY AND CORNER TENANCY

**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA60 Rev. B A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17



VIEW OF PODIUM ALONG FROME STREET

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA61 Rev. B A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17



VIEW OF BUILDING ALONG FROME STREET

**BROWN
FALCONER**
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - 3D

Scale 1 : 50
Drawn BB
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA62 Rev: B A1 SHEET

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: ADELAIDE CITY COUNCIL

APPLICANT: BROWN FALCONER

Postal Address: 121 CHESLER STREET

ADELAIDE SA 5000

Owner: KYREN GROUP

Postal Address: 6124 HALIFAX STREET

ADELAIDE SA 5000

BUILDER: TBA

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: MARIO DREGLI

Telephone: 0203 5800 [work] _____ [Ah]

Fax: 0223 2440 [work] _____ [Ah]

EXISTING USE: COMMERCIAL RETAIL CAR PARK

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

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

DESCRIPTION OF PROPOSED DEVELOPMENT: MULTI-STORY MIXED USE DEVELOPMENT

LOCATION OF PROPOSED DEVELOPMENT: 11-27 FROME ST

House No: _____ Lot No: _____ Street: _____ Town/Suburb: ADELAIDE, SA, 5000

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

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

LAND DIVISION:

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

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

BUILDING RULES CLASSIFICATION SOUGHT: 2, 3, 6 & 7 Present classification: 5, 6 & 7

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

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

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

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

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

DEVELOPMENT COST [do not include any fit-out costs]: \$ _____

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

SIGNATURE: 

Dated: 08/04/17

Barry Bradbrook, Architect

DEVELOPMENT REGULATIONS 2008

**Form of Declaration
(Schedule 5 clause 2A)**

To: Adelaide city council
From: Brown Falconer

Date of Application: 31/03/17

Location of Proposed Development: 11-27 Frome St

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

Section No (full/part): Hundred:

Volume: Folio:

Nature of Proposed Development:

Multi-storey mixed use development

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

Date: 31/03/17

Signed: 

Note 1

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

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

Note 2

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

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

Note 3

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

Note 4

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

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

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

Note 5

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

Note 6

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

BROWN FALCONER

March 31, 2017

Team Leader – CBD and Inner Metro
Department of Planning Transport and Infrastructure
GPO Box 1815
ADELADIE SA 5001

Attention: Mr Jason Bailey

Brown Falconer Group
ABN 65 007 846 586

28 Chesser Street, Adelaide
South Australia 5000
Telephone 08 8203 5800
Facsimile 08 8223 2440
brownfalconer.com.au

Dear Jason,

**RE: KYREN GROUP DEVELOPMENT
AMENDED DEVELOPMENT APPLICATION – FROME STREET**

Further progression with sales, leasing and ACC regarding Tavistock Lane has seen revisions to the building design for this project.

Key changes include:

- The building in of the previously exposed lift shaft over run with double height apartments.
- Total building height of 134.050m (measured from nominated Ground FFL)
- ACC has endorsed Tavistock Lane as a public road and so the design now seeks to utilise Tavistock Lane as a public road interface
- Design progression of plan layouts for apartments and hotel floors

We seek an amendment to the existing Development Approval as defined on the following updated documents.

Please find enclosed the following documents for amendment to the existing development approval.

- Architectural drawings – Brown Falconer:

- o DA00 Cover Sheet
- o DA01 Contents
- o DA02 Site Plan
- o DA04 Contextual Views
- o DA22 Frome Street – Schedule
- o DA23 Frome Street – Ground & Site Plan
- o DA24 Frome Street – Plans
- o DA25 Frome Street – Plans
- o DA26 Frome Street – Plans
- o DA27 Frome Street – Plans
- o DA28 Frome Street – Plans
- o DA29 Frome Street – Plans
- o DA30 Frome Street – Plans
- o DA31 Frome Street – Plans
- o DA32 Frome Street – Plans
- o DA33 Frome Street – Plans

- DA34 Frome Street – Plans
- DA35 Frome Street – Plans
- DA36 Frome Street – Plans
- DA37 Frome Street – Plans
- DA38 Frome Street – Plans
- DA39 Frome Street – Site Elevations
- DA 40 Frome Street - Elevations
- DA 41 Frome Street - Elevation
- DA 42 Frome Street - Elevation
- DA 43 Frome Street - Section
- DA 44 Frome Street - Section
- DA 45 Frome Street - Sections
- DA 46 Frome Street – 3D Views
- DA 47 Frome Street – 3D Views
- DA 48 Frome Street – 3D Views
- DA 49 Frome Street – 3D Views
- DA 50 Frome Street – 3D Views
- DA 51 Frome Street – 3D Views
- DA 52 Frome Street – 3D Views
- DA 53 Frome Street – 3D Views
- DA 54 Frome Street – 3D Views
- DA 55 Frome Street – 3D Views

Drawing changes

DA 00

- Updated cover image to reflect revised building design

DA 01

- Updated contents
- New drawing sheets added to highlight new floor plans

DA 02

- Site plan revised to show use of Tavistock Lane

DA 04

- Updated 3D views to reflect revised building design

DA 22

- Updated floor by floor schedule to reflect change in floor plans/apartment layouts

DA 23

- Ground/Site plan revised to show use of Tavistock Lane
- Separate residential access driveway to car park provided to cater for market apartment residences.
- Design of internal lobby spaces to meet operator design intent and interaction with Frome Street.
- Linen/operation room provision provided behind lifts
- Revised lift core layout for levels ground to 10.

DA 24

Basement

- Reduced basement extent; Fire tank and pump room only
- Bin room relocated to Level 21 (bin chute only runs on market apartment floors)

Level 1

- Car parking redesigned
- Additional spaces allocated for operator use
- Bike storage removed from this level and relocated to Level 6.

DA 25

Level 2

- Car parking redesigned
- Plant space provision provided
- Additional spaces allocated for operator use

Level 3

- Car parking refined
- Hotel room layouts refined; 15 rooms as per previous submission

DA 26

Level 4

- Car parking refined
- Hotel room layouts refined; 15 rooms as per previous submission

Level 5

- Car parking refined
- Hotel room layouts refined; 17 rooms in lieu of previously stated 15.

DA 27

Level 6

- Car parking removed from this level
- Apartment and bike storage provisions provided; Direct (and secure) access from residential lifts provided.
- Hotel room layouts refined; 23 rooms in lieu of previously stated 15.

Level 7

- Apartment storage removed and relocated to Level 6
- Hotel room layouts refined; 23 rooms as per previous submission
- Gym (and amenities) and plant provision provided.

DA 28

Level 8

- Hotel room layouts refined; 33 rooms as per previous submission

Level 9

- Hotel room layouts refined; 33 rooms as per previous submission

Level 10

- Design of spaces to meet operator design intent

DA 29

Level 11

- Apartment type and layout refined to meet operator requirements

Level 12

- Apartment type and layout refined to meet operator requirements

Level 13

- Apartment type and layout refined to meet operator requirements

DA 30

Level 14

- Apartment type and layout refined to meet operator requirements

Level 15

- Apartment type and layout refined to meet operator requirements

Level 16

- Apartment type and layout refined to meet operator requirements

DA 31

Level 17

- Apartment type and layout refined to meet operator requirements

Level 18

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- Apartment type and layout refined to meet operator requirements
- Level 19
- Apartment type and layout refined to meet operator requirements

DA 32

Level 20

- Apartment type and layout refined to meet operator requirements

Level 21

- Unchanged

Level 22

- Apartment layouts refined

DA 33

Level 23

- Apartment layouts refined

Level 24

- Apartment layouts refined

Level 25

- Apartment layouts refined

DA 34

Level 26

- Apartment layouts refined

Level 27

- Apartment layouts refined

Level 28

- Apartment layouts refined

DA 35

Level 29

- Apartment layouts refined

Level 30

- Apartment layouts refined

Level 31

- Apartment layouts refined

DA 36

Level 32

- Apartment layouts refined

Level 33

- Apartment layouts refined

Level 34

- Apartment layouts refined

DA 36a (new drawing sheet)

Level 35

- 2 penthouse apartments added (over 2 levels)

Level 36

- 2 penthouse apartments added (over 2 levels)

Level Roof

DA 37

Level 11 to 13 – Typical serviced apartment

- Apartment type and layout refined to meet operator requirements

Level 14 to 15

- Apartment type and layout refined to meet operator requirements

DA 37a (new drawing sheet)

Level 16 & 20 – Typical serviced apartment

- Apartment type and layout refined to meet operator requirements

Level 17 to 19

- Apartment type and layout refined to meet operator requirements

DA 38

Level 22 to 31 – Typical private apartments

- Apartment layouts refined

Level 32 to 34 – Typical private apartments

- Apartment layouts refined

DA 38a (new drawing sheet)

Level 35 & 36

- 2 penthouse apartments added (over 2 levels)

DA 39

- Elevations updated to reflect revised building design; addition of penthouses + revised building height (500mm)
- Pattern added to corner glass element
- Canopy design/shape revised

DA 40

- Elevations updated to reflect revised building design; addition of penthouses + revised building height (500mm)

DA 41

- Elevations updated to reflect revised building design; addition of penthouses + revised building height (500mm)

DA 42

- Elevations updated to reflect revised building design; addition of penthouses + revised building height (500mm)
- Pattern added to corner glass element
- Canopy design/shape revised

DA 43

- Section updated to reflect revised building design; addition of penthouses + revised building height (500mm)

DA 44

- Section updated to reflect revised building design; addition of penthouses + revised building height (500mm)

DA 45

- Section details + Frome Street elevation (at ground level) updated to reflect revised building design.

DA 46 to 55

- 3D images updated to reflect revised building design; addition of penthouses + revised building height (500mm)

Storage

There is storage provided for serviced and private apartments on the following floors:

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- Level 6: 497m³ (dedicated storage cages)
- Level 22 to 31: 351m³ (35.1m³ per floor - communal)

This is a total of 848m³ storage capacity.

Car parking

Please refer to revised drawings, DA 24 to DA26 which shows the amended car parking extent.

- Level 1 : 26 spaces
- Level 2 : 26 spaces
- Level 3 : 26 spaces
- Level 4 : 26 spaces
- Level 5 : 19 spaces

This is a revised total of 123 car parks.

Bicycle parking

Please refer to revised drawing on DA27 that shows the relocation of bike store to Level 6. 10 racks of 8 per rack can be accommodated. This is a total of 80bikes in the Frome Street development with a further 16 accommodated in the Synagogue Place building.

Communal open space

The extent of communal open space has not changed from the previous DA submission.

Level 10 remains for use by the hotel and serviced apartment occupants, while Level 21 is for use by the private apartment occupants only.

Staging

Updated construction staging will be:

Frome Street

Stage 2A part 1 - Demolition

Stage 2A part 2 – Remedial works to existing car park

Stage 2A part 3 – Construction of transformer and associated building works, ie portion of ground floor footings/slab (substructure), walls to enclose transformer, all electrical work to enable connection of Synagogue Place building to power supply, portion of level 1 slab over.

Stage 2B – Remainder of Substructure

Stage 2C – Remainder of Superstructure

Aeronautical Report

Refer to revised aeronautical report which supports the revised overall height of the building.

Traffic report

A revised traffic report will be forwarded shortly.

If you require any further information or drawings, please do not hesitate to contact us.

Yours Sincerely
for **BROWN FALCONER**



MARIO DREOSTI
Director



Mixed Use Development Frome Street, Adelaide Transport Impact Assessment

Client //	Kyren Group
Office //	SA
Reference //	16A1175000
Date //	13/07/2017

Mixed Use Development

Frome Street, Adelaide

Transport Impact Assessment

Issue: F 13/07/2017

Client: Kyren Group
Reference: 16A1175000
GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	10/06/16	Final	Sam Adams	Paul Morris	Paul Morris	PMO
B	14/06/16	Final – amended	Sam Adams	Paul Morris	Paul Morris	PMO
C	14/06/16	Final – amended car parking and traffic generation numbers	Sam Adams	Paul Morris	Paul Morris	PMO
D	15/06/16	Final - amended student accommodation numbers	Sam Adams	Paul Morris	Paul Morris	PMO
E	1/06/2016	Final	Sam Adams	Paul Froggatt	Paul Froggatt	PFR
F	13/07/2017	Final	Paul Froggatt	Paul Froggatt	Paul Froggatt	<i>Paul Froggatt</i>

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1. Introduction

1.1 Background

A mixed use hotel, serviced apartment, retail and student accommodation development across two buildings is proposed to be located on land at 12-18 Synagogue Place and 11-27 Frome Street in Adelaide.

GTA Consultants was commissioned by Kyren Group in March 2016 to undertake a transport impact assessment of the proposed development.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i existing traffic and parking conditions surrounding the site;
- ii parking demand likely to be generated by the proposed development;
- iii suitability of the proposed parking in terms of supply (quantum) and layout;
- iv traffic generation characteristics of the proposed development;
- v proposed access arrangements for the site;
- vi transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- o Adelaide (City) Development Plan (consolidated 24 September 2015)
- o Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development prepared by Brown Falconer
- o traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- o various technical data as referenced in this report
- o an inspection of the site and its surrounds
- o other documents as nominated.

2. Existing Conditions

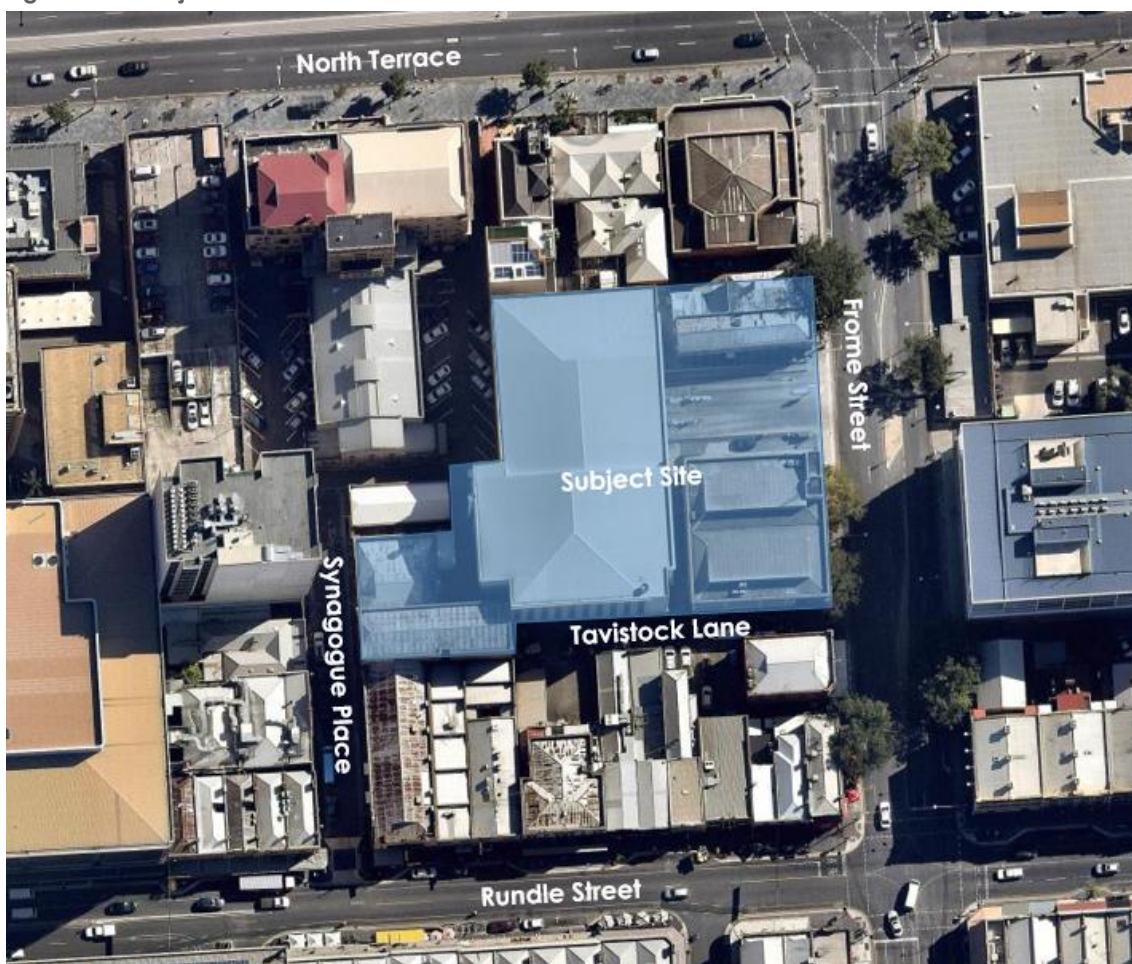
2.1 Subject Site

The subject site is located at 12-18 Synagogue Place and 11-27 Frome Street in Adelaide. The site of approximately 4,157m² has frontages of approximately 56m to Frome Street and approximately 15m to Synagogue Place.

The site is located within a Capital City zone and is currently occupied by a multi-storey car park, retail and commercial premises fronting Frome Street and a vacant building fronting Synagogue place. The surrounding properties include a mix of residential, retail, commercial and institutional uses.

The location of the subject site is shown in Figure 2.1.

Figure 2.1: Subject Site



(PhotoMap courtesy of NearMap Pty Ltd)
(Reproduced with Permission from Melway Publishing Pty Ltd)

2.2 Road Network

2.2.1 Adjoining Roads

Frome Street

Frome Street forms the eastern boundary of the subject site. Frome Street is identified as a Primary City Access road in the Adelaide (City) Development Plan. It is a two-way road aligned in a north-south direction and configured with two lanes in each direction and an approximately 18m wide carriageway set within an approximately 24-metre-wide road reserve.

Kerbside parking is prohibited along the eastern side of Frome Street near the subject site. Some short term parking and loading zones are located on the western side of Frome Street adjacent the site.

Frome Street is a bus route and is identified as a strategic cycling route.

Frome Street carries approximately 14,100 vehicles per day¹ and is subject to the default built up urban area speed limit of 50km/h.

Synagogue Place

Synagogue Place forms the northern boundary of the subject site. Synagogue Place is a short No Through Road running in a north-south direction off the northern side of Rundle Street. It is a two-way road with an approximately 6.5m wide carriageway set within an approximately 8.5m wide road reserve.

Kerbside parking is prohibited along the eastern side of Synagogue Place with some permit parking permitted along the western side of the road.

No traffic data has been obtained from Synagogue Place, however it is estimated that traffic volumes would be less than 500 vehicles per day. Synagogue Place is subject to the default built up urban area speed limit of 50km/h.

Tavistock Lane

Tavistock Lane is a short No Through Road private laneway that runs in an east-west direction along the southern boundary of the site. The laneway is primarily used as a service lane for the adjacent retail properties fronting Rundle Street. It is a two-way approximately 5.5m wide laneway. Parking is prohibited along the northern side of Tavistock Lane with informal parking occurring along the southern side of the lane.

No traffic data has been obtained from Synagogue Place, however it is estimated that traffic volumes would be in the order 100 vehicles per day.

2.2.2 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Frome Street/North Terrace (signalised)
- Frome Street/Rundle Street (signalised)
- Synagogue Place/Rundle Street (unsignalised).

¹ DPTI Road Asset Management Section – 14 September 2015.

2.2.3 Traffic Volumes

GTA Consultants has previously completed a turning movement count at the entrance to the existing Frome Street car park on Wednesday 12 March and Friday 14 March 2014 between 7:00am and 7:00pm.

The results of the survey are summarised in Figure 2.2 and 2.3:

Figure 2.2: Wednesday Traffic Volumes

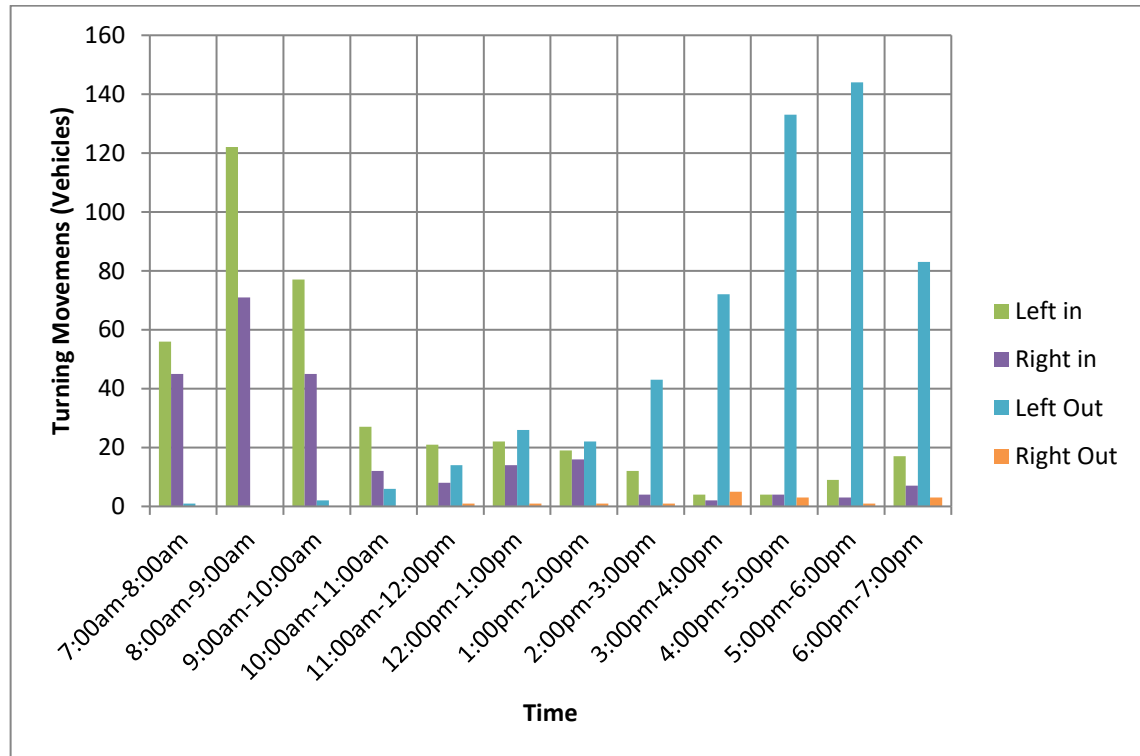
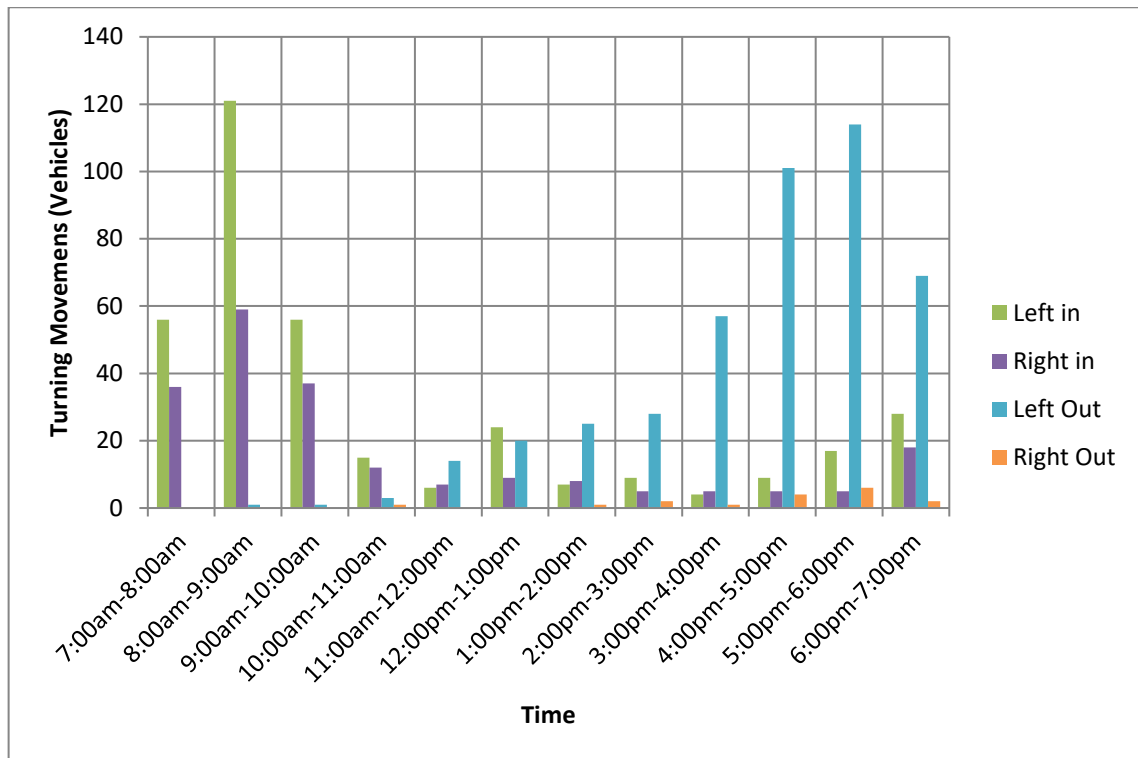


Figure 2.3: Friday Traffic Volumes



The survey found that the morning peak hour occurred between 8:00am and 9:00am on Wednesday, generating 193 inbound turning movements with no outbound movements observed during this period.

The afternoon peak hour was found to occur between 5:00pm and 6:00pm, generating 157 turning movements of which the majority (92%) were outbound.

Based on 498 car parking spaces, the existing car park generates 0.39 movements per space in the AM peak and 0.32 movements per space in the PM peak.

2.2.4 Car Park Access Operation

The operation of the existing Frome Street car park access has been assessed using *SIDRA INTERSECTION 6.12*, a computer based modelling package which calculates intersection performance.

The results of the assessment are summarised in Table 2.1 and Table 2.2 below for the AM and PM peak periods respectively.

² Program used under license from Akcelik & Associates Pty Ltd.

Table 2.1: Existing Car Park Access – AM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.236	4.6	0.0
	Through	0.236	0.0	0.0
Frome Street (North)	Through	0.235	0.0	0.0
	Right	0.159	12.5	3.7
Car Park Access	Left	0.001	3.2	0.0

Table 2.2: Existing Car Park Access – PM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.257	4.6	0.0
	Through	0.257	0.0	0.0
Frome Street (North)	Through	0.163	0.0	0.0
	Right	0.012	13.1	0.0
Car Park Access	Left	0.148	4.5	0.5

Table 2.1 and Table 2.2 demonstrate that the existing car park access is operating satisfactorily with no notable queues or delays recorded during the AM or PM peak periods.

2.2.5 Accident Statistics

A review of the reported crash history for the roads and intersections adjoining the subject site has been sourced from DPTI.

A summary of the crashes for the last available five year period (2010-2015) is presented in Table 2.3.

Table 2.3: Summary of Crash History

Location	Accident No.		
	Fatality	Injury	PDO
North Terrace/Frome Street/Frome Road	0	20	56
Frome Street (between North Terrace and Vaughn Place)	0	5	5
Frome Street/Vaughn Place	0	0	1
Frome Street (between Tavistock Lane and Vaughn Place)	0	1	2
Frome Street/Tavistock Lane	0	0	2
Frome Street/Rundle Street	0	7	16

Source: DPTI

A review of the crash data indicates that one crash occurred at the existing access to the multi-storey car park and was the result of a driver failing to stand when making a right turn into the site.

2.2.6 Sight Distance

Sight Distance at the existing entrance to the Frome Street car park has been assessed and found to meet the minimum requirements of the Australian Standard and Austroads.

Vehicle sight distance at the existing entrance to Tavistock Lane also meets the minimum requirements of the Australian Standard and Austroads. However pedestrian sight distance is restricted on the northern side of the entrance to Tavistock Lane by the existing building alignment.

2.2.7 The City of Adelaide Smart Move Transport and Movement Strategy 2012-22

The City of Adelaide Smart Move Transport and Movement Strategy 2012-22 (Smart Move) outlines Council's desired transport and movement outcomes for the City, and the strategies to achieve these.

Smart Move identifies Frome Street as possible north-south bikeway route. A kerb separated bikeway has been installed on Frome Street to the south of Pirie Street. It is understood that Council is currently considering options to extend the bikeway north along Frome Street past the subject site.

GTA also notes that the section of Frome Street past the subject site has been identified as part of the preferred City tram loop option. It is also proposed to redirect the existing bus services away from Frome Street to adjacent nearby streets.

At the time of this report no formal plans for the bikeway were available.

2.3 Car Parking

A total of 498 car parking spaces are located within the existing multi-storey car park. It is proposed to retain this car park as part of the proposed development.

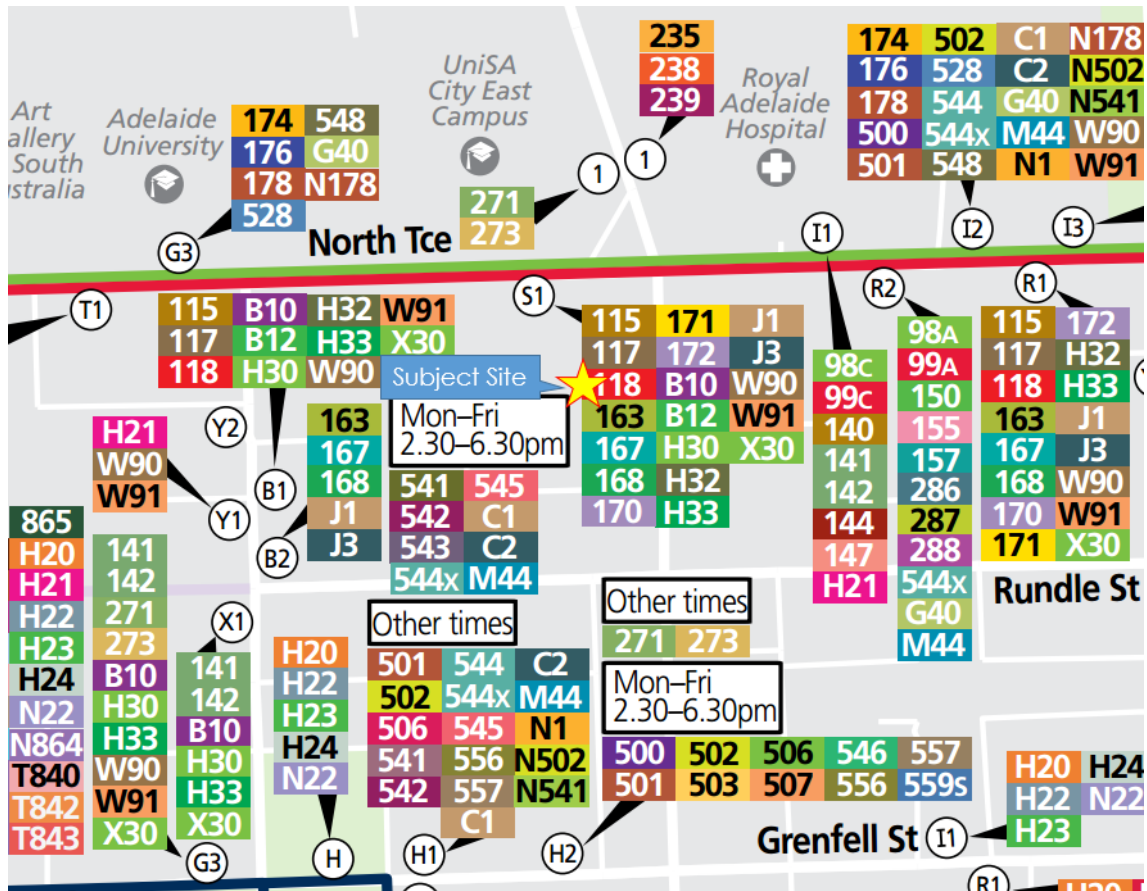
Further publically available car parking is located within an off-street U-Park parking facility directly opposite the site on Frome Street.

2.4 Sustainable Transport Infrastructure

2.4.1 Public Transport

Figure 2.4 shows the subject site in relation to existing public transport routes within its vicinity.

Figure 2.4: Public Transport Map



(Image sourced from AdelaideMetro)

Several bus stops are located within a 250 metre walk on North Terrace, Pulteney Street and Grenfell Street. The variety of bus routes that access these stops provide links to most urban centres as well as destinations within the CBD. All of these nearby stops are frequently serviced by different bus routes, with generally at most a 15-minute wait between buses, less in the peak periods.

In addition to road based public transport the Rundle Mall tram stop on the Glenelg – Entertainment Centre tram line is located less than 800 metres from the site, with regular tram services to and from Glenelg and the Entertainment Centre and intermediate stops. The Adelaide train station is approximately 1km from the site on North Terrace to the west. The train station offers train services to and from Belair, Gawler, Outer Harbor, Seaford and Tonsley at regular intervals.

2.4.2 Pedestrian Infrastructure

Pedestrian paths are located on both sides of Synagogue Place and Frome Street adjacent the subject site.

Signal controlled pedestrian crossing facilities are available on Frome Street at the intersections of Frome Street/North Terrace and Frome Street/Rundle Street, less than 50m to the north and south of the site respectively.

2.4.3 Cycle Infrastructure

There are currently no formal cycle facilities on Frome Street adjacent the subject site. However, kerb separated bicycle paths are located on Frome Street to the south of Pirie Street and on and off-street cycle facilities are located on Frome Road to the north of North Terrace.

It is understood that Council is currently investigating options to provide formal cycle facilities along the section of Frome Street adjacent the site.

GTA also notes that with recent changes to legislation cycling is now permitted on the footpaths unless signed otherwise.

Adelaide free bikes are available from numerous locations near the subject site as shown on Figure 2.5 below. These bikes are available for free use during business hours of the relevant hire point. The nearest location to the subject site is currently the UniSA City East Campus.

Figure 2.5: Adelaide Free Bike Hire Locations



(Image sourced from BikeSA)

GTA further notes that bicycle parking facilities are available in all UPark facilities in Adelaide free of charge or with a small cost depending on individual security requirements. There is a UPark located directly opposite the subject site on Frome Street.

2.4.4 Local Car Sharing Services

Car sharing is a commercial alternative to car ownership for individuals and businesses allowing members to access shared vehicles for periods of time. This is achieved through hourly rates and subscriptions to the service. Car sharing is best suited to locations with good access to other transport modes such as public transport, walking and cycling. A car sharing pod, operated by GoGet, is located at Hindmarsh Square, an approximately 350 metre walk from the subject site.

3. Development Proposal

3.1 Land Uses

The proposal includes the construction of a mixed use hotel, serviced apartment, retail and student accommodation development across two buildings.

A building will front Synagogue Place (henceforth known as the Synagogue Place building). This building will comprise of retail area, service rooms, bike store and a lobby on ground level, 20 levels of student accommodation above and a rooftop communal level.

A building fronting Frome Street (henceforth known as the Frome Street building) will comprise basement, ground and mezzanine, levels containing service rooms, lobby areas, a bike store and a restaurant tenancy. A further 34 levels containing hotel, serviced apartment and apartment uses will be located above mezzanine level.

An existing multi-storey car park containing 7 levels and 498 car parking spaces will be retained as part of the development with additional car parking provided to support the proposed development.

A summary of the proposed uses are shown in Table 3.1.

Table 3.1: Development Schedule

Building	Use	Size
Synagogue Place Building	Retail/Cafe	57sq.m and 22 seats
	Student Accommodation	203 rooms for 274 beds
Frome Street Building	Restaurant	188sq.m
	Hotel	148 rooms
	Serviced Apartment	60 apartments
	Apartment	92 dwellings

3.2 Car Parking

The existing multi-storey car park is to be retained as part of the proposed development. This existing car park contains 498 car parking spaces. In addition, a further 131 car parking spaces will be provided to support the proposed development i.e. there will be a total 629 off-street car parking spaces. The additional 131 car parking spaces will be provided as an extension to the existing multi-storey car park towards the rear of the Frome Street building.

Of the total car parking provision of 629 spaces, 254 spaces will be ancillary to the proposed development uses with 375 non-ancillary spaces retained for casual parking.

A total of 4 disability car parking spaces will be provided within the new car parking area on Level 1 to meet the Development Plan disability car parking requirements.

3.3 Vehicle Access

The existing access from Frome Street to the multi-storey car park will generally be retained. However, the width of the access roadway and crossover to Frome Street will be reduced to a single lane in each direction to improve conditions for pedestrians.

At the entrance to the car park the access roadway will widen to provide two entry lanes that will be controlled by boom gates or a similar barrier. The provision of two entry lanes will reduce the service time and minimise vehicle queues back to Frome Street.

Tavistock Lane is currently a two-way No Through Road. The development proposed to connect Tavistock Lane to Synagogue Place and make Tavistock Lane a one-way street from Frome Street to Synagogue Place. Tavistock Lane would be used by loading, service vehicles and taxis associated with the development.

3.4 Bicycle Facilities

Bicycle storage areas will be provided within both the Synagogue Place building and the Frome Street building to accommodate the anticipated bicycle parking demand.

3.5 Pedestrian Facilities

Direct pedestrian access will be available to the Frome Street building from the existing footpath along Frome Street. A pedestrian path will also be provided along the northern side of the car park access road to facilitate safe access to the car park lifts.

Direct access to the Synagogue Place building will be available from the existing footpath along Synagogue Place.

3.6 Loading Areas

It is proposed that loading and refuse collection will occur on site from the Frome Street access. The amended design proposes the removal of the second entry lane to the multi-storey car park and alterations to the ground level foyer to accommodate a new on-site loading area for the Frome Street building.

The loading area has been designed to accommodate a private waste vehicle similar to an Isuzu NPR 400 Garbage Compactor. This vehicle has a length of approximately 7.4m and has been nominated for use at other recently approved developments in metropolitan Adelaide. Trucks will enter from Frome Street using the car park access, with the loading areas located along the northern side of the access road. Bins will then be transferred from the bin storage areas located within each building to the dock area for collection. Trucks would then exit to Frome Street via the car park exit.

Taxi drop-off and pick-up for the Hotel and Serviced Apartment uses is anticipated to occur within Tavistock Lane.

GTA also notes that an existing on-street loading area is located on Frome Street immediately in front of the subject site that could be used to support the development.

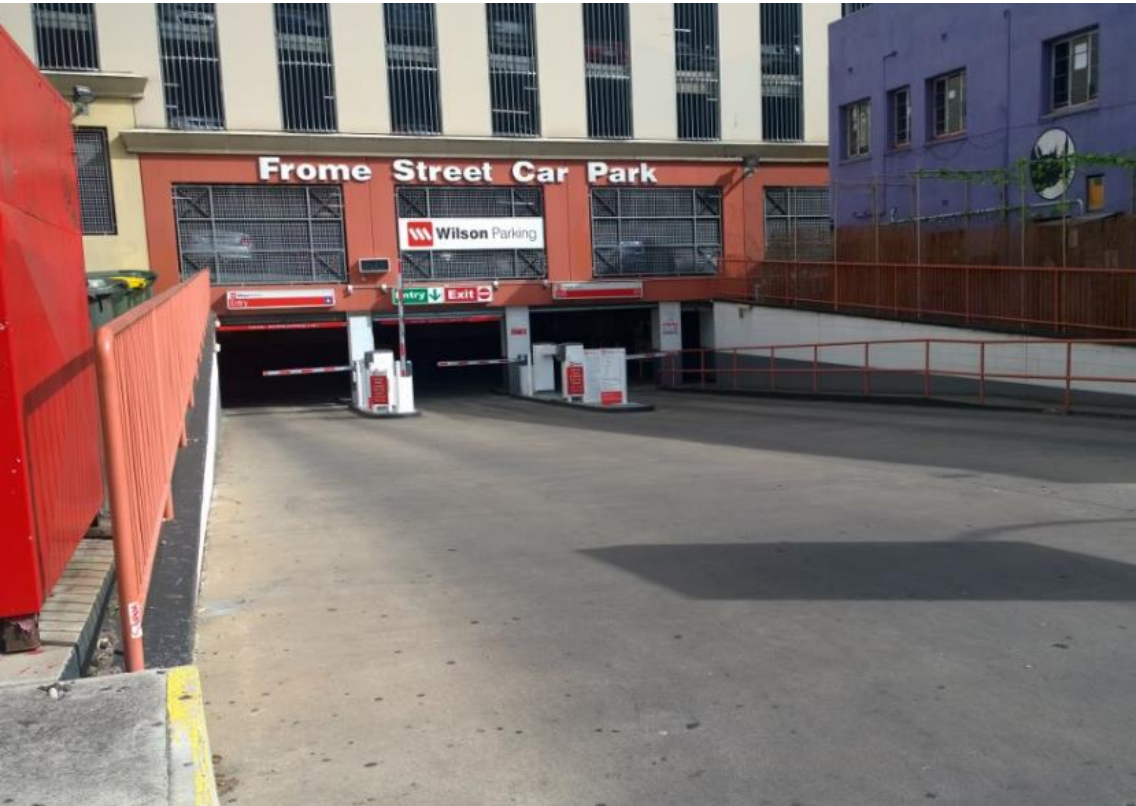
4. Vehicle Access

Frome Street Access

The existing access from Frome Street will be retained in a modified form. The existing access consists of an approximately 19m wide crossover that provides access to the multi-storey car park and a service lane to the existing building to the south. The existing access road to the multi-storey car park comprises 3 lanes of traffic. Right turn access is currently permitted from Frome Street however right turns out of the site are prohibited.

The existing Frome Street access is shown in Figure 4.1.

Figure 4.1: Existing Frome Street Access



The existing access is wide and is not desirable for pedestrian movement along Frome Street. The wide access road to the car park has also been observed to create driver confusion when entering and exiting the site as the flow of traffic is not well defined.

As a result of the above, it is proposed to reduce the width of this access at Frome Street to approximately 7m to improve conditions for pedestrians and better control vehicle movements into and out of the site. The existing service lane to the building to the south of the access would be closed as part of the development.

The operation of the access at the completion of the proposed works is discussed in further detail in Section 8.

Tavistock Lane

Tavistock Lane is currently a two-way No Through Road that provides rear access to the adjacent properties to the south. The properties to the south also use the lane for refuse collection.

Due to the narrow width of Tavistock Lane and the absence of a formal turnaround area, vehicles (including service vehicles) are currently required to reverse out of Tavistock Lane onto Frome Street. This is not desirable from a traffic safety point of view due to the high levels of traffic and pedestrian volumes on Frome Street and the limited sight distance created by the existing buildings.

To improve the safety for all road users, it is proposed to connect Tavistock Lane to Synagogue Place and make Tavistock Lane a one-way street from Frome Street to Synagogue Place. This would enable all vehicles to enter and exit Tavistock Lane in a forward direction and remove the reversing movements that currently occur out to Frome Street.

Tavistock Lane is shown in Figure 4.2.

Figure 4.2: View West Along Tavistock Lane



GTA has reviewed the ability for a typical private waste collection vehicle (8.8m MRV) to enter Tavistock Lane from Frome Street and exit out to Synagogue Place. The results of the assessment are shown in Figure 4.3.

Figure 4.3: 8.8m MRV Entering Tavistock Lane from Frome Street



Figure 4.3 demonstrates that it will be possible for a MRV to enter Tavistock Lane from Frome Street without impacting on the proposed taxi drop-off area.

Synagogue Place

It is proposed to construct an exit from the site to Synagogue Place. This exit would be created by extending Tavistock Lane at its western end through to Synagogue Place. The connection to Synagogue Place would be designed as a 3.6m wide one-way connection and would have minimum height clearance of 4.5m to accommodate loading and service vehicles.

Parking along the eastern side of Synagogue Place is currently prohibited with on-street parking permitted along the western side of the street. GTA has reviewed the ability for vehicles to exit from the site without impacting the existing on-street parking. The results of the swept path assessment for the largest design vehicle (8.8m MRV) is shown in Figure 4.4.

Figure 4.4: 8.8m MRV Exiting to Synagogue Place

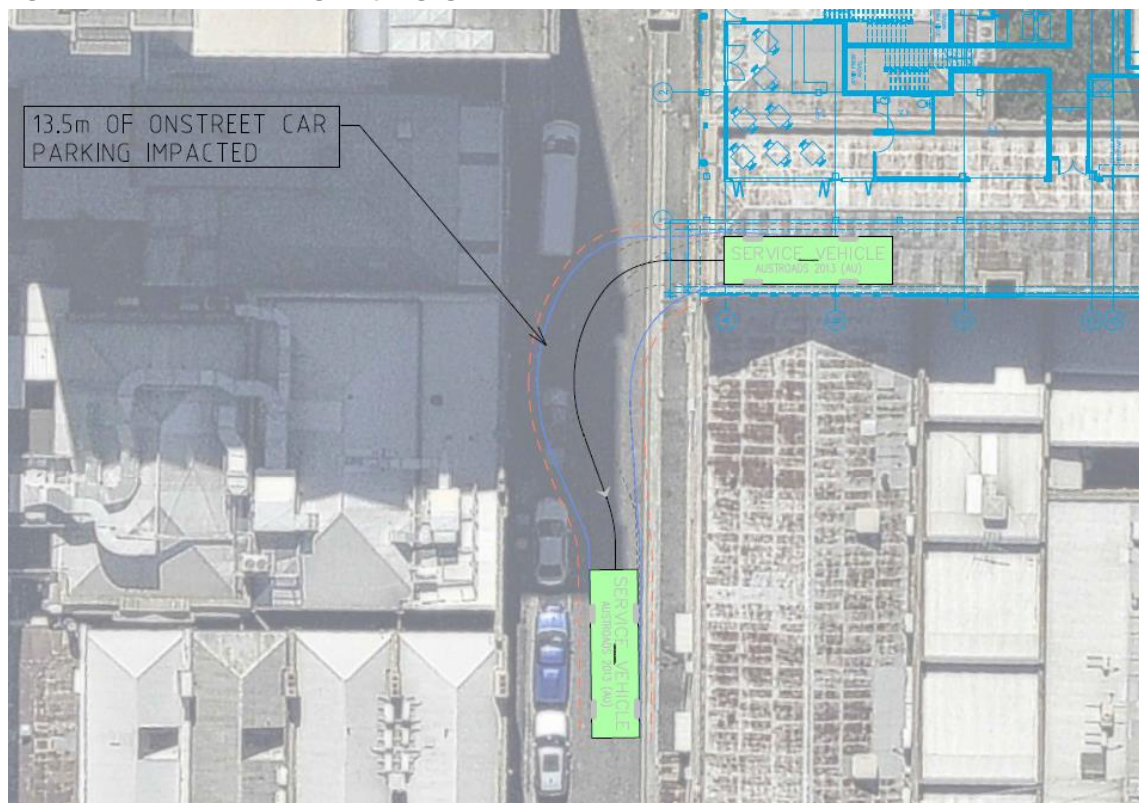


Figure 4.4 demonstrates that approximately 13.5m of on-street parking would need to be removed from the western side of Synagogue Place to enable a MRV will be able to exit the site.

GTA notes that the adjacent building has been built to the boundary which limits pedestrian sight distance at the Synagogue Place exit. However, a review of the site has found that the existing eastern footpath in Synagogue Place experiences very low levels of pedestrian activity due to it terminating approximately 25m north of the site and not connecting to any ongoing pedestrian routes or pedestrian generating land uses.

On the above basis, the risk of pedestrian conflict at the exit is anticipated to be very low and the location of the exit is considered appropriate.

GTA notes the following Principles of Development Control in relation to vehicle access:

- 243** *Vehicular access to development located within the Core and Primary Pedestrian Areas identified in Map Adel/1 (Overlay 2A) should be limited and designed to minimise interruption to street frontages.*
- 246** *The number of access points on primary city access roads identified in Map Adel/1 (Overlay 1) should be limited to minimise traffic and pedestrian inconvenience, interference with public transport facilities and adverse effects on the environment.*

No additional access points are proposed to Frome Street and the existing car park access will be reconfigured to improve pedestrian safety. The proposed changes to the access are consistent with the objectives of the Development Plan and are considered appropriate.

Altering Tavistock Lane so that it becomes a one-way road from east to west will remove exit movements to Frome Street which will improve conditions for pedestrians and other traffic.

5. Car Parking

5.1 Development Plan Car Parking Requirements

The Adelaide (City) Development Plan (consolidated 24 September 2015) contains recommended car parking rates for new development in Table Adel/7.

It is noted that for development in the Capital City Zone there is no minimum car parking requirement applicable. However, as the subject site is located within the Primary Pedestrian Area there are maximum car parking rates that apply.

The applicable **maximum** car parking rates are summarised in Table 5.1:

Table 5.1: Development Plan Maximum Car Parking Rates

Type of Development	Maximum Provision of Car Park Spaces
Medium to High Scale Residential or Serviced Apartment	1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres Multi-unit dwelling: 1 visitor space for each 6 dwellings

Based on the Development Plan maximum car parking rates above, Table 5.2 demonstrates the maximum number of parking spaces permitted for the residential and serviced apartment uses.

Table 5.2: Maximum Car Parking Provision

Use	Number	Rate	Maximum Provision
Residential <75sq.m	40 apartments	1 per dwelling	40 spaces
Residential 75-150sq.m	52 apartments	2 per dwelling	104 spaces
Serviced Apartment <75sq.m	60 apartments	1 per dwelling	60 spaces
Visitor	152 apartments	1 per 6 dwellings	26 spaces
Total			230 spaces

The Development Plan also contains the following parking requirement for people with a disability:

General Requirement

1 car parking space in every 15 spaces provided with any form of development should function as a car parking space suitable for use by people with disabilities and other people with small children and prams so they can easily be loaded/unloaded from vehicle side doors.

People with Disabilities

Every second parking space provided for people with special needs shall be reserved for the exclusive use of people with disabilities (i.e. 1 in 30 spaces).

Based on the above, the additional 131 spaces provided for the development should include a minimum 4 disability spaces.

5.2 Adequacy of Parking Supply

It is proposed to allocate car parking for the development as shown in Table 5.3.

Table 5.3: Allocation of Car Parking

Use	Car Parking Provision
Student Accommodation	-
Retail/Restaurant	-
Apartment	144 spaces
Hotel	50 spaces
Serviced Apartment	60 spaces
Multi-storey Parking Station	375 spaces

Based on the above, the provision of car parking for each use will be within the maximum permitted by the Development Plan.

Disability Parking

A total of 4 disability parking spaces will be provided for the proposed development to meet the requirements of the Development Plan for disability parking. These spaces and associated shared spaces will be a minimum 2.4m wide and 5.4m long as required by the Australian Standard AS/NZS2890.6:2009). The spaces will be located on Level 1 within the new car parking area at the rear of the Frome Street building.

5.3 Car Parking Layout

As previously discussed, the existing multi-storey car park is to be retained as part of the proposed development. The layout of the existing car park will generally remain unchanged with the exception of minor changes to the car park entrance.

The layout of the new car parking areas have generally been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004).

The following has been noted in relation to the design of the new car park areas:

- Car parking spaces will be 5.4m long and 2.5m wide and provide additional 300mm clearance to any vertical obstructions.
- Columns will be located in accordance with the Australian Standard.
- Car park aisles will generally be 5.8m wide and provide additional 300mm clearance to vertical obstructions.
- Intersections of aisles have been designed to allow a B85 and B99 vehicle to pass simultaneously.
- Minimum 1m blind aisle extensions have been provided in accordance with the Australian Standard.

GTA notes that some two-way car park aisles have been provided on levels 1 and 2 that are below the 5.8m width required by the Australian Standard. These reduced width aisles provide access to a limited number of car parking spaces (4 spaces) and therefore the number of movements through the section of aisle and hence the chance of conflicting vehicle movements would be very low.

The Australian Standard does permit two-way single width driveways and circulating roads where two-way traffic volumes are less than 30 movements in a peak hour. The traffic volumes in the proposed section of car park will be significantly less than 30 movements in a peak hour and on

this basis the use of a short section of two-way single width aisle could be considered appropriate.

When considering the suitability of a reduced width aisle regard must also be had to the ability for vehicles to manoeuvre into and out of adjacent parking spaces. To ensure that vehicles will be able to enter and exit from parking spaces adjacent the reduced width aisle, GTA has completed a swept path assessment using AutoTURN software. The results of the assessment are shown in Figures 5.1 to 5.3.

Figure 5.1: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle

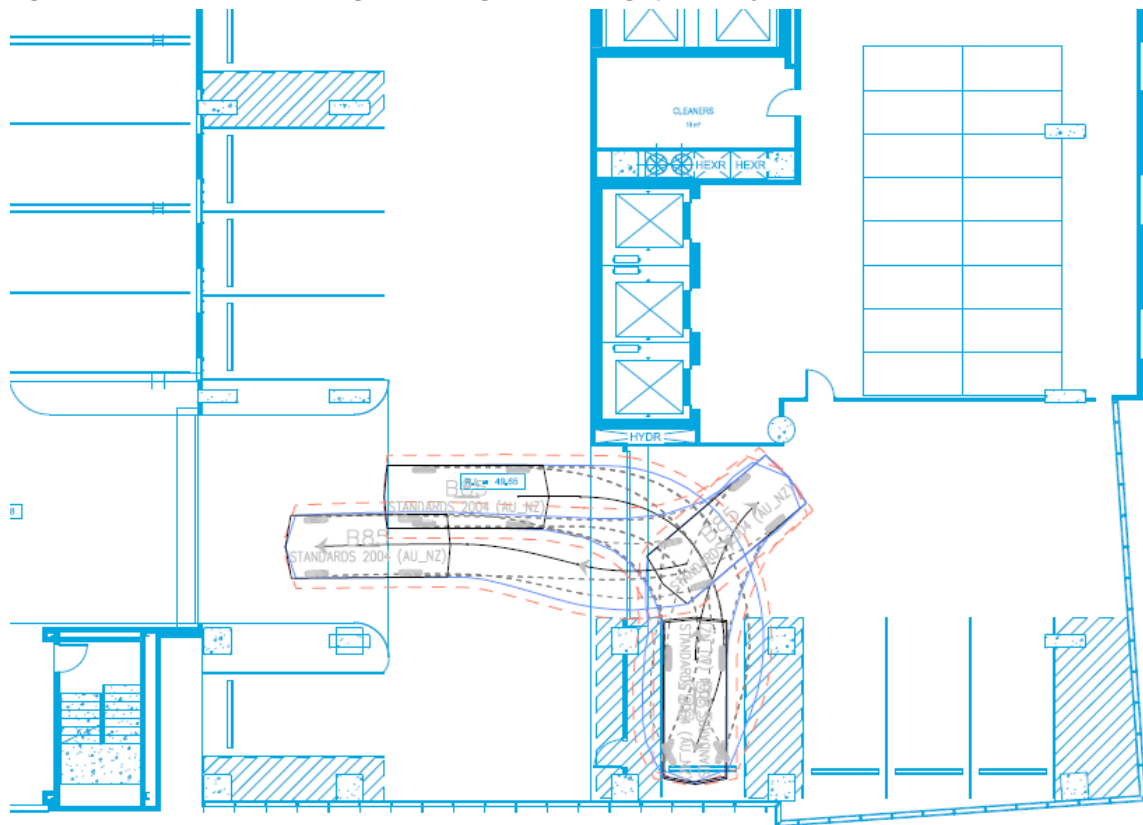


Figure 5.2: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle

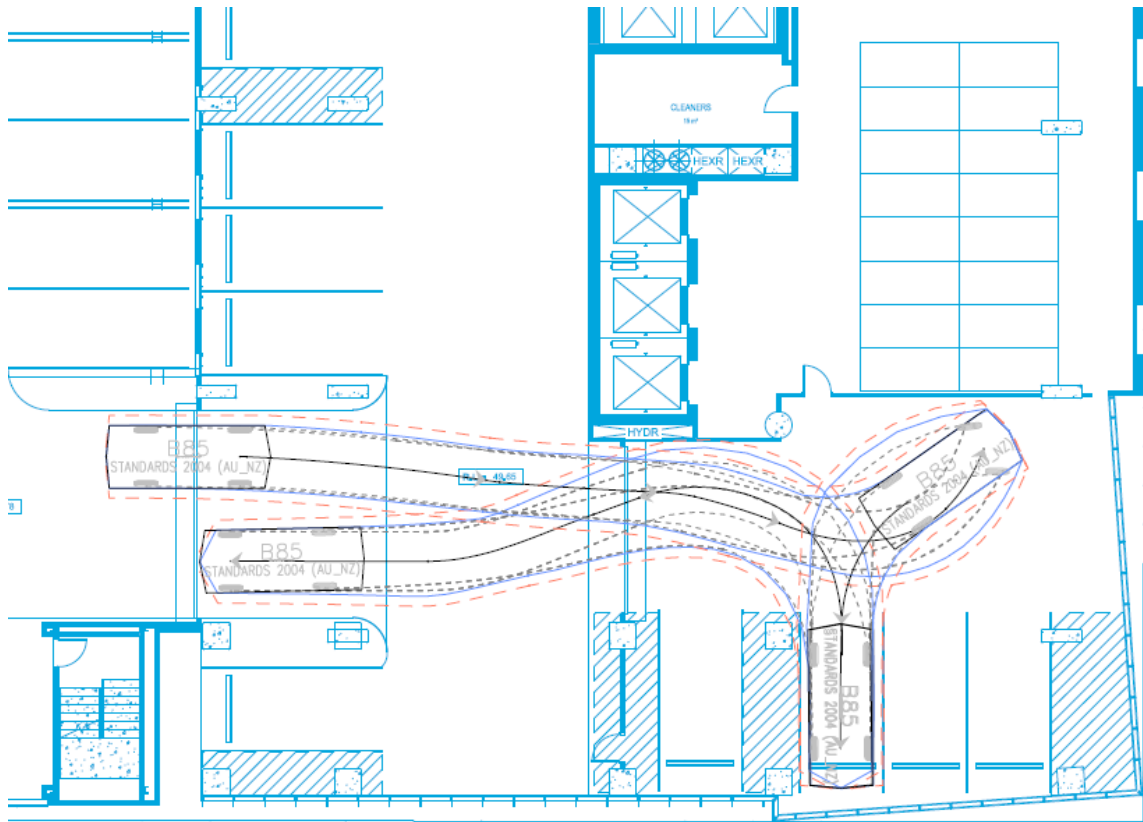
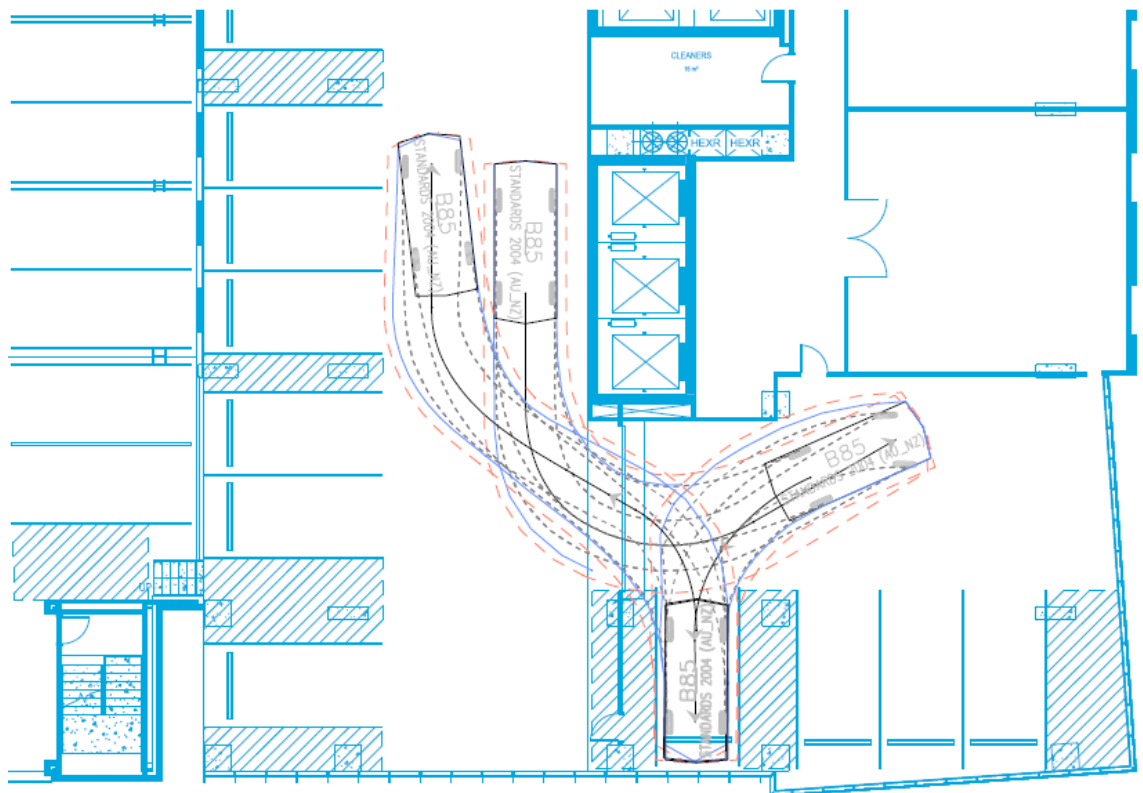


Figure 5.3: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle



Figures 5.1 to 5.3 demonstrate that a B85 vehicle will be able to enter and exit from the parking spaces adjacent the reduced width aisle. Although access to some spaces will be limited to a reverse in movement only.

6. Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

Recommended bicycle parking rates for new development in Adelaide City Council are contained in Table Adel/6 of the Adelaide (City) Development Plan (consolidated 17 September 2015).

The bicycle parking rates applicable to the proposed development are shown:

Type of Development	Employees and/or residents	Visitors and/or shoppers
Serviced Apartment	1 per 20 employees	2 for the first 40 rooms, plus 1 for every additional 40 rooms
Multi-level Car Parking Station	1 per 20 employees, plus 5 percent of the total number of proposed car parking spaces.	N/A
All Low, Medium, and High Scale Residential	1 for every dwelling/apartment with a total floor area less than 150 square metres 2 for every dwelling/apartment with a total floor area greater than 150 square metres	1 for every 10 dwellings
Café/Restaurant	1 per 20 employees	1 per 50 seats

The Development Plan does not however contain a bicycle parking rate for Hotels or Student Accommodation.

Table 6.1 has been prepared to summarise the Development Plan bicycle parking requirements for those uses that have defined rates.

Table 6.1: Development Plan Bicycle Parking Requirements

Building	Use	Number/Area	Rate	Required Spaces
Frome Street Building	Serviced Apartment (Employees)	<20 employees	1 per 20 employees	1 space
	Serviced Apartment (Accommodation)	60 apartments	2 for the first 40 rooms, plus 1 for every additional 40 rooms	3 spaces
	Café/Restaurant (Employees)	<20 employees	1 per 20 employees	1 space
	Café/Restaurant (Customers)	<50 seats	1 per 50 seats	1 space
	Apartments (Residents)	92 apartments	1 per apartment	92 spaces
	Apartments (Visitors)	92 apartments	1 for every 10 dwellings	9 spaces
Synagogue Place Building	Café/Restaurant (Employees)	<20 employees	1 per 20 employees	1 space
	Café/Restaurant (Customers)	22 seats	1 per 50 seats	1 space
Multi-level Car Parking Station	Leased Parking Spaces	<20 employees and 385 spaces	1 per 20 employees, plus 5 percent of the total number of proposed car parking spaces	20 spaces
TOTAL				129 spaces

Based on Table 6.1 above, the proposed development would generate a requirement for 129 bicycle parking spaces for those uses that have defined rates.

Apartments

GTA consider the above Development Plan rates to be high for the proposed apartment use and has referred to empirical data to determine a more appropriate bicycle parking provision.

2013 residential use bicycle ownership information for the City of Adelaide has been provided by Council. The bicycle ownership rates (number of working bicycles) are identified as follows:

- 24% of households have 1 bicycle
- 10% of households have 2 bicycles
- 12% of households have 3 or more bicycles

Based on the above ownership rates the development would be required to provide 73 secure resident bike parking spaces.

Student Accommodation

Given the absence of a specific bicycle parking rate in the Development Plan for Student Accommodation, GTA has undertaken an empirical assessment of bicycle parking requirements at other student accommodation developments in Australia (including one on Bank Street in Adelaide).

Table 6.2 below summarises the bicycle parking provision and demand at other student accommodation developments in Australia.

Table 6.2: Bicycle Parking Provision and Demand – Urbanest Developments

Location	Total Beds	Total Spaces Provided	Total Spaces Occupied	No. Beds Per Bicycle	Comments
Urbanest Quays Street, Haymarket, Sydney	334	44	10	33.4	City centre location, close proximity to UTS and Sydney University.
Urbanest Bank Street, Adelaide	503	24	22	22.9	City centre location, Close proximity to Uni SA and University of Adelaide
Urbanest South Bank, Brisbane	755	75	29	26.0	City centre location
Urbanest City Road, Sydney	440	98	5	88.0	Sydney University on campus location (opened July 2015)
Urbanest Cleveland Street, Sydney	461	135	15	30.7	Chippendale, close proximity to UTS and Sydney University
Urbanest Sydney Central	665	86	13	51.2	Ultimo, close proximity to UTS
Urbanest Melbourne Central	461	81	11	41.9	Carlton, close proximity to University of Melbourne
Urbanest Carlton	272	41	18	15.1	Carlton, close proximity to University of Melbourne
Average No. Beds Per Bicycle				38.6	

Based on Table 6.2 above, similar student accommodation developments around Australia generate an average bicycle parking demand of 1 space per 38.6 beds. The proposed development with 274 beds would therefore generate a requirement for 7 bicycle parking spaces if the above rates are applied.

It is likely that the majority of residents will be students who attend one of the adjacent University campuses which are located less than 200 metres from the subject site. It could therefore be expected that the majority of residents will walk to University rather than cycle. Some residents will choose to use a bicycle for some trips (including recreational cycling), but given the close proximity of retail and restaurant precincts (Rundle Mall, Rundle Street etc.) it is likely that most trips from the site will be on foot.

Based on the above discussion and analysis, GTA considers the proposed bicycle storage room, will be appropriate for the nature and location of the proposed student accommodation and will cater for the likely demand as observed at other similar student accommodation developments.

Hotel

The Development Plan does not contain a specific bicycle parking rate for a Hotel. Typically, Hotels generate a very low requirement for bicycle parking with demand generally associated with staff bicycle use.

The Development Plan includes an employee bicycle parking rate for of 1 per 20 employees for a Motel and Serviced Apartment. A similar demand could be anticipated for Hotel employees which suggest 1 space should also be provided for the Hotel use.

Summary of Bicycle Parking Requirements

Based on the above, it is anticipated that the proposed development will generate a combined requirement for 118 bicycle parking spaces consisting of 9 spaces for the Synagogue Place building, 89 spaces for the Frome Street building and 20 spaces for the multi-storey car park.

The development proposes to accommodate the bicycle parking requirements for the Synagogue Place and Frome Street buildings within formal bike store areas within each building. GTA recommends that a further 20 bicycle parking spaces are provided within the multi-storey car park for this existing use.

In addition to the formal bike store areas, bicycle parking will be available within the building storage areas or within apartments themselves. On this basis, GTA considers the provision of bicycle parking to be appropriate.

6.2 Walking and Cycling Network

As discussed, direct pedestrian access to the site will be available from the adjacent road network. In addition, an east-west pedestrian connection will be available through the site from Frome Street to Synagogue Place via Tavistock Lane.

6.3 Public Transport

As discussed, the site is accessible by public transport with bus stops and train and tram services located within walking distance of the site.

7. Loading Facilities

7.1 Statutory Requirements

The Adelaide (City) Development Plan (dated 17 September 2015) provides guidance for loading/unloading facilities. Principle of Development Control (PDC) 241 in the Transport and Access section of the Development Plan applies to the proposed development. PDC 241 is as follows:

"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."

In addition, the Development Plan includes the following PDC in relation to vehicle access:

247 *Buildings located along primary and secondary access roads should be sited to avoid the need for vehicles to reverse on to the road (unless the dimensions of the site make this impractical).*

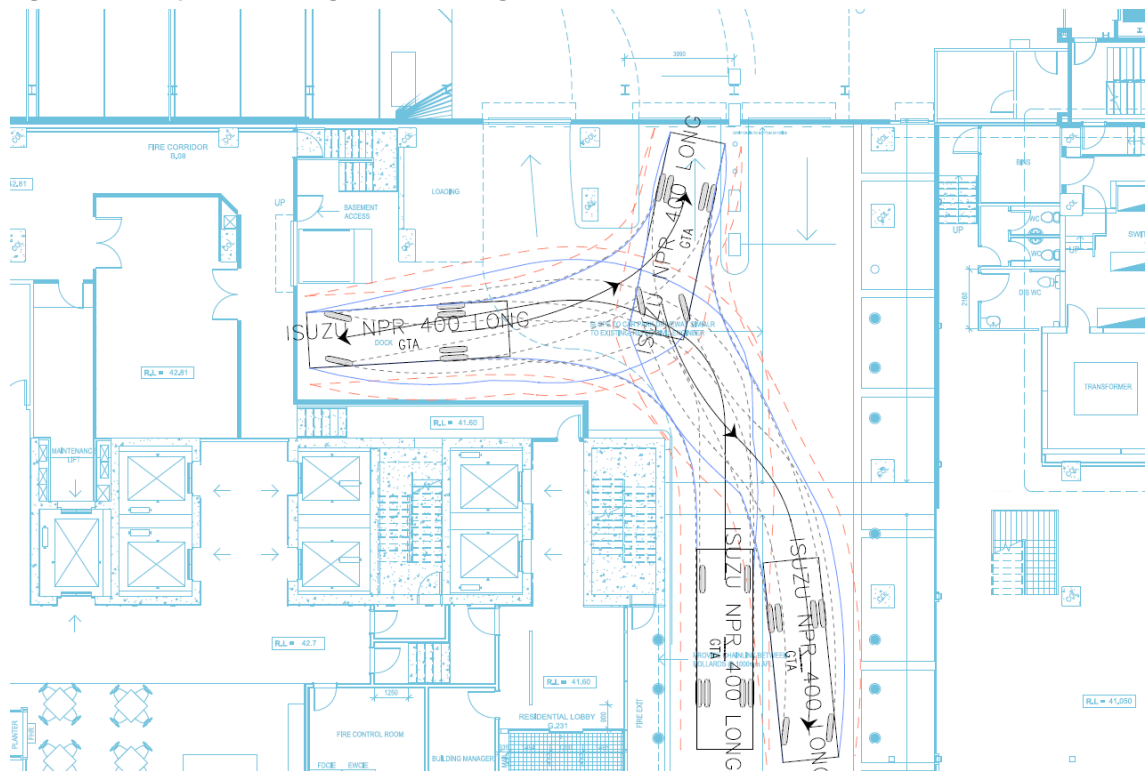
7.2 Proposed Loading Arrangements

In order to minimise the creation of additional access points on Frome Street, it is proposed that loading and refuse collection will occur on site via the existing Frome Street access. The amended design proposes the removal of the second entry lane to the multi-storey car park and alterations to the ground level foyer to accommodate a new on-site loading area for the Frome Street building.

The loading area has been designed to accommodate a private waste vehicle similar to an Isuzu NPR 400 Garbage Compactor. This vehicle has a length of approximately 7.4m and has been nominated for use at other recently approved developments in metropolitan Adelaide. Trucks will enter from Frome Street using the car park access, with the loading areas located along the northern side of the access road.

GTA has completed a swept path assessment using AutoTURN software to assess the ability for the proposed refuse collection vehicle to enter and exit the proposed loading area. The result of the assessment is shown in Figure 7.1.

Figure 7.1: Proposed Loading Access and Egress



The swept path assessment confirms that the proposed 7.4m long private waste collection vehicle will be able to enter the loading zone in a forward direction. On exit, the truck will reverse towards the car park entrance, prior to exiting Frome Street in a forward direction.

Most deliveries to the site are expected to be made via small trucks i.e. 6.4m long SRV. These vehicles are smaller than the proposed refuse collection vehicle and on this basis the proposed loading area will also be suitable for these vehicles.

To minimise the risk of conflict between vehicles entering the loading area and vehicles accessing the multi-storey car park, refuse collection and any large vehicle deliveries will be scheduled to occur outside of normal operating periods for the development and car park.

Loading for taxi drop-off and pick-up for the Hotel and Serviced Apartment uses is proposed to occur within Tavistock Lane, adjacent to the buildings frontages to the laneway.

8. Traffic Impact Assessment

8.1 Traffic Generation

8.1.1 Design Rates

Residential Apartments

Traffic generation estimates for the proposed residential apartments have been sourced from RTA NSW's 'Guide to Traffic Generating Developments – updated traffic surveys' (2013) henceforth referred to as the RTA Guide. The traffic generation rates applicable to the proposed development are shown below:

<i>High density residential flat dwellings (AM Peak Hour)</i>	<i>0.15 per car space</i>
<i>High density residential flat dwellings (PM Peak Hour)</i>	<i>0.12 per car space</i>
<i>High density residential flat dwellings (Daily)</i>	<i>1.34 per car space</i>

Based on the rates above, the proposed 144 residential car spaces could be expected to generate up to 22 trips and 17 trips in the AM and PM peak hour respectively and up to 193 trips daily.

Hotel

The AM peak period is typically the busiest for a hotel based on new arrivals and departures of staff and guests arriving/departing between 8-9am, with the afternoon/evening check-in and staff changeover much more spread between 2pm and 7pm. In this regard, GTA Consultants observed traffic movements at the drop-off/pick-up area for the 374 room Hilton Hotel in Adelaide and the drop-off/pick-up area and car parking areas for the 98 room Rydges Hotel in Adelaide on a typical weekday during the AM peak period.

The results of the survey indicated the Hilton Hotel had a total of 58 vehicle movements (50% in and 50% out), which equates to a rate of 0.16 movements per room. The Rydges Hotel recorded 44 vehicle movements (60% in and 40% out), which equates to a rate of 0.45 movements per hour.

GTA has also obtained traffic generation information for the Crown Promenade Hotel in Melbourne. This Hotel has an AM peak hour traffic generation rate of 0.30 movements/room and a PM peak hour traffic generation rate of 0.17 movements/room.

The surveys above result in an average trip generation rate of 0.3 trips per room in the typical AM peak hour period. It should be noted that many of these trips are taxis collecting or delivering people at the hotel.

Based on the above, the proposed 148 room hotel could expect to generate up to 45 vehicle trips in the AM peak hour. Assuming a peak-to-daily ratio of 10%, the proposed development is likely to generate approximately 450 vehicle trips. If the observed PM trip generation rate of 0.17 movements/room from the Crown Promenade Hotel is applied, a total of 26 trips could be expected in the PM peak period.

Serviced Apartments

GTA has obtained traffic generation data from six other serviced apartment developments in Australia. A summary of the traffic generation rates for these developments is shown in Table 8.1.

Table 8.1: Serviced Apartment Traffic Generation Rates

Development	AM Peak Movements/Apartment	PM Peak Movements/Apartment	Daily Movements/Apartment
Hotham Serviced Apartments	0.27	0.27	2.47
City Gate Apartments Melbourne	0.33	0.56	3.40
Birches Boutique Apartments Melbourne	0.24	0.35	2.24
South Yarra Hill Suites	0.37	0.37	3.84
Aston Apartments South Yarra (Caroline Street)	0.27	0.53	2.33
Aston Apartments South Yarra (Powell Street)	0.17	0.33	1.92
Average	0.28	0.40	2.70

Based on the rates shown in Table 8.1 above, the proposed 60 serviced apartments would be expected to generate 17 and 24 trips in the AM and PM peak periods respectively and up to 162 trips daily.

Multi-Storey Car Park

Based on the survey of existing traffic movements into the multi-storey car park, the existing car park generates 0.39 movements in the AM peak hour and 0.32 movements in the PM peak hour.

At the completion of the proposed works, a total of 375 spaces will be available for lease to off-site users. Assuming these spaces will have traffic generation rates similar to existing, the 375 spaces will generate a further 147 trips in the AM peak and 120 trips in the PM peak. Assuming a peak to daily ratio of 10%, a total 1,470 daily trips could be expected from these spaces.

Other Uses

No specific trips have been allocated for the proposed student accommodation or restaurant and café tenancies. No formal car parking is proposed on the site for these uses, hence any trips will occur elsewhere in the road network.

Summary of Traffic Generation

Based on the above, Table 8.2 presents a summary of the anticipated traffic generation.

Table 8.2: Summary of Anticipated Traffic Generation

Use		AM Trips	PM Trips	Daily Trips
Frome Street Building	Serviced Apartment	17	24	162
	Hotel	45	26	450
	Apartment	22	17	193
	Café/Restaurant	-	-	-
Synagogue Place Building	Café/Restaurant	-	-	-
	Student Accommodation	-	-	-
Multi-level Car Parking Station	Leased Parking Spaces	147	120	1,470
Total		231	187	2,275

Table 8.2 demonstrates that at the completion of the proposed development, the site could be expected to generate in the order of 231 and 187 trips during the AM and PM peak periods respectively and up to 2,275 trips daily.

8.1.2 Distribution and Assignment

Based on a review of existing movements at the Frome Street car park access, approximately 60% of entry movements are from the south with 40% from the north. Right turns out of the site are prohibited and therefore all exit movements are to the north along Frome Street.

For the purpose of this analysis it has been assumed that the future distribution of traffic would be similar existing. In addition, the following directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) has been assumed:

- Apartments – 10:90 split in the AM peak and 90:10 split in the PM peak.
- Hotel – 50:50 split in both the AM and PM peak.
- Serviced Apartments – 50:50 split in both the AM and PM peak.
- Multi-storey Parking Station – 90:10 split in the AM peak and 10:90 split in the PM peak.

It has also been assumed that 50% of the Hotel and Serviced Apartment traffic would be associated with taxi drop-off and pick-up that would occur in Tavistock Lane.

Based on the above, Figure 8.1 and Figure 8.2 have been prepared to show the estimated turning movements in the vicinity of the subject property following full site development.

Figure 8.1: AM Peak Hour Site Generated Traffic Volumes

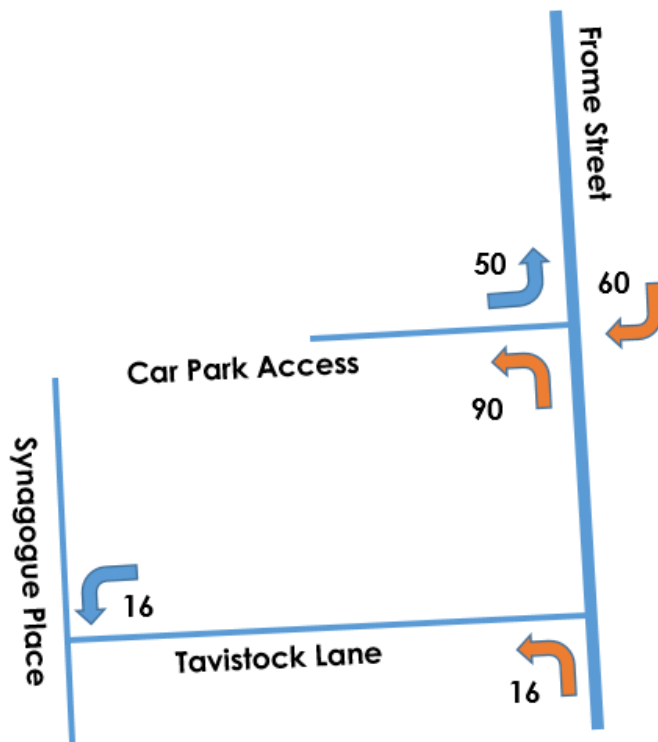
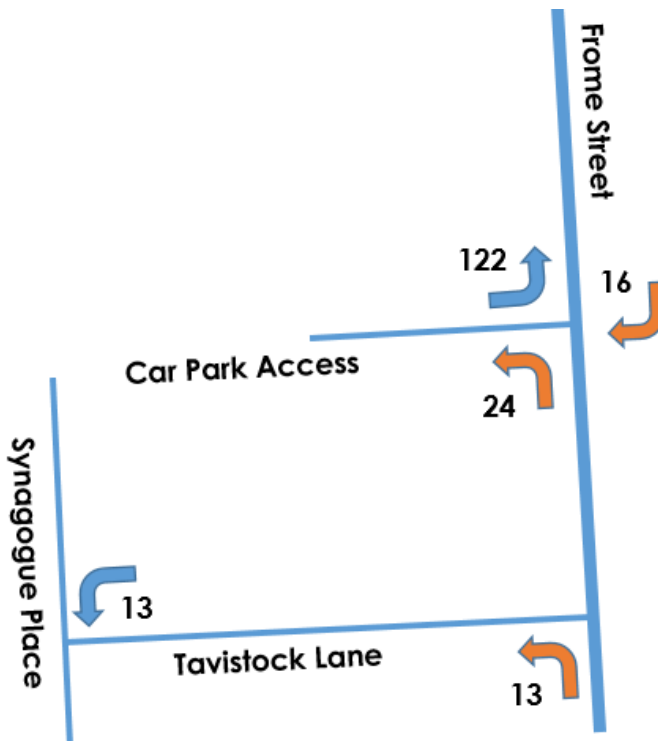


Figure 8.2: PM Peak Hour Site Generated Traffic Volumes



8.2 Traffic Impact

8.2.1 Frome Street Access Operation

The existing multi-storey car park generates in the order of 193 vehicle trips during the morning peak hour, 157 trips during the afternoon peak hour.

The proposed development will increase the total number of car parking spaces available within the site, however some of the existing spaces will be reallocated for use by the proposed Hotel, Serviced Apartment and Apartment uses which typically have lower traffic generation rates compared to more traditional multi-storey car parking spaces. This has been discussed in Section 8.1 above.

On this basis, even with the additional parking spaces to be provided, there will be negligible impact on the total number of movements into and out of the car park (estimated increase of 7 trips during the AM peak and 5 trips during the PM peak).

GTA has assessed the future operation of the car park access using SIDRA Intersection 6.1. The results of the assessment for the AM and PM peak periods respectively are summarised in Table 8.3 and Table 8.4.

Table 8.3: Proposed Car Park Access – AM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.227	4.6	0.0
	Through	0.227	0.0	0.0
Frome Street (North)	Through	0.235	0.0	0.0
	Right	0.153	12.0	3.6
Car Park Access	Left	0.055	3.4	1.4

Table 8.4: Proposed Car Park Access – PM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.259	4.6	0.0
	Through	0.259	0.0	0.0
Frome Street (North)	Through	0.163	0.0	0.0
	Right	0.050	13.6	1.1
Car Park Access	Left	0.158	4.5	4.1

Table 8.3 and Table 8.4 demonstrate that the car park access will continue to operate satisfactorily at the completion of the development. Of particular note there will be no notable impact to queuing or delays for the right turn movement from Frome Street into the site.

On this basis, against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network.

8.2.2 Vehicle Queuing

The development proposes to reduce the existing car park access road from 3 lanes to 2 near Frome Street. However, two entry lanes into the car park will be retained that will be controlled by boom gates or a similar barrier.

To ensure that vehicle queues do not extend back to Frome Street during the AM peak arrival period, GTA has calculated the anticipated queue length using the Steady State Queue Lengths method as presented within Section 4 of the Austroads Guide to Traffic Management "*Part 2: Traffic Theory*".

Based on the peak arrival rate of 75 vehicles per car park entry lane per hour (inbound movement during the AM peak hour) and a boom gate service time of 10 seconds per vehicle, a 98th percentile queue of 2 vehicles per entry lane could be expected. This equates to a queue length of approximately 12m per lane.

The site provides approximately 39m of queuing area within the site. On this basis there is anticipated to be sufficient queueing area available within the site to accommodate the peak arrival flows.

Of particular note, even if one of the access lanes was closed, a 98th percentile queue of 4 vehicles (24 metres) could be expected which would still be accommodated within the site.

9. Conclusion

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

- i The development does not generate a minimum car parking requirement, however there is a maximum car parking provision of 230 spaces permitted for the residential and serviced apartment uses.
- ii The development will provide parking within the maximum rates allowed under the Development Plan and the proposed supply of parking is considered appropriate.
- iii The proposed parking layout is generally consistent with the dimensional requirements as set out in Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- iv 4 disability parking spaces and associated shared spaces will be provided to meet the Development Plan requirements.
- v Vehicles up to 7.4 metres can access the loading zone/refuse collection area in a forward motion. Trucks then perform a two staged exit manoeuvre prior to departing onto Frome Street in a forward motion. Refuse collection and any large vehicle deliveries will be scheduled outside normal operating hours.
- vi Taxi and other pick-up and drop-off for the hotel and serviced apartments will occur on Tavistock Lane and with the proposed one-way and new connection to Synagogue Place, all vehicles will be able to enter and exit the laneway in a forward direction.
- vii The development is expected to generate a combined demand for 118 bicycle parking spaces, consisting of 9 spaces for the Synagogue Place building, 89 spaces for the Frome Street building and 20 spaces for the multi-storey car park.
- viii Bicycle parking for the Synagogue Place and Frome Street buildings will be accommodated within formal bike store areas within each building.
- ix The site is expected to generate similar levels of traffic to the existing use as a multi-storey car park.
- x The Frome Street access is anticipated to operate satisfactorily within sufficient queuing distance available within the site to accommodate peak queues.

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For the attention of the Development Assessment Commission

11-27 Frome Street and 12-18 Synagogue Place, Adelaide

Further to the referral DA 020/A033/16 V2 received 5 June 2017 pertaining to the application to vary the development previously granted Development Consent DA 020/A033/16 V1 at the above address, I would like to offer the following comments for your consideration.

The proposed variation includes amendments to the ground floor configuration and the increase of the height of the Frome Street building.

The proposed variation seeks to include two additional penthouse levels at the top of the Frome Street building. Together with the proposed reduction of floor to floor heights from 3500mm to 3250mm, the resultant increase of the overall building height is by 500mm. I support the increased height, as the increase is minor and the additional floors incorporate the lift core into the overall building form. It is my opinion that the height variation does not affect the overall architectural expression as originally intended. While I do not welcome the reduction in floor to floor heights as it relates to apartment amenity, I recognise the proposed height of 3.25 metres floor to floor still delivers good residential amenity. I therefore support the proposed amendment.

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The amendments to the ground floor are proposed to utilise Tavistock Lane for hotel drop-offs and pick-ups, as well as vehicle access for refuse collection. I recognise that the project offers significant contribution to the public realm by connecting Tavistock Lane with Synagogue Place. I support the proposed configuration to utilise Tavistock Lane, provided a mutually acceptable arrangement being agreed upon with the Adelaide City Council and the neighbouring building owners to secure the rights of use and access of the lane.

Above the ground floor, a number of internal planning amendments are proposed. Generally the changes do not affect the building form or the architectural expression, and therefore do not raise any concern. However, I do not support the reduction of building facade setbacks and the deletion of the circular columns on



File No:
2014/11234/01

Ref No:
11602082

level five, as it weakens the definition between the lower and higher parts of the podium form. I recommend review of the level five configuration with the view to maintain the recess in the podium form as originally intended. I am not concerned by the increased number of hotel rooms and serviced apartments. I support the increase in the variety of apartment types offered.

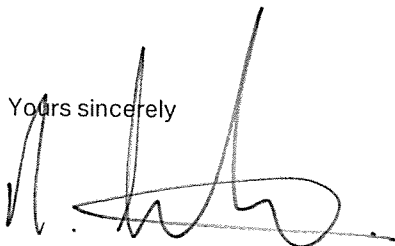
The proposed variation includes some changes to the communal space on level 10. I support the reduction in length of walls along the western edge of the floor, improving the visual separation of the podium from the built form above. However, I am concerned by the alignment of the eastern wall and the feature concrete columns. Due to the relocation of the wall, the circular concrete columns are no longer expressed externally. I am also concerned by the removal of soft landscaping around the swimming pool. Acknowledging the challenges associated with ensuring user safety at height, it is my opinion that landscaping provides quality screening and shelter for the pool users. I recommend review of the level 10 communal space layout.

The submitted drawings include revised three dimensional visualisations. I note the copper/rust coloured aluminium fins to the lower part of the podium is now rendered in different colour. I request confirmation that materiality for the fins remain as per the originally approved scheme.

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

- Confirmation of the access and use rights of Tavistock Lane.
- Review of the level five configuration to retain original wall setbacks.
- Review of the level 10 communal space layout.
- Confirmation of the finish to the aluminium fins to the lower podium.

Yours sincerely



Nick Tridente
Associate Government Architect

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Government
of South Australia



Ref: SH/13593D
Date: 9 June 2017

Ms Cathryn Longdon
Secretary
Development Assessment Commission
GPO Box 1815
Adelaide 5001

Attention: Elysse Kuhar

State Heritage Unit

Economic and Sustainable
Development Group

Development and Assessment
Policy

Level 9
81-91 Waymouth Street
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001
Australia
DX138

Ph: +61 8 8124 4960
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Dear Ms Kuhar

**DESCRIPTION: VARIATION TO FROME STREET BUILDING COMPRISING INCREASED HEIGHT,
INCREASED NUMBER OF APARTMENTS AND CHANGES TO INTERNAL LAYOUTS INCLUDING GROUND
FLOOR LAYOUT - 11-17 FROME ST, 21-27 FROME ST AND SYNAGOGUE PLACE**

Application number: 020/A033/16 V2
Referral received: 7/04/2017
Additional documentation received 5/06/2017

State heritage place: SH/13593—Former Jewish Synagogue, 5-9 Synagogue Place
ADELAIDE

SH/13379—Tavistock Building, 228-240 Rundle Street ADELAIDE

SH/10956—Grand Lodge of Freemasons Adelaide Masonic Centre,
254 North Terrace ADELAIDE

SH/13376—Two Storey Dwelling (An elaborately detailed classical
villa), 261 North Terrace ADELAIDE

SH/13377—Office (former dwelling) 263-264 North Terrace ADELAIDE

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

The proposed variation is considered to be acceptable in relation to the above State heritage place for the following reason/s.

- The proposed addition of double-storey penthouse apartments to the same height as the approved lift over-run does not appreciably affect the way in which the Frome Street building affects the visual context of the State heritage places in its vicinity.
- Otherwise, there are understood to be no changes sought to external architectural expression under the subject variation.
- The changes to internal layouts and the changes arising from the altered operational management via Tavistock Lane have no impact on the context of any heritage place.

General notes

1. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department of Environment, Water and Natural Resources, or an additional referral to the Minister for Sustainability, Environment and Conservation. Such changes would include for example (a) an

application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.

2. In accordance with Regulation 43 of the *Development Regulations 2008*, please send the Department of Environment, Water and Natural Resources a copy of the Decision Notification.
3. The Commission is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department of Environment, Water and Natural Resources.
4. The Commission is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

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

Yours sincerely



Peter Wells

Principal Conservation Architect

DEPARTMENT OF ENVIRONMENT, WATER AND NATURAL RESOURCES

as delegate of the

MINISTER FOR SUSTAINABILITY, ENVIRONMENT AND CONSERVATION

22 May 2017

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

To Whom It May Concern,

DEVELOPMENT NUMBER: DA 020/A033/16 V2
APPLICANT: Kyren group
NATURE OF DEVELOPMENT: Mixed Use Development over Two Towers
SUBJECT LAND: 11-27 Frome Street and 12-18 Synagogue Place Adelaide SA 5000

The application has been assessed and the revised 11-27 Frome Street Tower height of RL175.5m Australian Height Datum (AHD) **will** penetrate the Adelaide Airport Obstacle Limitation surfaces (OLS) which is protected airspace for aircraft operations.

The application will require approval in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996 and therefore will be forwarded to the Department of Infrastructure and Regional Development for their approval.

The developments will penetrate the OLS by approximately 20 metres.

If the development is approved by the Department of Infrastructure and Regional Development any associated lighting would also need to conform to the airport lighting restrictions and shielded from aircraft flight paths.

Crane operations associated with construction, if approved, will also be subject to a separate application and are required to remain at or below RL 182.9m AHD maximum height as stated in the Aeronautical Impact Assessment LB00073 Version 2.0 dated the 27 March 2017.

Should you require any additional information or wish to discuss this matter further please contact the undersigned on 8308 9245.

.

Yours sincerely,



Brett Eaton
Airside Operations Manager

Adelaide Airport Limited

Request for Further Information



In regards to DA020/A033/16 11-27 Frome Street Adelaide

The airport required an updated Aeronautical Impact Study for the increase in height to support this application for approval in accordance with the Airports Act Protection of Airspace Regulations 1996.

The airport has concerns regarding the constructability of the application in regards to cranes and their ability to remain below the PANS-OPS and RTCC Surfaces during construction.

The study will need to confirm that construction cranes associated with this building will remain below the limits of PANS-OPS and RTCC Surfaces for the airport to not object to the application.

The airport will need the revised Aeronautical Impact Study before comment can be provided on the referral.

Regards

Brett Eaton
Airside Operations Manager

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E: beaton@aal.com.au



ATTACHMENT 4

COUNCIL TECHNICAL ADVICE



Thank you for the opportunity to provide comments on the above variation proposal. Council is supportive of the changes to ensure that waste collection is achieved internally within the building.

There is insufficient information for Council Administration to determine if the proposed configuration of Tavistock Lane will meet relevant standards or provided adequate manoeuvrability for current right holders of Tavistock Lane.

The City of Adelaide is committed to working together with all relevant parties to find a suitable design for an upgraded Tavistock Lane. To this end, Council Administration has commenced preparation of an in-house design to work through relevant due diligence considerations not fully covered off in the material currently provided for comment. This process includes preparation of a design and its evaluation against the Australian Road Standard guidelines. It also requires Council to undertake negotiations with four (4) legal right of way holders and other neighbouring properties, as well as the applicant of this variation.

Given this exercise involves multiple parties with differing requirements and needs, it takes some time to progress. Council Administration is working towards being in a position to provide the applicant and DAC with an update. However, until such time as the current right holders agree to the proposed changes to Tavistock Lane, Council cannot guarantee that passenger drop off/pick up for the proposed Hotel can occur in an upgraded and public Tavistock Lane.

Council would appreciate the opportunity to address the DAC meeting if permitted. Can you please confirm that this will be possible?

Please contact me if you have any questions or wish to discuss.

Kind Regards

Helen Dand
Planner - Development Assessment
Planning Assessment

BROOK FALCONER

APARTMENT STORAGE SCHEDULE - REV B

	Notes	Apartment Number	Type	Required Storage m ³ per apartment (Council development plan)	Storage type
LEVEL 10	PODIUM - RECREATIONAL SPACE FOR HOTEL & SERVICED APARTMENTS (LEVEL 3 to 9 & 11 to 20)				
LEVEL 11		11.01	2 BED GRAND	10	B
		11.02	2 BED DELUXE	10	B
		11.03	1 BED DELUXE	8	C
		11.04	STUDIO	6	
		11.05	3 BED PRESIDENTIAL	12	B
		11.06	2 BED DELUXE	10	B
		11.07	1 BED DELUXE	8	C
		11.08	STUDIO	6	
		11.09	STUDIO	6	
LEVEL 12		12.01	2 BED GRAND	10	B
		12.02	2 BED DELUXE	10	B
		12.03	1 BED DELUXE	8	C
		12.04	STUDIO	6	
		12.05	3 BED PRESIDENTIAL	12	B
		12.06	2 BED DELUXE	10	B
		12.07	1 BED DELUXE	8	C
		12.08	STUDIO	6	
		12.09	STUDIO	6	
LEVEL 13		13.01	2 BED GRAND	10	B
		13.02	2 BED DELUXE	10	B
		13.03	1 BED DELUXE	8	C
		13.04	STUDIO	6	
		13.05	3 BED PRESIDENTIAL	12	B
		13.06	2 BED DELUXE	10	B
		13.07	1 BED DELUXE	8	C
		13.08	STUDIO	6	
		13.09	STUDIO	6	
LEVEL 14		14.01	2 BED GRAND	10	B
		14.02	2 BED DELUXE	10	B
		14.03	1 BED DELUXE	8	C
		14.04	STUDIO	8	
		14.05	STUDIO	6	
		14.06	2 BED DELUXE	10	B
		14.07	1 BED DELUXE	8	C
		14.08	STUDIO	6	
		14.09	1 BED DELUXE	8	C
		14.10	STUDIO	6	
		14.11	STUDIO	6	
LEVEL 15		15.01	2 BED GRAND	10	B
		15.02	2 BED DELUXE	10	B
		15.03	2 BED PRESIDENTIAL	10	B
		15.04	3 BED PRESIDENTIAL	12	B
		15.05	2 BED DELUXE	10	B
		15.06	1 BED DELUXE	8	C
		15.07	STUDIO	6	
		15.08	STUDIO	6	
LEVEL 16		16.01	2 BED GRAND	10	B

		16.02	2 BED DELUXE	10	B
		16.03	2 BED PRESIDENTIAL	10	B
		16.04	3 BED PRESIDENTIAL	12	B
		16.05	2 BED DELUXE	10	B
		16.06	1 BED DELUXE	8	C
		16.07	STUDIO	6	
		16.08	STUDIO	6	
LEVEL 17	THESE SUITES ARE AN EXTENSION OF THE HOTEL SUITES	17.01	2 BED GRAND	10	B
		17.02	2 BED DELUXE	10	B
		17.03	2 BED PRESIDENTIAL	10	B
		17.04	3 BED PRESIDENTIAL	12	B
		17.05	2 BED DELUXE	10	B
		17.06	1 BED DELUXE	8	C
		17.07	STUDIO	6	
		17.08	STUDIO	6	
LEVEL 18		18.01	2 BED GRAND	10	B
		18.02	2 BED DELUXE	10	B
		18.03	2 BED PRESIDENTIAL	10	B
		18.04	3 BED PRESIDENTIAL	12	B
		18.05	2 BED DELUXE	10	B
		18.06	1 BED DELUXE	8	C
		18.07	STUDIO	6	
		18.08	STUDIO	6	
LEVEL 19		19.01	2 BED GRAND	10	B
		19.02	2 BED DELUXE	10	B
		19.03	2 BED PRESIDENTIAL	10	B
		19.04	3 BED PRESIDENTIAL	12	B
		19.05	2 BED DELUXE	10	B
		19.06	1 BED DELUXE	8	C
		19.07	STUDIO	6	
		19.08	STUDIO	6	
LEVEL 20		20.01	2 BED GRAND	10	B
		20.02	2 BED DELUXE	10	B
		20.03	2 BED PRESIDENTIAL	10	B
		20.04	3 BED PRESIDENTIAL	12	B
		20.05	2 BED DELUXE	10	B
		20.06	1 BED DELUXE	8	C
		20.07	STUDIO	6	
		20.08	STUDIO	6	
				746	
LEVEL 21	PODIUM - RECREATIONAL SPACE FOR RESIDENTIAL APARTMENTS (LEVEL 21 to 34)				
LEVEL 22		2201	2 BED	10	A
		2202	2 BED	10	A
		2203	1 BED	8	A
		2204	1 BED	8	A
		2205	2 BED	10	A
		2206	3 BED	12	A
		2207	2 BED	10	A
LEVEL 23		2301	2 BED	10	A
		2302	2 BED	10	A
		2303	1 BED	8	A
		2304	1 BED	8	A
		2305	2 BED	10	A
		2306	3 BED	12	A
		2307	2 BED	10	A
LEVEL 24		2401	2 BED	10	A
		2402	2 BED	10	A
		2403	1 BED	8	A
		2404	1 BED	8	A
		2405	2 BED	10	A
		2406	3 BED	12	A

		2407	2 BED	10	A
LEVEL 25		2501	2 BED	10	A
		2502	2 BED	10	A
		2503	1 BED	8	A
		2504	1 BED	8	A
		2505	2 BED	10	A
		2506	3 BED	12	A
		2507	2 BED	10	A
LEVEL 26		2601	2 BED	10	A
		2602	2 BED	10	A
		2603	1 BED	8	A
		2604	1 BED	8	A
		2605	2 BED	10	A
		2606	3 BED	12	A
		2607	2 BED	10	A
LEVEL 27		2701	2 BED	10	A
		2702	2 BED	10	A
		2703	1 BED	8	A
		2704	1 BED	8	A
		2705	2 BED	10	A
		2706	3 BED	12	A
		2707	2 BED	10	A
LEVEL 28		2801	2 BED	10	A
		2802	2 BED	10	A
		2803	1 BED	8	A
		2804	1 BED	8	A
		2805	2 BED	10	A
		2806	3 BED	12	A
		2807	2 BED	10	A
LEVEL 29		2901	2 BED	10	A
		2902	2 BED	10	A
		2903	1 BED	8	A
		2904	1 BED	8	A
		2905	2 BED	10	A
		2906	3 BED	12	A
		2907	2 BED	10	A
LEVEL 30		3001	2 BED	10	A
		3002	2 BED	10	A
		3003	1 BED	8	A
		3004	1 BED	8	A
		3005	2 BED	10	A
		3006	3 BED	12	A
		3007	2 BED	10	A
LEVEL 31		3101	2 BED	10	A
		3102	2 BED	10	A
		3103	1 BED	8	A
		3104	1 BED	8	A
		3105	2 BED	10	A
		3106	3 BED	12	A
		3107	2 BED	10	A
				680	
LEVEL 32		3201	3 BED	12	A
		3202	3 BED	12	A
		3203	3 BED	12	A
		3204	3 BED	12	A
LEVEL 33		3301	3 BED	12	A
		3302	3 BED	12	A
		3303	3 BED	12	A
		3304	3 BED	12	A
LEVEL 34		3401	3 BED	12	A
		3402	3 BED	12	A
		3403	3 BED	12	A

				132	
TOTAL STORAGE AREA REQUIRED				1558	
STORAGE TYPE	COUNT	LEVEL	STORAGE AREA DIMENSIONS	VOLUME m ³	
A	91	6	2m x 1m x 3m	5.4m ³	546
B	40	22 to 31	.8m x 2m x 3m	4.8m ³	192
C	14	1	1.15m x 1.5m x 3m	5.175	72.45
D	3	21	1.15m x 1.2m x 3m	4.14	12.42
	148				822.87
NOTE: IT IS ASSUMED THAT STUDIO APARTMENTS ARE NOT PROVIDED WITH STORAGE STORAGE TYPE D IS ADDITIONAL M.APT STORAGE					
TOTAL STORAGE PROVIDED				52.82%	

CAPITAL CITY 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.

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

Exemplary and outstanding building design is desired in recognition of the location as South Australia's capital. Contemporary juxtapositions will provide new settings for heritage places. Innovative forms are expected in areas of identified street character, referencing the past, but with emphasis on modern design-based responses that support optimal site development.

The 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](#).

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

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

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

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.

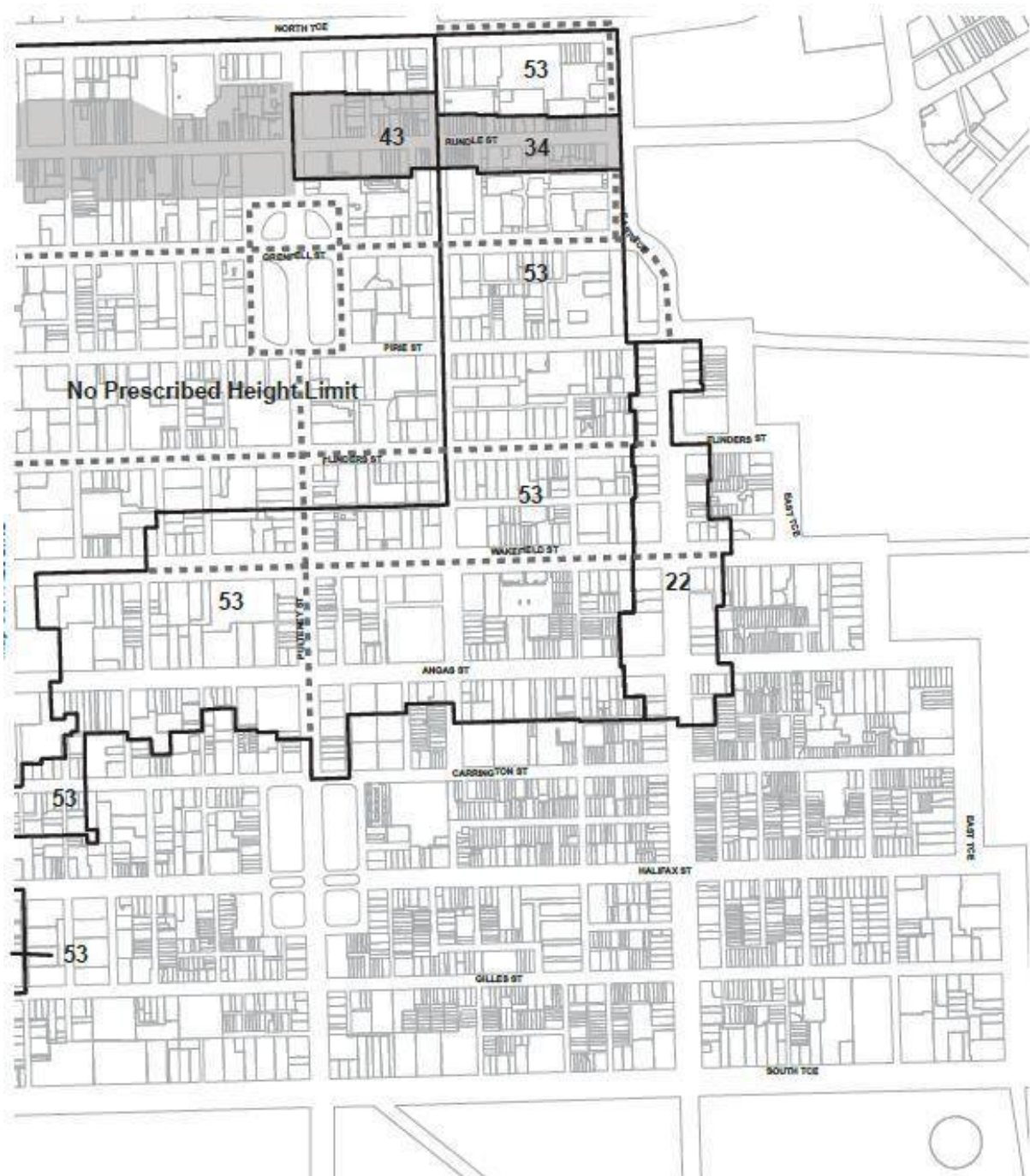
1 The following types of development, or combinations thereof, are envisaged:




Dwelling
Hotel
Serviced apartment
Restaurant
Residential flat building
Student accommodation
Shop or group of shops

- 5 Development should be consistent with the Desired Character for the Zone.
- 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 present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.
- 8 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.
- 9 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.
- 10 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.
- 11 Other than in the Central Business Policy Area, 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 width of the street and achieves a suitable level of enclosure to the public realm;
 - (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 wind tunnelling and downward drafts).
- 12** 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.
- 13** Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.
- 14** 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.
- 19** Development should generally be compatible with the overall desired city form and not exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#); unless it meets one or more of the following:
 - (a) the proposed building is located in one of the following areas:
 - (i) fronting North Terrace, West Terrace or East Terrace and/or at the junction of two City boulevards shown in Concept Plan [Figures CC/1 and 2](#);
 - (ii) on an allotment with frontage to Light Square;
 - (iii) within 200 metres of a high concentration public transport route identified on [Map Adel/1 \(Overlay 4\)](#);
 - (b) the site area is greater than 1500 square metres and has side or rear vehicle access;
 - (c) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;
 - (d) the proposal incorporates the retention and conservation of a character building.
- 20** 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.
- 23** 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.

- 24** 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.
- 25** 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 \(Overlay 2A\)](#).
- 26** Car parking should be provided in accordance with [Table Adel/7](#).
- 27** 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 \(Overlay 1\)](#).
- 29** 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.



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



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

Central Business Policy Area 13

DESIRED CHARACTER

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

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

Objective 1: A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State.

Objective 2: Development of a high standard of design and external appearance that integrates with the public realm.

Objective 3: Development that contributes to the Desired Character of the Policy Area.

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

Main Street Policy Area 14

DESIRED CHARACTER

Main streets provide an important shopping, hospitality and gathering place that are a vital part of the City's identity and image.

An atmosphere of bustle, excitement and activity is created by a vibrant mixture of land uses that support a strong retail base and a continuing program of on-street arts and activities. Activities including retail, restaurants, cafés and licensed premises will contribute to the day and evening economies and be managed to ensure a positive contribution to the character of the precinct. Licensed entertainment premises, nightclubs and bars will contribute to activation during the day and evening by generally being small in scale and located above or below ground floor level.

Development will abut the footpath and continue the established width, rhythm and pattern of façades to generally support a variety of tenancies with narrow frontages. Horizontally massed buildings will be broken into smaller façade elements. Above street level fenestration, balconies, parapets, architectural detailing and ornamentation will be used to contribute to a rich visual texture.

Upper levels of buildings are to be recessed behind a moderately scaled building street wall to maintain a sense of spaciousness and openness to the sky. At lower levels, the continuity of verandahs and other canopies or pedestrian shelters, and ceiling heights is desired to maintain a sheltered, high amenity pedestrian environment at a human scale.

Rundle Street

Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale. This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century.

Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).

Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape. Upper levels of buildings are to be recessed to maintain a sense of spaciousness and openness to the sky.

Objective 1: Rundle Street enhanced as an important shopping, leisure and gathering place for metropolitan Adelaide.

- 1 At ground level along any main street (including Rundle Mall) and in minor streets leading to them, development should provide active and vibrant frontages that contribute to continuous interest at street level.
- 2 Land uses that add to the vitality of the area and extend activities outside shop hours are envisaged, including restaurants; educational, community and cultural facilities; and visitor and residential accommodation.
- 3 To enable an activated street level, residential development or similar should be located above ground floor level.
- 5 The ground level street frontage of buildings should be designed as activate street frontages, provide pedestrian interest, and maximise passive surveillance by:
 - (a) providing at least 70 percent of the frontage as a non-residential use; and
 - (b) 50 percent of the frontage as visually permeable, transparent or clear glazed and may include an entry/foyer or display window to a shop (including a café or restaurant).
- 6 Development should conserve, enhance and complement the colourful and visually rich and intimate character of the area.

- 7** Development should include a variety of architectural expression and finishes compatible with the many existing older buildings. Verandahs, balconies, awnings and parapets should be designed to complement those existing.
- 8** Development should strengthen the established character of narrow building frontage widths, vertical massing and above street level fenestrations, balconies, parapets, architectural detailing and ornamentation.
- 9** Buildings with frontage to Gouger Street, Hindley Street or Rundle Street, west of Frome Street, should be designed to:

 - (a) reinforce the prevailing datum heights and parapet levels of the street through design elements that provide a clear distinction between levels above and below the prevailing datum line; and
 - (b) include a maximum podium/street wall height in the order of six storeys, with an upper level setback, measured from the street wall in the order of 3 metres.
- 14** Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding areas and giving a variety of north to south routes to Rundle Mall and east to west links for people moving between buildings.

COUNCIL WIDE

Living Culture

- Objective 1:** The City of Adelaide as the prime meeting place and cultural focus for the people of metropolitan Adelaide and the State.
- Objective 2:** The City of Adelaide as a major focus for tourism, conventions, leisure, entertainment, sport and recreation, education, cultural development and the arts.
- Objective 3:** Development that enhances the public environment and provides interest at street level.
- 1** Development should, where appropriate, integrate public art into the design of new or refurbished building sites in a manner which is integrated with and commensurate in scale with, the new or refurbished buildings. For the purpose of enhancing the public environment, public art should:
- (a) demonstrate artistic excellence and innovation in design;
 - (b) be made of high quality materials;
 - (c) enhance the setting of new development;
 - (d) be integrated into the design of the building and the surrounding environment;
 - (e) consider any existing public art works; and
 - (f) not hinder sight lines or create entrapment spots.

Housing Choice

- Objective 6:** A variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of all existing and future residents.
- Objective 7:** A range of long and short term residential opportunities to increase the number and range of dwellings available whilst protecting identified areas of special character and improving the quality of the residential environment.
- Objective 8:** A broad range of accommodation to meet the needs of low income, disadvantaged and groups with complex needs whilst ensuring integration with existing residential communities.
- 5** Development should comprise of a range of housing types, tenures and cost, to meet the widely differing social and economic needs of residents.
- 7** Residential development should be designed to be adaptable to meet people's needs throughout their lifespan to ensure that changes associated with old age, special access and mobility can be accommodated.

Student Accommodation

- Objective 9:** High-quality student accommodation that creates an affordable, safe, healthy and comfortable living environment.
- 10** Residential development specifically designed for the short-term occupation of students may provide reduced internal floor areas, car parking, storage areas and/or areas of private open space provided that:

- (a) residents have access to common or shared facilities that enable a more efficient use of space (such as cooking, laundry, common rooms or communal open space);
 - (b) every living room has a window that provides an external outlook and maximises access to natural light;
 - (c) the development is designed to enable easy adaptation or reconfiguration to accommodate an alternative use;
 - (d) the development is designed to maximise opportunities to access natural ventilation and natural light;‘
 - (e) private open space is provided in the form of balconies and/or substituted with communal open space (including rooftop gardens, common rooms or the like) that is accessible to all occupants of the building; and
 - (f) the internal layout and facilities provide sufficient space and amenity for the requirements of student life and promote social interaction.
- 11** Internal common areas should be capable of being used in a variety of ways to meet the study, social and cultural needs of students.
- 12** Development should provide secure long-term storage space in both communal and private areas.
- 13** Student accommodation with shared living areas should ensure bedrooms are of a suitable size to accommodate a single bed, book shelves, a desk and workspace, and a cupboard/wardrobe.

Medium to High Scale Residential/Serviced Apartment

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.

Building Entrances

- 48** 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.
- 49** 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
 - (c) avoid the creation of potential areas for entrapment.

Daylight, Sunlight and Ventilation

- 50** 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.
- 51** 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.
- 52** 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.
- 53** All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.
- 54** 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.
- 55** Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.
- 56** 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.
- 57** 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.
- 58** 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.
- 59** 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.

- 60** 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.
- 61** 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.
- 62** Balconies should be integrated into the overall architectural form and detail of the development and should:
 - (a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;
 - (b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;
 - (c) be of a depth that ensures sunlight can enter the dwelling below; and
 - (d) allow views and casual surveillance of the street while providing for safety and visual privacy.
- 65** The incorporation of roof top gardens is encouraged providing it does not result in unreasonable overlooking or loss of privacy.

Visual Privacy

- 66** 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.
- 67** 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

- 68** 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.

- 69** 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

- 70** 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.

Adaptability

- 72** 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.

Outlook

- 73** 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.
- 74** 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 23: Safe and convenient on-site car parking for resident and visitor vehicles.

- 75** 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.
- 76** 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.

77 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.

Storage Areas

80 Site facilities should be readily accessible to each dwelling/serviced apartment, complement the development and relevant desired character and should include:

- (a) a common mail box structure located close to the main pedestrian entrance;
- (b) areas for the storage and collection of goods, materials, refuse and waste including facilities to enable the separation of recyclable materials as appropriate to the size and nature of the development and screened from public view; and
- (c) external clothes drying areas for residential dwellings that do not incorporate ground level open space.

81 Medium to high scale residential (other than student accommodation) or serviced apartment development should provide adequate and accessible storage facilities for the occupants at the following minimum rates:

- (a) studio: 6 cubic metres
- (b) 1 bedroom dwelling/apartment: 8 cubic metres
- (c) 2 bedroom dwelling/apartment: 10 cubic metres
- (d) 3+ bedroom dwelling/apartment: 12 cubic metres

50 percent of the storage space should be provided within the dwelling/apartment with the remainder provided in the basement or other communal areas.

Crime Prevention Through Urban Design

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.

82 Development should promote the safety and security of the community in the public realm and within development. Development should:

- (a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:

- (i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;
 - (ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;
 - (iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;
 - (iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;
 - (v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;
 - (vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;
 - (vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and
 - (viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.
- (b) provide access control by facilitating communication, escape and path finding within development through legible design by:
- (i) incorporating clear directional devices;
 - (ii) avoiding opportunities for concealment near well travelled routes;
 - (iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;
 - (iv) use of devices such as stainless steel mirrors where a passage has a bend;
 - (v) locating main entrances and exits at the front of a site and in view of a street;
 - (vi) providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and
 - (vii) locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.
- (c) promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:
- (i) clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;
 - (ii) dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and
 - (iii) locating main entrances and exits at the front of a site and in view of a street.
- (d) provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:

- (i) avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;
- (ii) using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;
- (iii) ensuring barriers along pathways such as landscaping, fencing and walls are permeable;
- (iv) planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;
- (v) adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; and
- (vi) use of robust and durable design features to discourage vandalism.

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

85 Security features should be incorporated within the design of shop fronts to complement the design of the frontage and allow window shopping out of hours. If security grilles are provided, these should:

- (a) be transparent and illuminated to complement the appearance of the frontage;
- (b) provide for window shopping; and
- (c) allow for the spill of light from the shop front onto the street.

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

Noise Emissions

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

93 Mechanical plant or equipment should be designed, sited and screened to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site should not exceed

- (a) 55 dB(A) during daytime (7.00am to 10.00pm) and 45 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.
- (b) 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) in or adjacent to a City Living Zone, the Adelaide Historic (Conservation) Zone, the North Adelaide Historic (Conservation) Zone or the Park Lands Zone when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

94 To ensure minimal disturbance to residents:

- (a) ancillary activities such as deliveries, collection, movement of private waste bins, goods, empty bottles and the like should not occur:

- (i) after 10.00pm; and
 - (ii) before 7.00am Monday to Saturday or before 9.00am on a Sunday or Public Holiday.
- (b) typical activity within any car park area including vehicles being started, doors closing and vehicles moving away from the premises should not result in sleep disturbance when proposed for use after 10.00pm as defined by the limits recommended by the World Health Organisation.
- 95** Noise sensitive development should incorporate adequate noise attenuation measures into their design and construction to provide occupants with reasonable amenity when exposed to noise sources such as major transport corridors (road, rail, tram and aircraft), commercial centres, entertainment premises and the like, and from activities and land uses contemplated in the relevant Zone and Policy Area provisions.
- 96** Noise sensitive development in mixed use areas should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels that are commensurate with the envisaged amenity of the locality.
- 97** Noise sensitive development adjacent to noise sources should include noise attenuation measures to achieve the following:
- (a) satisfaction of the sleep disturbance criteria in the bedrooms or sleeping areas of the development as defined by the limits recommended by the World Health Organisation;
 - (b) the maximum satisfactory levels in any habitable room for development near major roads, as provided in the Australian/New Zealand Standard AS/NZS 2107:2000 - 'Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors'; and
 - (c) noise level in any bedroom, when exposed to music noise (L_{10}) from existing entertainment premises, being:
 - (i) less than 8 dB above the level of background noise ($L_{90,15 \text{ min}}$) in any octave band of the sound spectrum; and
 - (ii) less than 5 dB(A) above the level of background noise ($L_{A90,15 \text{ min}}$) for the overall (sum of all octave bands) A-weighted levels.

Background noise within the habitable room can be taken to be that expected in a typical residential/apartment development of the type proposed, that is inclusive of internal noise sources such as air conditioning systems, refrigerators and the like as deemed appropriate.

Unless otherwise demonstrated, the minimum background noise to be used will be:

Octave Band Centre Frequency (Hz)	Minimum Background Noise Level ($L_{A90, 15}$) dB (A)
63	10
125	12
250	14
500	14
1000	12
2000	10
4000	8
Overall Sum	21

on the basis of the windows being closed for the noise sensitive development and any existing entertainment premises complying with the relevant legislation relating to noise emission.

- 98 Attached dwellings/serviced apartments should be designed to minimise the transmission of sound between dwellings/serviced apartments and should particularly protect bedrooms from possible noise intrusion.
- 99 The number of dwellings/serviced apartments within a development sharing a common entry should be minimised to limit noise generation in internal access ways.

Waste Management

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.

- 101 A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- 102 A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.
- 103 Development greater than 2 000 square metres of total floor area should manage waste by:
 - (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
 - (b) on-site storage and management of waste;
 - (c) disposal of non-recyclable waste; and
 - (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.
- 104 Development should not result in emission of atmospheric, liquid or other pollutants, or cause unacceptable levels of smell and odour which would detrimentally affect the amenity of adjacent properties or its locality. Land uses such as restaurants, shops, cafés or other uses that generate smell and odour should:
 - (a) ensure extraction flues, ventilation and plant equipment are located in appropriate locations that will not detrimentally affect the amenity of adjacent occupiers in terms of noise, odours and the appearance of the equipment;
 - (b) ensure ventilation and extraction equipment and ducting have the capacity to clean and filter the air before being released into the atmosphere; and
 - (c) ensure the size of the ventilation and extraction equipment is suitable and has the capacity to adequately cater for the demand generated by the potential number of patrons.

Contaminated Sites

Objective 29: A safe and healthy living and working environment.

- 105 Where there is evidence of, or reasonable suspicion that land, buildings and/or water, including underground water, may have been contaminated, or there is evidence of past potentially contaminating activity/ies, development should only occur where it is demonstrated that the land, buildings and/or water can be made suitable for its intended use prior to commencement of that use.

Energy Efficiency

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.

106 Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:

- (a) providing an internal day living area with a north-facing window, other than for minor additions, by:
 - (i) arranging and concentrating main activity areas of a building to the north for solar penetration; and
 - (ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.
- (b) efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;
- (c) locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;
- (d) allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;
- (e) including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;
- (f) ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;
- (g) providing an external clothes line for residential development; and
- (h) use of landscaping.

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

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

- (a) appropriate orientation of the building by:
 - (i) maximising north/south facing facades;
 - (ii) designing and locating the building so the north facade receives good direct solar radiation;
 - (iii) minimising east/west facades to protect the building from summer sun and winter winds;
 - (iv) narrow floor plates to maximise the amount of floor area receiving good daylight; and/or
 - (v) minimising the ratio of wall surface to floor area.
- (b) window orientation and shading;

- (c) adequate thermal mass including night time purging to cool thermal mass;
 - (d) appropriate insulation by:
 - (i) insulating windows, walls, floors and roofs; and
 - (ii) sealing of external openings to minimise infiltration.
 - (e) maximising natural ventilation including the provision of openable windows;
 - (f) appropriate selection of materials, colours and finishes; and
 - (g) introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.
- 109** Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.
- 110** Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.
- 111** New buildings should be readily adaptable to future alternative uses.
- 112** Selection of internal materials for all buildings should be made with regard to internal air quality and ensure low toxic emissions, particularly with respect to paint and joinery products.
- 113** New residential development and residential extensions should be designed to minimise energy consumption and limit greenhouse gas emissions.
- 114** Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

Micro-climate and Sunlight

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.

- 119** Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.
- 120** Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours.
- 121** Development should not significantly reduce daylight to private open space, communal open space, where such communal open space provides the primary private open space, and habitable rooms in adjacent City Living Zone, Adelaide Historic (Conservation) Zone and North Adelaide Historic (Conservation) Zone.
- 122** Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.
- 123** Buildings within the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#), unless specified otherwise within the relevant Zone or Policy Area, should be designed to

provide weather protection for pedestrians against rain, wind and sun. The design of canopies, verandahs and awnings should be compatible with the style and character of the building and adjoining buildings, as well as the desired character, both in scale and detail.

- 124** Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.
- 125** Development that is over 21 metres in building height and is to be built at or on the street frontage should minimise wind tunnel effect.

Stormwater Management

Objective 35: Development which maximises the use of stormwater.

Objective 36: Development designed and located to protect stormwater from pollution sources.

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.

Objective 39: Development designed and located to prevent or minimise the risk of downstream flooding.

- 126** Development of stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
- 128** Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.
- 129** Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.
- 131** Development should manage stormwater to ensure that the design capacity of existing or planned downstream systems are not exceeded, and other property or environments are not adversely affected as a result of any concentrated stormwater discharge from the site.

Infrastructure

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

- 132** Provision should be made for utility services to the site of a development, including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.
- 133** Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.
- 134** Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.
- 135** Development should only occur where it has access to adequate utilities and services, including:
 - (a) electricity supply;
 - (b) water supply;
 - (c) drainage and stormwater systems;

- (d) effluent disposal systems;
- (e) formed all-weather public roads;
- (f) telecommunications services; and
- (g) gas services.

Heritage and Conservation

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.

Built Form and Townscape

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.

Height, Bulk and Scale

167 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.

168 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 \(Overlay 1\)](#).

169 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.

171 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.

Building Set-backs

178 Buildings within the Capital City Zone should be built to the street edge to reinforce the grid pattern, create a continuity of frontage and provide definition and enclosure to the public realm whilst contributing to the interest, vitality and security of the pedestrian environment.

Composition and Proportion

179 Development should respect the composition and proportion of architectural elements of building facades that form an important pattern which contributes to the streetscape's distinctive character in a manner consistent with the desired character of a locality by:

- (a) establishing visual links with neighbouring buildings by reflecting and reinforcing the prevailing pattern of visual sub-division in building facades where a pattern of vertical and/or horizontal sub-divisions is evident and desirable, for example, there may be strong horizontal lines of verandahs, masonry courses, podia or openings, or there may be vertical proportions in the divisions of facades or windows; and
- (b) clearly defining ground, middle and roof top levels.

180 Where there is little or no established building pattern, new buildings should create new features which contribute to an areas desired character and the way the urban environment is understood by:

- (a) frontages creating clearly defined edges;
- (b) generating new compositions and points of interest;
- (c) introducing elements for future neighbouring buildings; and
- (d) emphasising the importance of the building according to the street hierarchy.

Articulation and Modelling

- 181** 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.
- 182** Balconies should be designed to give shelter to the street or public space at first floor levels.
- 183** Balconies should:
- (a) respond to the street context and building orientation; and
 - (b) incorporate balustrade detailing to reflect the balcony type and location and the materials and detail of the building facade.
- 184** No part of any fully enclosed building should extend over property boundaries, including streets and public spaces, whether above a balcony at a lower level or not.
- 185** Building services such as drainage pipes together with security grills/screens, ventilation louvres and car park entry doors, should be coordinated and integrated with the overall facade design.

Materials, Colours and Finishes

- 186** 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.
- 187** 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
- 188** Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 189** 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

- 190** 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.

Sky and Roof Lines

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

- 191** Where a prevailing pattern of roof form assists in establishing the desired character of the locality, new roof forms should be complementary to the shape, pitch, angle and materials of adjacent building roofs.
- 192** Buildings should be designed to incorporate well designed roof tops that:

- (a) reinforce the desired character of the locality, as expressed in the relevant Zone or Policy Area;
- (b) enhance the skyline and local views;
- (c) contribute to the architectural quality of the building;
- (d) provide a compositional relationship between the upper-most levels and the lower portions of the building;
- (e) provide an expression of identity;
- (f) articulate the roof, breaking down its massing on large buildings to minimise apparent bulk;
- (g) respond to the orientation of the site; and
- (h) create minimal glare.

193 Roof top plant and ancillary equipment that projects above the ceiling of the top storey should:

- (a) be designed to minimise the visual impact; and
- (b) be screened from view, including the potential view looking down or across from existing or possible higher buildings, or be included in a decorative roof form that is integrated into the design of the building.

194 Roof design should facilitate future use for sustainable functions such as:

- (a) rainwater tanks for water conservation;
- (b) roof surfaces orientated, angled and of suitable material for photovoltaic applications; and/or
- (c) “green” roofs (ie roof top gardens structurally capable of supporting vegetation) or water features.

Active Street Frontages

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.

195 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.

196 Retail frontages should be designed to provide interest to passing pedestrians at street level and relief to building mass.

- 197** 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.
- 198** Residential development should be designed to create interesting pedestrian environments and resident surveillance of any street, accessway and driveway.

Demolition

Objective 53: Where demolition of an existing building is proposed, the replacement building is designed and sited to achieve the purposes of the relevant Zone and Policy Area and to provide for quality urban design.

- 202** The demolition of any building should not occur unless Development Approval for a replacement development has been granted. Exceptions may only be granted:
- (a) for documented reasons of public health or safety agreed by the planning authority or alternatively agreed by a statutory order; or
 - (b) where located within the Park Lands Zone.

Should the replacement development not commence within 12 months of the granting of Development Approval, then landscaping of the site should be undertaken.

Landscaping

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

- 206** Landscaping should:
- (a) be selected and designed for water conservation;
 - (b) form an integral part of the design of development; and
 - (c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.
- 207** Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place.
- 208** Landscaping should be provided to all areas of communal space, driveways and shared car parking areas.
- 209** Landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual impacts of the road.

Access and Movement

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.

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

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.

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

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

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

227 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.

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

229 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.

230 Where posts are required to support permanent structures, they should be located at least 600 millimetres from the kerb line.

231 Access for people with disabilities should be provided to and within all buildings to which members of the public have access in accordance with the relevant Australian Standards. Such access should be provided through the principal entrance, subject to heritage considerations and for exemptions under the relevant legislation.

Bicycle Access

Objective 65: Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

232 Development should have regard to the bicycle routes identified within [Map Adel/1 \(Overlay 3\)](#) by:

- (a) limiting vehicular access points; and
- (b) ensuring that vehicles can enter and leave the site in a forward direction, thereby avoiding reverse manoeuvres.

233 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](#).

234 Onsite secure bicycle parking facilities for residents and employees (long stay) should be:

- (a) located in a prominent place;
- (b) located at ground floor level;
- (c) located undercover;
- (d) located where passive surveillance is possible, or covered by CCTV;
- (e) well lit and well signed;
- (f) close to well used entrances;
- (g) accessible by cycling along a safe, well lit route;
- (h) take the form of a secure cage with locking rails inside or individual bicycle lockers; and
- (i) in the case of a cage have an access key/pass common to the building access key/pass.

235 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.

236 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.

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

Traffic and Vehicle Access

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.

- 240** Development should be designed so that vehicle access points for parking, servicing or deliveries, and pedestrian access to a site, are located to minimise traffic hazards and vehicle queuing on public roads. Access should be safe, convenient and suitable for the development on the site, and should be obtained from minor streets and lanes unless otherwise stated in the provisions for the relevant Zone or Policy Area and provided residential amenity is not unreasonably affected.
- 241** Facilities for the loading and unloading of courier, delivery and service vehicles and access for emergency vehicles should be provided on-site as appropriate to the size and nature of the development. Such facilities should be screened from public view and designed, where possible, so that vehicles may enter and leave in a forward direction.
- 242** Where practicable, development sites should contain sufficient space for the location of construction equipment during the course of building construction, so that development does not rely on the use of Council road reserves to locate such equipment.
- 243** Vehicular access to development located within the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlay 2A\)](#) should be limited and designed to minimise interruption to street frontages.
- 244** Where vehicular access to a development is gained by an existing crossing in the Core Pedestrian Area identified in [Map Adel/1 \(Overlay 2A\)](#), there should be no increase in the number of parking spaces served by the crossing, nor any increase in the number of existing crossings serving that development.
- 245** There is no minimum setback required from a rear access way where the access way is wider than 6.5 metres. Where the access way is less than 6.5 metres in width, a setback distance equal to the additional width required to make the access way 6.5 metres or more, is required to provide adequate manoeuvrability for vehicles.
- 246** The number of access points on primary city access roads identified in [Map Adel/1 \(Overlay 1\)](#) should be limited to minimise traffic and pedestrian inconvenience, interference with public transport facilities and adverse effects on the environment.
- 247** Buildings located along primary and secondary access roads should be sited to avoid the need for vehicles to reverse on to the road (unless the dimensions of the site make this impractical).

Car Parking

Objective 71: To meet community expectation for parking supply while supporting a shift toward active and sustainable transport modes.

Objective 72: An adequate supply of short-stay and long-stay parking to support desired growth in City activities without detrimental affect on traffic and pedestrian flows.

250 Car parking areas should be located and designed to:

- (a) ensure safe and convenient pedestrian movement and traffic circulation through and within the car parking area;
- (b) include adequate provision for manoeuvring and individually accessible car standing areas;
- (c) enable, where practical, vehicles to enter and leave the site in a forward direction;
- (d) minimise interruption to the pattern of built form along street frontages;
- (e) provide for access off minor streets and for the screening from public view of such car parking areas by buildings on the site wherever possible;

- (f) minimise adverse impacts on adjoining residential properties in relation to noise and access and egress;
- (g) minimise loss of existing on-street parking spaces arising through crossovers and access;
- (h) incorporate secure bicycle parking spaces and facilitate convenient, safe and comfortable access to these spaces by cyclists; and
- (i) provide landscaping, such as semi-mature trees, to shade parked vehicles and reduce the visual impact of the car parking area while maintaining direct sight lines and informal visual surveillance.

251 All development should provide car parking spaces for people with disabilities in accordance with the requirements in the Building Code of Australia (BCA). For classes of buildings not covered by the requirements of the BCA, the number of spaces should be provided in accordance with Table Adel/7 and such car parking spaces should comply with Australian Standard 2890.1: 'Parking Facilities - Off-street Car Parking'.

253 Off-street parking should:

- (a) be controlled in accordance with the provisions for the relevant Policy Area;
- (b) be located away from street frontages or designed as an integral part of buildings on the site. Provision of parking at basement level is encouraged; and
- (c) not include separate garages or carports in front of buildings within front set-backs.

261 The hours and methods of operation of multi-level and non-ancillary car parks should ensure overall traffic efficiency, minimum adverse impact on the environment, and levels of parking supply adequate to meet the economic and social needs of the City.

262 In areas outside the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#), car parking may be provided to serve a development within the site of the development or elsewhere. Where car parking is provided, it should be:

- (a) provided with vehicle access points that do not cross major walking routes identified in [Map Adel/1 \(Overlay 2\)](#); and
- (b) located away from frontages to major streets wherever possible.

263 On-site parking should be provided for development in those localities close to the City Living Zone, the Adelaide Historic (Conservation) Zone or the North Adelaide Historic (Conservation) Zone, unless suitable parking facilities exist within the vicinity of the development, the use of which does not adversely impact on amenity in the City Living Zone, Adelaide Historic (Conservation) Zone or the North Adelaide Historic (Conservation) Zone.

Economic Growth and Land Use

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 76: A diverse mix of commercial, community, civic and residential activities to meet the future needs of the Capital City of South Australia.

265 Development, particularly within the Capital City and Institutional Zones, is encouraged to:

- (a) provide a range of shopping facilities in locations that are readily accessible;
- (b) provide for the growth in economic activities that sustain and enhance the variety and mix of land uses and the character and function of the City;
- (c) maximise opportunities for co-location, multiple use and sharing of facilities;
- (d) be accessible to all modes of transport (particularly public transport) and safe pedestrian and cycling routes; and
- (e) have minimal impact on the amenity of residential areas.

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

269 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.

270 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.

Overlay 1 – Affordable Housing

The following Objectives and Principles of Development Control apply to the designated areas marked on [Map Adel/1 \(Overlays 15a, 15b and 15c\)](#). They are additional to those expressed for the whole of the Council area and those expressed for the relevant Zone and, if applicable, Policy Area.

INTERPRETATION

Where the Objectives and/or Principles of Development Control that apply in relation to this Overlay are in conflict with the relevant Council wide, Zone or Policy Area Objectives and/or Principles of Development Control in the Development Plan, the Overlay will prevail.

OBJECTIVES

- Objective 1:** Affordable housing that is integrated with residential and mixed use development.
- Objective 2:** Development that comprises a range of affordable dwelling types that cater for a variety of household structures.
- Objective 3:** Affordable housing that deliver whole-of-life cost savings to the occupants.
- Objective 4:** Affordable housing that is provided in a wide range of locations and integrated into the City.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1** Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.
- 2** Where development includes affordable housing, then the quantitative provisions in respect to the following elements are not applicable to the affordable housing component provided the qualitative outcomes can be achieved:
 - (a) allotment area and dimensions;
 - (b) building height;
 - (c) site area and dimensions;
 - (d) site coverage;
 - (e) front, side and rear setbacks to boundaries;
 - (f) area and dimensions of private open space;
 - (g) minimum unit sizes;
 - (h) minimum storage areas;
 - (i) plot ratio;
 - (j) dwelling unit factor; and
 - (k) landscaped open space.



Table Adel/6 – Bicycle Parking Provisions

Type of Development	Bicycle parking space standards for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Café/Restaurant	1 per 20 employees	1 per 50 seats
Licensed Premises Licensed Entertainment Premises	1 per 20 employees 1 per 60 square metres total floor area.	1 per 40 square metres bar floor area 1 per 120 square metres lounge and beer garden floor area 1 per 60 square metres dining room floor area 1 per 40 square metres gaming room floor area
All low, medium and high scale residential	1 for every dwelling/apartment with a total floor area less than 150 square metres 2 for every dwelling/apartment with a total floor area greater than 150 square metres	1 for every 10 dwellings
Retail Drive-in shopping centre Show room (bulky goods) Shop Hardware & showrooms	1 per 300 square metres of gross leasable floor area	1 per 600 square metres of gross leasable floor area.
Serviced Apartment	1 per 20 employees	2 for the first 40 rooms, plus 1 for every additional 40 rooms.

TABLE Adel/7 – Onsite Car Parking Provisions

Capital City, Main Street, City Frame, I1 Institutional (St Andrews and Mixed Use Zones)

In mixed use buildings, where there is a combination of more than one of the following land uses, the provision of vehicle parking at the following rates may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site:

Type of Development	Minimum Provision Car Park Spaces	Maximum Provision of Car Park Spaces
Medium to High Scale Residential or Serviced Apartment	-	Within the Primary Pedestrian Area shown on Map Adel/1 (Overlay 2A): 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Multi-unit dwellings: 1 visitor space for each 6 dwellings.

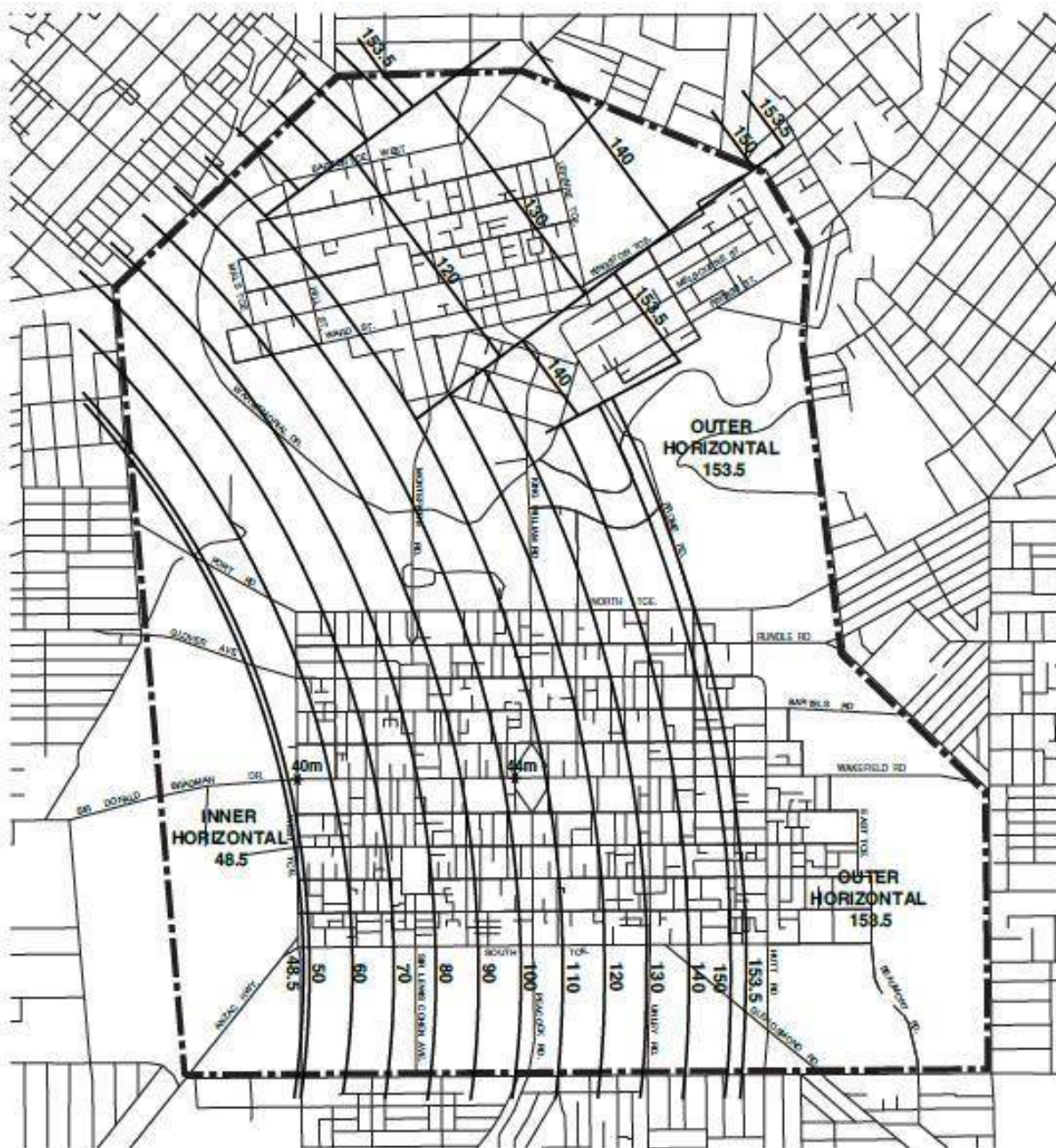
PARKING FOR PEOPLE WITH A DISABILITY - MINIMUM RATE FOR RESERVED SPACES

General Requirement

1 car parking space in every 15 spaces provided with any form of development should function as a car parking space suitable for use by people with disabilities and other people with small children and prams so they can easily be loaded/unloaded from vehicle side doors.

People with Disabilities

Every second parking space provided for people with special needs shall be reserved for the exclusive use of people with disabilities (i.e. 1 in 30 spaces).



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

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)



Scale 1:26,000
0metres 500 1000

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



NOTE : For Policy Areas See MAP Adel/50 :

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



	Zone Boundary
	Development Plan Boundary

ADELAIDE (CITY) ZONES MAP Adel/19



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

- Existing Pedestrian Link
- Proposed Pedestrian Link
- Policy Area Boundary



ADELAIDE (CITY) POLICY AREAS MAP Adel/50