Alto Adelaide Pty Ltd C/- Masterplan Pty Ltd

Demolition of existing buildings and construction of a 26-storey hotel building

124 Franklin Street, Adelaide SA 5000

020/A065/19

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OVERVIEW

Application No	020/A065/19
Unique ID/KNET ID	2019/18173/01
Applicant	Alto Adelaide Pty Ltd C/- Masterplan Pty Ltd
Proposal	Construction of a 26-storey hotel building
Subject Land	124 Franklin Street, Adelaide
Zone	Capital City Zone
Relevant Authority	SCAP
Lodgement Date	10/12/2019
Council	Adelaide City Council, Development Plan Consolidated 17 October 2019
Type of Development	Merit
Public Notification	Category 1
Representations	Not Applicable
Referral Agencies	Mandatory (Schedule 8): Airports Government Architect Non-Mandatory: City of Adelaide
Report Author	Janaki Benson
RECOMMENDATION	DEVELOPMENT PLAN CONSENT BE **GRANTED**

EXECUTIVE SUMMARY

The proposed development is for a 26-storey hotel building accommodating 200 rooms, along with entrance lobby/bar at ground floor.

The proposal is a Category 1 form of development that triggers referrals to the Government Architect (GA), City of Adelaide and the Airports Authority.

The high-scale hotel development proposed, in conjunction with non-residential land uses at ground, is anticipated to generate pedestrian activity during the day, evening and late night, as desired within the Capital City Zone.

With a building height of 86.80 metres proposed, the development exceeds the 53 metre height limitation prescribed for development in this City location. The development is considered to achieve the criteria prescribed by the over-height policies under Zone PDC 21 and therefore the proposal's height is deemed acceptable.

While no on-site bike parking is provided and the GA considers further resolution of the podium is needed in order to ground the building and define the entrance, overall, the proposal is considered to be consistent with the relevant provisions of the City of Adelaide Development Plan, and it is recommended for Development Plan Consent subject to a number of conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

On 30 May 2017 the Minister for Planning approved the Capital City Policy Review (Design Quality) Development Plan Amendment introducing new policy intended to:

- reinforce the importance of design quality for new development;
- establish additional requirements for over-height development including zone interface treatments and triggers for over-height allowances; and
- provide guidance regarding built form responses to context and streetscape character.

1.2 Pre-Lodgement Process

The applicant engaged in the Pre-Lodgement Panel (PLP) process, including a PLP and Design and Desktop Reviews at the Office of Design, Architecture of South Australia (ODASA).

1.3 Previous Applications

A development application was lodged in December 2014 to construct a multi-storey residential building accommodating a mix of 'two-bedroom' and 'two-bedroom plus study' apartments together with on-site car parking and a ground floor commercial tenancy (DA 020/A058/14). The application was for the establishment of 30 dwellings across 15 levels, a commercial tenancy at ground floor with an area of 37.4 square metres, ancillary on-site car parking, storage and bicycle parking. On 26 February 2015, the former Development Assessment Commission resolved to grant Development Plan Consent to the application subject to one reserved matter and 11 conditions of consent and one (1) reserve matter.

A variation to the original application was submitted in 2016 (DA 020/A058/14 V1) involving amendments to the proposed buildings height, number of apartments, relocation of the transformer, relocation of bike storage, an additional lift well, enclosed waste storage area, common roof top garden, theatre and gymnasium, reconfiguration of ground floor layout, façade alterations, collection of rooftop recycled water, pedestrian entry from Franklin Street, alteration to roofline profile and a larger car parking stacker cube. After consultation with the Office for Design and Architecture SA and the Government Architect a number of amendments to the varied proposal were incorporated. This led to the variation obtaining planning consent being on 13 October 2016.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

Land Use Description	Hotel (Tourist Accommodation)
Building Height	26 Levels
Description of levels	Ground – Entrance lobby, waste room and services Mezzanine – Sunlounge and admin Level 1 -25 – Hotel rooms/Roof plant

Car and Bicycle Parking	Vehicle – nil Bikes- nil
Encroachments	Canopy over Franklin Street footpath
Staging	Stage 1: Demolition Stage 2: Substructure Stage 3: Superstructure

3. SITE AND LOCALITY

3.1 Site Description

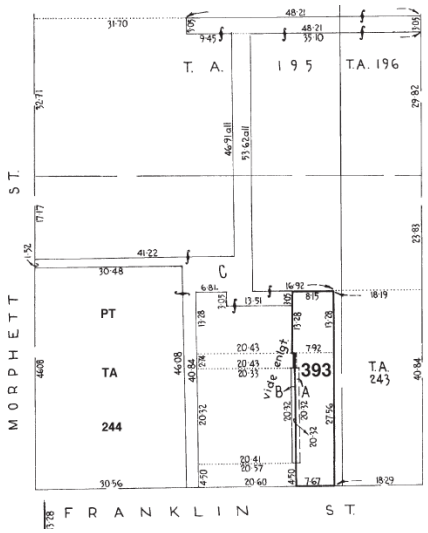
The site consistent of one allotment, described as follows:

Lot No	Street / Suburb	Title Reference
F181235 A393	124 FRANKLIN ST ADELAIDE SA 5000	CT 5547/956
F181236 A394	124 FRANKLIN ST ADELAIDE SA 5000	CT 5867/649

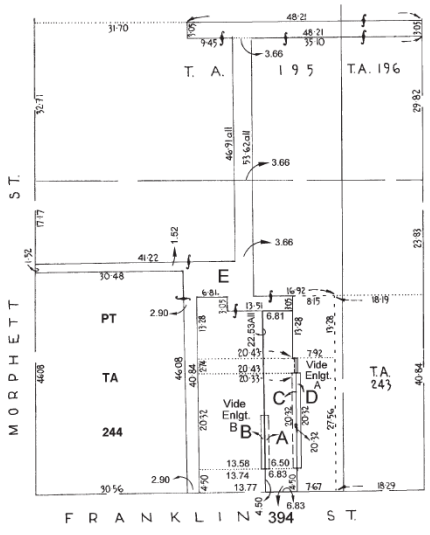
The subject site is comprised of two allotments that have a total frontage of 14.5 metres to Franklin Street and a total site area of 580.3 square metres.

The site/s is afforded Right of Way over the land marked 'C' and 'E' that provides limited vehicle and pedestrian access to Morphett and Tatham Streets. The two sites share party wall rights with one another and also those abutting allotments to the east and west. The party walls rights may require extinguishment to allow for the proposed development.

Allotment 393



Allotment 394



The site currently accommodates a two storey office building which is constructed to the front and most of the side boundaries of the site. An area for the parking of vehicles currently exists to the rear of the site.

The site is generally flat and contains no 'significant' or 'regulated' trees. A street tree is located at the front of the site on Council land, in which the applicant has confirmed does not need removal to facilitate the development.

The site is located in the Primary Pedestrian Area as delineated in Map Adel/1 (Overlay 2). Franklin Street is also identified as a Primary City Access road by Map Adel/1

(Overlay 1). According to Concept Plan Figure CC/1, Franklin Street is identified as a 'City Boulevard'.

3.2 Locality

The aerial photograph below depicts the subject site and immediate locality.

Figure 1 – Location Map

The locality is predominantly commercial in nature and mixed in terms of height, use and application of materials, along with building style.

Lower–scale buildings exist directly east, west and north of the site (up to 6 storeys), with the Adelaide Central Bus Station located on the south-eastern side of Franklin Street in this location.

More recent 'tower' construction in the locality however includes 'Vision on Morphett' – a residential building of some 16 storeys, with 'West Franklin' at 21 storeys, located west of the site/Morphett Street.

Excluding Hotel Franklin located further east of the site, the immediate locality is devoid of listed heritage places.

4. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

4.1 Government Architect

The Government Architect (GA) is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008.* The State Commission Assessment Panel must have ***regard*** to this advice.

The GA provided advice on 04 February 2020 and supports the applicant's aspiration to deliver a hotel development in this location. The GA, however, is of the opinion that any development of this scale has a responsibility to deliver a high benchmark for good design, particularly in terms of the form, massing, architectural expression, user amenity, public realm and streetscape contribution.

To ensure the most successful design outcome, the GA has recommended the SCAP may wish to consider the following aspects:

- Provision of further details of the depth of the slab edges to ensure delivery of the design intent for integrated solar shading, the dimensions and details of the green wall including appropriate plant selection and maintenance strategy, and extent of solar panels to the roof.
- Further review of opportunities to provide additional facade and material articulation that references the pattern, articulation and treatment of the north and south elevations and achieves a genuine building in the round.
- Further review of the expression of the podium in order to ground the building and define the entrance.
- Confirmation of the proposed material of the podium protruding frame element with the view to ensure a robust and high quality outcome.
- Confirmation of the proposed material and colour of the east and west podium walls and relationship of the protruding element with these walls.
- Confirmation of the proposed finish and colour of the precast concrete noted as material 1 to ensure a high quality design outcome.
- A high quality of external materials supported by a materials sample board.

4.2 Adelaide Airport Limited

The Adelaide Airport Limited (AAL) is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008* and has power of direction on the decision and any conditions.

AAL sought confirmation of the definitive overall height of the building to the top of all structures and lift wells in Australian Height Datum (AHD) during the assessment process. The applicant has since confirmed a height of 130.80 AHD, with AAL confirming an airspace approval application will be required by the applicant via separate process given the building exceeds the Obstacle Limitation Surfaces.

5. COUNCIL TECHNICAL ADVICE

5.1 Adelaide City Council

Whilst no statutory referral to Adelaide City Council is required, informal comments were sought from Council's administration regarding technical matters such as traffic, access and waste management.

The comments received from Council can be found in the ATTACHMENTS but includes technical comment regarding roads/footpath engineering, stormwater, lighting/electrical, urban elements, street trees, traffic, on-street parking, waste, encroachments and the proposed staging of the development.

6. PUBLIC NOTIFICATION

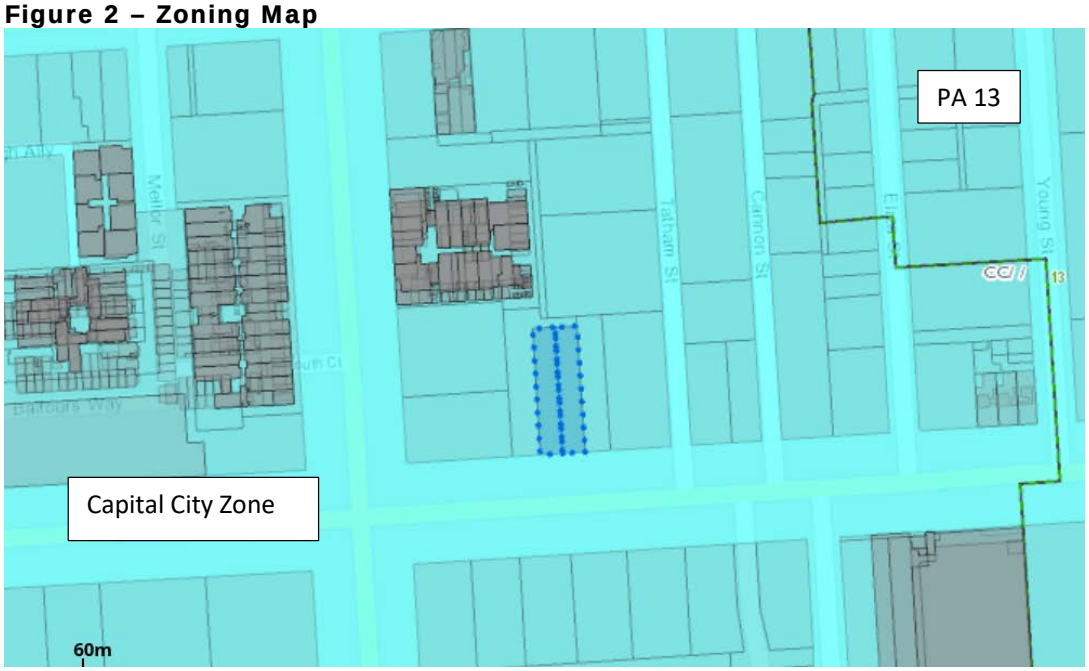
The application is a Category 1 development pursuant to Capital City Zone PDC 40 (a), therefore no public notification was required.

7. POLICY OVERVIEW

The subject site is within the Capital City Zone as described within the Adelaide City Council Development Plan Consolidated 17 October 2019.

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

Figure 2 – Zoning Map



7.1 Zone

- High-scale development is envisaged in the Capital City Zone with high street walls that frame the streets and an interesting pedestrian environment and human scale created at ground level.

- 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.

- 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.

- 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.

7.2 Council Wide

Council Wide provisions provide guidance on the desire for increased levels of activity and interest at ground level; a high standard of design; appropriate bulk and scale of buildings and positive contribution to streetscapes including interfaces with places of heritage significance.

7.3 Overlays

7.3.1 Affordable Housing

The subject land is located within the Affordable Housing Designated Area in Development Plan Map Adel/1 (Overlay 5a), noting a hotel land use is proposed in this case.

7.3.2 Adelaide City Airport Building Heights

Prescribed height limits are specified for the subject land under the Adelaide (City) Airport Building Heights Map Adel/1 (Overlay 5).

Referral to the Department of Transport and Regional Services through AAL has been undertaken given the development exceeds the Obstacle Limitation Surface prescribed in the Development Plan.

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	58 metres max, with exceedance of the max height allowed if Zone PDC 21 is met	86.80 metres	YES ☑ NO ☐ PARTIAL ☐	PDC 21 achieved
Land Use	A wide range of land uses are envisaged, including hotel	Hotel	YES ☑ NO ☐ PARTIAL ☐	The land use proposed is expressly desired in the Zone, with the active uses located at ground
Car Parking	No minimum requirement	Nil	YES ☑ NO ☐ PARTIAL ☐	On-site car parking is not required by the DP in this Zone
Bicycle Parking	A minimum of 6 for guests (based on 200 rooms), plus 1 per 20 employees = 7 total	Nil	YES ☐ NO ☑ PARTIAL ☐	The provision for bike parking is not met

8.2 Land Use

The land use proposed – 'hotel' is expressly anticipated within the *Capital City Zone* and will contribute to the Desired Character sought as it will provide for day, evening and late night economy.

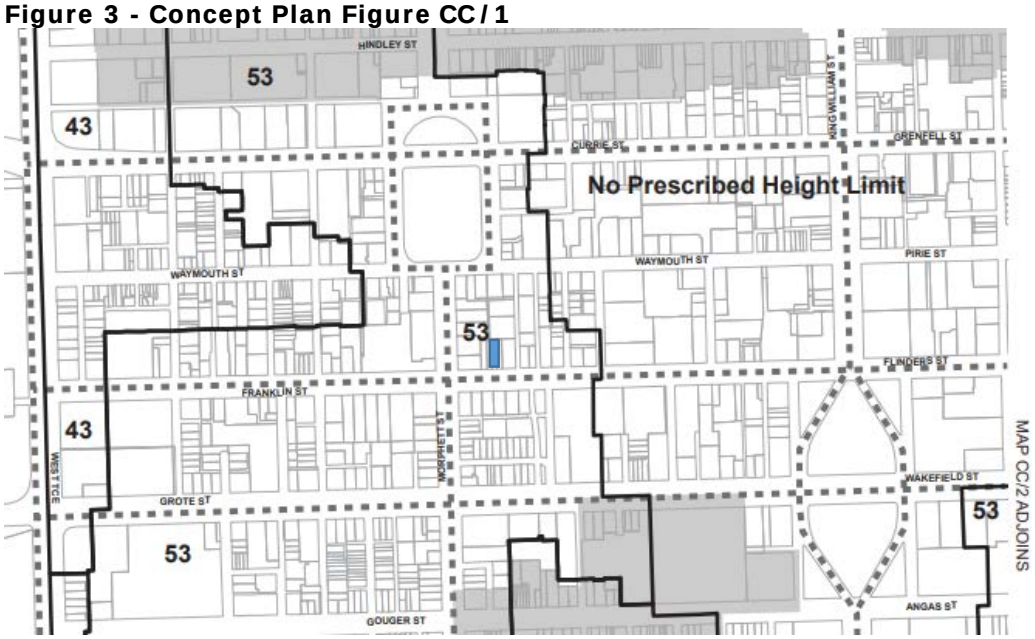
At ground, the green wall and glazed lobby and check-in/bar area will ensure an interesting pedestrian environment and sense of activity along Franklin Street. The

hotel entry lobby is anticipated to result in 24 hour movement within and around the site.

8.3 Building Height

Within the Capital City Zone, PDC 21 provides that development should not exceed the maximum building height shown in the relevant Concept Plan. Concept Plan Figure CC/1 shows a 58 metre maximum height for the subject site. A minimum height of 28 metres is prescribed however by Zone PDC 22 to ensure development provides optimal height and floor space yields to take advantage of the premium City location.

Figure 3 - Concept Plan Figure CC/1



At 26 storeys (86.8 metres), the building is of a height that exceeds that of the Concept Plan Figure CC/1 by 28.8 metres. Notwithstanding this, Zone PDC 21 however does also prescribe that the maximum height shown on the concept plan may be exceeded if certain criteria is meet, as shown below:

Building Height

21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and

(a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or

(b) more than 15% of dwellings are affordable housing; or

(c) only if:

(i) at least three of the following are provided:

(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;

(2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;

(3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;

(4) no on site car parking is provided;

(5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;

(6) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;

(7) the building is adjacent to the Park Lands;

(8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 in relation to sunlight access and overlooking; and

(ii) at least three of the following sustainable design measures are provided:

(1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;

(2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;

(3) passive heating and cooling design elements including solar shading integrated into the building;

(4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;

(5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.

In this case, it is considered that three of the criteria under PDC 21 (c) above is met (being 4, 5 & 8) with:

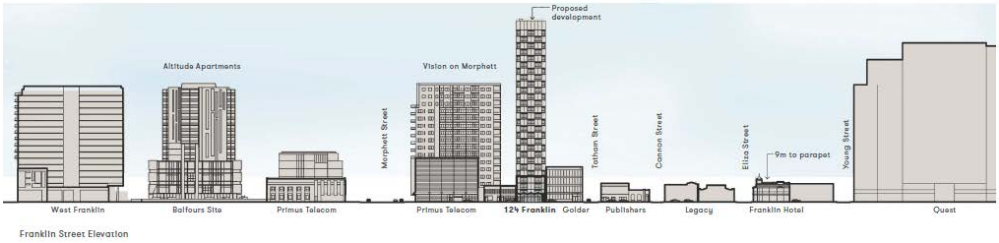
- no on-site car parking provided;
- the impact on adjacent properties considered no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 (53 metres) in relation to sunlight access and overlooking. Given the north-south orientation of the allotment, 'adjacent' properties (within 60 metres of the subject site) will not experience a greater level of overshadowing at 86.8 metres as opposed to 53 metres. Further, all setbacks to hotel room windows are achieved to ensuring visual privacy is maintained in line with the Development Plan expectations - 3 metres from side/rear boundaries; and
- 76% of the frontage dedicated to active uses along Franklin Street. While the Hydrant Booster is not an 'active use' per se, it will provide visual interest and allow views into the tenancy given the glazing and has been included in the frontage calculation.

Figure 4 – Entrance Renders

Figure 5 – Entrance Render

The applicant's planning consultant also considers that the intent of PDC 21 (C)(i)(1) applies to this development '*…given this site sits well within the boundaries of the Zone and building height Concept Plan, therefore the transition from these adjoining areas is more prudent at the boundary peripheries…*'). The proposed building in the Franklin Street context is shown below in Figure 6.

Figure 6 – Franklin Street Context Elevation



In regards to the sustainable design measures sought by PDC 21 (C) (ii), the following is highlighted:

- Solar photovoltaic cells are shown at roof level (and mezzanine) to the majority of the available roof area and this criteria is therefore considered met;
- Two (2) living landscaped walls (50m2 overall) supported by services that ensure maintenance at mezzanine level (45m2) and to the Franklin Street elevation (5m2); and
- passive heating and cooling design elements including solar shading integrated into the building form.

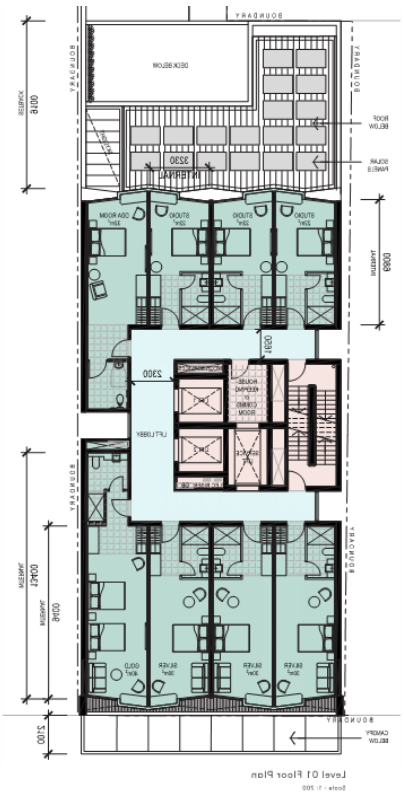
The GA was originally not persuaded that the proposal had fully explored the opportunities to incorporate the principles of ESD, and sought the applicant demonstrate the depth of the slab edges to ensure effectiveness of integrated solar shading, the dimension and details of the green wall including appropriate plant selection and maintenance strategy and the extent of solar panels. The applicant has since provided amended plans to address these matters and these details are shown in the ATTACHMENTS and below in Figures 7, 8 & 9. After review of these amended documents, the GA has now acknowledged and indicated support for:

- *Provision of further details of the depth of the slab edges and design intent for integrated solar shading.*
- *Confirmation of the dimensions, details and plant selection of the green wall.*
- *Confirmation of the location and extent of solar panels.*

Figure 7 – Green Wall (Mezzanine Level)

Figure 8 – Green Wall (Franklin Street)

Figure 9 – Solar Panels (roof and mezzanine levels)



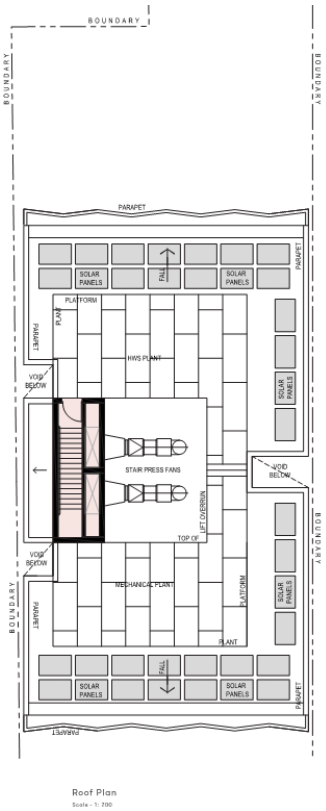
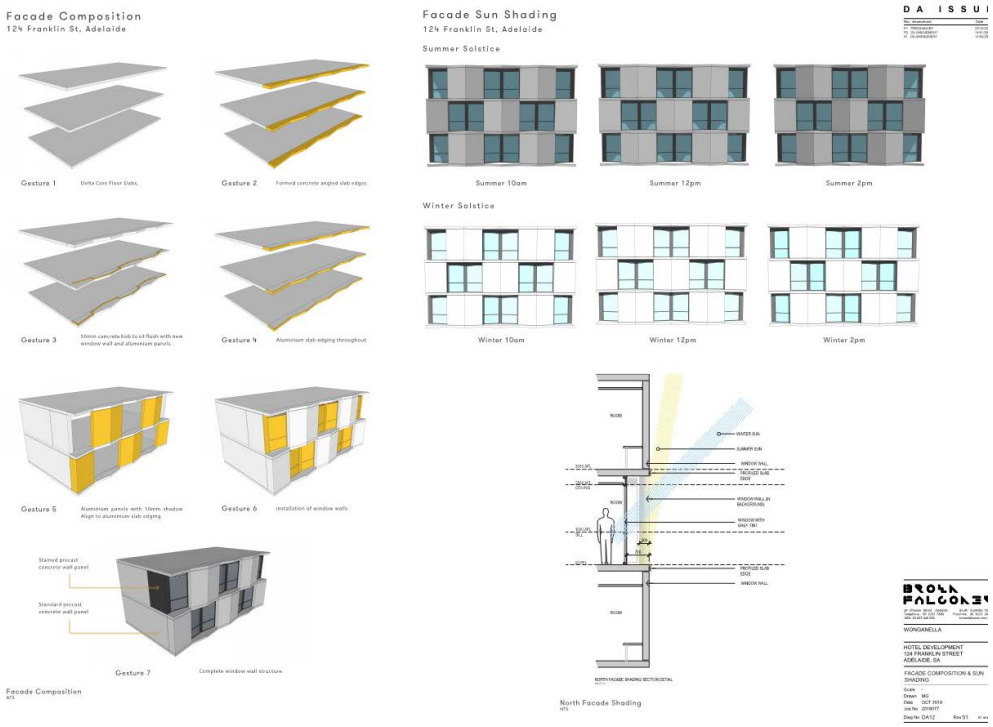


Figure 10 – Façade Composition (slab and window shading)



Given the above, the development is considered to meet the criteria outlined under PDC 21 to allow for an over-height development in this location of the City.

8.4 Setbacks, Design and Appearance

The Capital City Zone seeks high street walls that frame the city streets with an interesting pedestrian environment and human scale at ground floor levels via building articulation/composition, building openings and awnings that provide weather protection. Non-residential land uses at ground are anticipated to generate high levels of pedestrian activity and interest. Minor streets and laneways should also have a sense of enclosure through a welcoming human scale and respond to context.

Buildings should exhibit innovative design approaches and respond to site context and the broader streetscape, while supporting optimal site development. New development should achieve a high design quality being contextual, durable, inclusive, sustainable and amenable.

The Development Plan identifies Franklin Street as a wider east-west boulevard that provides an important entry point to the City.

The GA supports the three level podium height, with a singular tower element setback above, as it has the potential, in the opinion of the GA, to provide a convincing built form streetscape relationship, modulate the scale of the overall building and improve pedestrian amenity at street level. It is considered by the GA that the setback above podium affords slender proportions for the tower above. The GA remains of the view that opportunity exists however to provide a clearer definition of the entrance and resolution of the podium element to ensure its 'grounding' and sought confirmation of the podium's protruding frame/walls material and colour. In response to this, the applicant has confirmed the podium protruding frame material as precast concrete stained Nawkaw

(Charcoal), which is supported by the GA. The podium expression has not been altered however notwithstanding the GA's recommendation of further review in order to ground the building and define the entrance.

While the GA has indicated support for the design intent for the modelling of the floor slabs and façade system to articulate the north and south facades, concern with the east and west elevations was raised, given the high degree of visibility. The GA considers that a development on this site must make a generous contribution to the city skyline on all elevations and ensure the building is read in the round. Further review of opportunities to provide additional façade and material articulation on the east and west elevations that reference the pattern, articulations and treatment of the north and south elevations was recommended to ensure a singular tower expression results. In response to this, the applicant has undertaken additional façade articulation of the east and west elevations (noting the axonometric image Gesture 7 on drawing DA 12 Rev 01 does not yet reflect this amendment but is shown on the Elevation & Sections drawings) and this change to the elevations is supported by the GA.

In regard to materials, double glazed Low-E neutral glazing, aluminium window/walls (powdercoated charcoal, Duluz Soji White and timber-look to canopy soffit) and concrete (stained Nawka light grey and charcoal) and insitu concrete are all proposed. While the applicant has provide a schedule of materials and since confirmed the podium's protruding frame element is precast with Nawkaw treatment (in charcoal), the proposed finish and colour of the precast concrete noted as Material 1 has not yet been confirmed. To this end, a recommended condition of consent will seek the applicant confirm the proposed finish and colour of the precast as part of a samples board to ensure the development will display a high standard of architectural design and finish.

In regards to setbacks, the development is considered to meet the Desired Character sought for the Capital City Zone at ground, with a hard street edge frame and podium wall the Franklin Street boundary. Above podium, the building is setback 3.4 metres to the main face in line with Zone PDC 12 that seeks upper level setback above the podium in the order of 3-6 metres.

Albeit the land use is not residential or a serviced apartment (and therefore no 'minimum' setback is strictly prescribed), the hotel room windows to the north are setback a minimum of 9 metres from the boundary in line with CW PDC 67 that seeks a minimum of 3 metres is provided to allow for outlook, privacy and access to light in the event the adjacent site is built out. There is a risk however that the development of adjacent sites to the east and west could reduce access to natural light to the central lift lobbies space given the window to these areas are setback closer than 3 metres to side boundaries, were the GA recommended an increase in depth of these voids in anticipation of a future development. The applicant amended the window setbacks to address this point raised by the GA and are now proposed to be setback 1.7 metres to the west and 2.8 metres to the east. The window setbacks are still considered satisfactory even though they are closer than 3 metres (rather than providing no windows at all to the lift/lobby spaces), noting the lift lobby spaces will have a reduction in amenity in the event adjacent sites are developed. Hotel room windows will remain further than 3 metres from the rear boundary as outlined above.

Overall, the proposal is considered to display an acceptable level architectural design and finish, acknowledging the GA considers further resolution of the podium is needed.

8.5 Traffic Impact, Access and Parking

Development should provide safe, convenient and comfortable access and movement (Transport and Access, PDC 224), including by reflecting the significance and increasing the permeability of the identified pedestrian network (PDC 226), and by providing an adequate supply of on-site secure bicycle parking (PDC 234). No minimum requirement for provision of on-site car parking arises for development in the Capital City Zone.

In this case, no on-site car parking is sought, in line with Development Plan expectations. Conversely, no bicycle parking will be provided, with the Development Plan seeking a total of 7 spaces, based on the following rates:

- Guests - 2 for the first 40 rooms, plus 1 for every additional 40 rooms; and
- Employee - 1 per 20 employees required.

The applicant has provided a traffic engineers report from InfraPlan that outlines, in their opinion, that the '*…abundant walking, public transport and shared mobility device (E-scooter) accessibility and the provision of free bicycle storage in the nearby public car park*' provides justification for the provisions of no bike parks. Regardless of this traffic advice, a request for on-site bike parking was put to the applicant but they have not sought to provide for on-site bike parking, contrary to the Development Plan rate.

In regards to on-street loading (waste and deliveries) and pick-up /drop-off for hotel guests, an area will be required on the Franklin Street frontage and require negotiation and consent from City of Adelaide City Council to change current parking controls. Currently, 3 x 30 minute parking spaces and 3 x 15 minute parking spaces apply. Council, as part of their referral comments has indicated that they will explore options to alter the parking controls through public consultation to provide 'No Parking' spaces that will assist with waste removal and help with short term pick up/drop off (noting that any revised parking arrangement cannot be dedicated to the hotel site).

InfaPlan have calculated the anticipated trip generations based on the RTA Guide to Traffic generating developments for Motels, assuming 100% occupancy of rooms – noting this rate is based on a combination of inner-city motels as well as suburban motels that provide parking and have fewer transport options than the CBD. As such, the traffic engineer has applied a 50% discount to this rate. The adopted rate, resultant number and anticipated increase in trips calculated by InfraPlan is shown below:

Table 2: Trip calculations

	Daily Trips	Evening Peak Trips
RTA Rate	3 per room	0.4 per room
Adopted Rate	1.5 per room	0.2 per room
Trips	**300**	**40**

The trips would primarily be taxis and ride share, according to InfraPlan, during peak occupancy periods and as such, the increase in trips is not expected to significantly impact the surrounding road network.

While the anticipated traffic impact to the surrounding road network, on-street waste loading/hotel pick-off and drop-off and provision for no on-site car parking is supported (which allows activation of this narrow site, and prevents a crossover/disruption to pedestrian movement along Franklin Street), the lack of

on-site bike parking is not considered desirable. Albeit the land use (hotel) may provide for some support for dispensation in the number of bike parks required by the DP (7 in this case), the provision for no on-site bike parks is not considered satisfactory.

8.6 Environmental Factors

8.6.1 Crime Prevention

Development should promote the safety and security of the community in the public realm and within development, through the promotion of natural surveillance and other design measures (Environmental – Crime Prevention Through Urban Design, PDCs 82 to 84).

The development is considered to provide a range of active and passive surveillance strategies for the site. These strategies include:

- The Franklin Street frontage has utilised natural surveillance, with outlook in/out from the entrance lobby areas;
- The sundeck at mezzanine level, will provide a sense of activity and line of sight over the rear laneway to the north;
- Under canopy lighting to Franklin Street;
- Hotel rooms that have views over public areas and the rear laneway;
- The proposal is considered to provide a safe and permeable pedestrian experience which avoids areas of entrapment; and
- Being a hotel land use, the development maximises positive surveillance and activity through all hours of the day and night.

Given the above, the proposed development is considered to have satisfactorily addressed CPTED principles and therefore the Development Plan requirements.

8.6.2 Noise Emissions

Council Wide Principles of Development Control 95 and 96 indicate that noise sensitive development* (*noise sensitive development: development that may be adversely affected by noise, such as residential, health care, aged care and educational activities*) should incorporate adequate noise attenuation measures into their design to provide occupants with reasonable amenity when exposed to major transport corridors, commercial centres and entertainment premises and the like.

The applicant has not provided an acoustic report in this instance, and this is considered acceptable because the locality does not contain land uses which are likely to generate excessive noise levels - such as entertainment facilities and noise from road, rail, tram and aircraft.

8.6.3 Waste Management

PDC 101 (Environmental – Waste Management) requires a dedicated area for on-site collection and sorting of recyclable materials and refuse to be provided within all new development. Development greater than 2,000 square metres total floor area should manage waste by containing a dedicated area for collection and sorting of construction waste and recyclable building materials, on-site storage and management of waste and disposal of non-recyclable waste (PDC 103).

A Waste Management Plan (WMP) has been developed by InfraPlan for the applicant. This report has estimated general/organic waste and recycling volumes for the land use, bin and waste storage capacity, along with frequency of collection.

The primary waste generators for the development will be the hotel bar/dining area and rooms of the hotel and require private waste collection, with the waste streams shown below:

Table 5: Waste generation and bins required for the proposal

Waste Stream		General (L)	Recyclable (L)	Organic (L)
Rooms		7,000	5,200	2,100
Hotel Bar		1,365	455	1,820
Total		8,365	4,655	3,920
Capacity Required (& collection frequency)		4,183 (2x week)	2,328 (2x week)	1,960 (2x week)
Bin Size & Number Required	660L	6	3	3
	240L		1	
Capacity Provided		4,620	2,860	1,980

Based on these waste streams, adequate on-site storage is available as shown below in Figure 11:

Figure 11 – Waste Storage

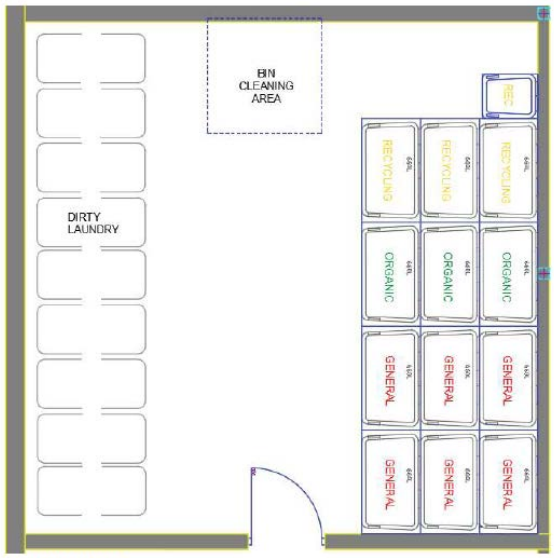


Figure 2: Bin storage area

A medium sized (8.8m) vehicle operated by a private contractor will collect waste from the waste storeroom on ground level, accessed from Franklin Street via the service corridor. The InfraPlan report anticipates a reduced service time for on-street collection given the relatively low bin numbers, notwithstanding the waste consultant has recommended that collection should occur outside peak periods (7-9am and 3-6pm) to minimise impacts to surrounding properties.

Council has been referred the application and outlined support for the proposed Waste Management Plan proposed. Given this and the above advice provided from InfraPlan, the proposal is considered to have addressed the Development Plan requirements for waste management.

8.6.4 Energy Efficiency

Buildings should provide adequate thermal comfort and minimise the need for energy use for heating, cooling and lighting through design measures specified in Environmental – Energy Efficiency PDCs 106 to 108.

The proposed development is supported by a report by TMK Consulting Engineering that indicates ESD strategies that have been adopted in the design of the building which include:

- HVAC Systems, Lifts, Lighting, Power, any additional item which carries an energy use greater than 100kVA will promote high awareness for main central operator on energy usage.
- Individual lighting zones shall not exceed 100 m2, motion sensors to amenities areas, stairwells and corridors and hotel rooms will be provided with either RFID control/presence sensors to turn off lights when no one is present in a room, ensuring lighting will be highly controlled with relation to use of areas.
- Commercial grade led light fittings will maintain higher efficiency in lieu of domestic led light fittings.
- AAAA rated Caroma smart flush water closets, minimum AAA tap ware and AAA rated shower heads will limit water usage.
- Efficiencies generated and reduced carbon footprint by utilising a town mains gas fired central hot water plant to service the whole building; in lieu of electric storage or electric instantaneous hot water units, which are permitted in a Class 3 Building.
- Central Building Management System (BMS) to provide for control of the common area services, (air conditioning, lighting, lifts) and Central Building Management System (BMS) to be provided for control of the common area services (air conditioning, lighting, lifts) to provide better control and monitoring of energy usage to the building in lieu of basic controls.
- Central exhaust fans and ductwork reticulation to hotel rooms and common area and low velocity ductwork systems to provide less energy consumption due to less fans required in lieu of multiple units required in individual spaces.
- Central Mechanical Air Conditioning Systems provide less energy consumption due to less motors required in lieu of individual condensing units required in hotel rooms. A north/south building orientation provides a higher level of thermal performance for the fully glazed façade.

Therefore, relevant Council Wide Objs and PDCs regarding Energy Efficiency are considered satisfied.

8.6.5 Wind Analysis

The Adelaide (City) Development Plan seeks any building greater that 21 metres demonstrates that wind speeds, as a result of a development, do not adversely impact pedestrian comfort.

The wind report that has been provided by the applicant relates to the previous development (in DA 020/A058/14 – at 86.2 metres in height and no podium/upper level setback). While the use of this wind report (on the previous design) is not considered best practice, the applicant contends that the siting, bulk and height of this development providing similarities to allow for application of the original wind assessment to this development and can be relied upon for this assessment.

The recommendations and findings in the original MLEI report outline:

- South-westerly winds and southerly winds are expected to be the most significant due to less shielding in those directions and will cause an increase in down-wash effects to the west and south elevations;
- It is expected that most of the ground level along Franklin Street would be close to or within the criterion for acceptability for walking, standing or sitting if a wide canopy are deployed along the south of the building; and
- Wind break screens are recommended at roof-top level.

Given the above advice from MLEI, unduly wind tunnel effects are not anticipated to result as a consequence of the proposed building's design given:

- a canopy is proposed over the Franklin Street footpath; and
- the applicant has confirmed wind break screens are proposed at the open roof top area.

Therefore Council Wide PDCs 119 & 125 are considered achieved.

8.6.6 Site Contamination

Council Wide (Environmental – Contaminated Sites) policy recommends that where there is evidence or reasonable suspicion that land may have been contaminated, development should only occur where it is demonstrated that the land can be made suitable for its intended use prior to commencement of that use.

A Site History report has not been provided at this stage by the applicant to demonstrate the site is suitable for its intended use or if further testing and remediation will be required. A condition is proposed to be assigned to the consent however, in the event of SCAP support that a statement from a suitably qualified environmental engineer be provided that demonstrates suitability of the site for its intended use be provided prior to the commencement of construction (Stage 2 - Substructure).

8.7 Signage & Lighting

Capital City Zone PDCs and Council Wide Objs and PDCs under *Advertising* (Built Form and Townscape) seek outdoor advertisements that are designed and located to reinforce the desired character and amenity of their location, to be concise and efficient, avoiding visual clutter and ensuring a hazard is not created.

Figure 12 – Proposed Sign & Location

One under canopy identification sign is proposed and considered integrated into the architectural expression of the building and of a size, location and type appropriate for this Franklin Street context.

The GA has recommended a signage and branding strategy (along with lighting strategy considered) to ensure there is consistency and these are integrated into the overall architectural expression of the building. The applicant however has indicated that they do not seek consent for overall building signage at this stage and have not provided a lighting strategy.

The applicant will need to comply with Council's *'Under Verandah/Awning Lighting Requirements'* document and will need to provide evidence to Council that AS 4282-1997 *Control of the obtrusive effects of outdoor lighting is met.* This will be a recommended advisory note, in the event of SCAP support.

9. CONCLUSION

The applicant proposes a 26 storey hotel development with active use at ground level – desirable uses in the Capital City Zone that will provide for day, evening and late night economy.

The proposal is considered to meet the Zone criteria in relation to over-height, and will provide a human scale at street level with three-storey street wall with slender tower setback above. The exclusion of car parking from the proposal is commended as this has allowed for activation of the narrow frontage to be maximised, with the inclusion of a green wall.

On balance, the development meets a majority of the Development Plan requirements and is considered to display an acceptable level architectural design, notwithstanding the GA considers further resolution of the podium is needed to ground the building and define the entrance. Further, the decision to provide no on-site bike parking is regrettable, appreciating the land use as a hotel.

The development is therefore recommended for the granting of Development Plan Consent, subject to conditions.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

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

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

3) RESOLVE to grant Development Plan Consent to the proposal by Alto Adelaide Pty Ltd for demolition of the existing buildings construction of a 26-storey hotel building at 124 Franklin Street, Adelaide SA 5000 subject to the following and conditions of consent.

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/A065/19.

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

2. A statement by a suitably qualified environmental professional that demonstrates that the land is suitable for its intended use (or can reasonably be made suitable for its intended use) shall be submitted to the SCAP prior to any substructure works.

   Reason: to ensure the site is suitable for its intended use.

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

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

4. Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.

   Reason for condition: to ensure the landscaping is maintained and nurtured at all times.

5. A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason for condition: to ensure the landscaping is maintained and nurtured at all times.

6. Service and delivery vehicle movements and the collection of waste shall not occur between 7am and 10am and 3pm and 7pm on any given day.

   Reason for condition: To ensure the delivery of goods and waste collection from the development does not occur in peak periods, so as to minimise impacts to occupants of surrounding properties.

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

   Reason for condition: to ensure stormwater infrastructure is designed and constructed to minimise potential for flood risk to adjoining property or public roads associated with stormwater runoff in accordance with the necessary standard.

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

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

9. Mechanical plant or equipment shall be designed, sited, screened and maintained 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 shall comply with the requirements of the Noise EPP.

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

ADVISORY NOTES

a. The development has been approved in the following stages:
   - Stage 1: Demolition
   - Stage 2: Substructure
   - Stage 3: Superstructure

b. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact the City of Adelaide Council on 8203 7203.

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

d. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended.

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

f. The granting of this consent does not remove the need for the applicant to obtain all other consents that may be required by other statutes and regulations. The applicant is also reminded that unless specifically stated, conditions from previous relevant development approvals remain active.

g. The application has been assessed by Adelaide Airport and the building at a proposed height of RL 130.80m 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.

   If the development is approved by the Department of Infrastructure, Regional Development and Cities, 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.

h. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development including (but not limited to) permits issued under Section 221 of the Local Government Act 1999.

i. Consideration should be given to the City of Adelaide (Council)'s Technical Design Criteria in the design and construction of any alteration or modification of assets or infrastructure proposed within the public realm (see Appendix 1 enclosed).

Janaki Benson
Senior Planner
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

Appendix 1 - Adelaide City Council Technical Advice

ROADS / FOOTPATHS ENGINEERING

a. Any damage caused to City of Adelaide's (CoA) road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre development condition. Extent of make-good works to be agreed on site between CoA and contractor, then formally submit via email for CoA to accept, prior to works commencing.

b. CoA will inspect the works after completion for standards and specification compliance. Any non-compliance will need to be rectified at the developer's costs to Councils' satisfaction.

c. Existing boundary (back of path) levels must not be modified. Finished floor levels and entry point levels should be based around retaining the existing back of path levels Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.

If footpath modifications/upgrades are proposed:

d. Modifications to CoA footpath and kerb infrastructure are proposed in this DA on Franklin Street. No works in the public realm can be undertaken, without landlord approval from CoA. This will require the developer to submit a detailed design, in accordance with CoA electronic drafting guidelines, by a suitably qualified civil engineering consultancy to ensure the propose d works satisfy CoA design and engineering standards (i.e. cross-fall, longitudinal grade, surface material, pavement details and specification, storm water).

e. Landlord approval will be provided via formal written approval from the CoA. The developer/designer must engage CoA upfront and have a start-up meeting prior to commencing detailed design.

TORRENS & STORM WATER

f. Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to existing Council underground stormwater infrastructure located within Franklin Street.

g. All stormwater pipes shall be adequately sized to ensure a suitable flow to the stormwater pipe network.

h. Seek further advice from CoA to meet technical requirements as part of development's detailed design process, for CoA approval.

LIGHTING / ELECTRICAL / CCTV

i. The proposed development works may impact on the public lighting within the proximity of the development site.
    a. The existing streetlights installed on Franklin Street are owned and maintained by CoA.
    b. There is underground cable that runs in front of the site that may be impacted during construction.
    c. All works are required to maintain existing u/g clearances from top of footpath to meet AS3000 and CoA standards.

j. All works to be undertaken to be fit for purpose in the public realm.

k. The applicant shall comply with Council's *'Under Verandah/Awning Lighting Requirements'* document/policy.

l. All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.

m. If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.

n. Obtrusive Lighting – Lighting design and installation to be fully compliant with Australian Standard - AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting.
    a. Sign off by consultant required to confirm compliance.
    b. In addition, provide relevant lighting calculation grid detailing property boundary lines for Councils review and records.

o. Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.

p. All damage to CoA's infrastructure, including damage to public lighting and u/g ducting etc. caused by projects works or loading of site crane onto pathways will be repaired to meet Councils requirements and the cost of the developer.

q. If building mounted lit signage is to be installed onto the building, further review and approvals will be required by City of Adelaide.

r. All assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.

URBAN ELEMENTS

s. There is currently a parking sign out front of the development site, this may require relocation and parking changes to suit.

STREET TREES

t. There is a tree located directly in front of the development site, on the plans it is indicated that it will remain.

u. All works around street trees is done in accordance with AS 4970-2009 Protection of Trees on Development Sites.

v. Any requirement to prune CoA trees is to be done ONLY by CoA staff once permission is granted.

w. Tree removal will only be allowed when all alternative development options have been exhausted.

x. Tree removals will activate the application of the CoA Amenity Tree Valuation Formula. The resultant valuation will be added to all other tree removal/replacement costs to be borne by the developer.

TRAFFIC / TRANSPORT

y. The black “frame” of the building as it meets the footpath should not protrude beyond the established building line. People using canes will shoreline along the building and this element would create a hazard for those users.

z. Improved definition of the entrance or improved wayfinding for people with a vision impairment. People with a vision impairment could reasonably be expected to have difficulties in finding the entrance when travelling west as it is tucked away from the footpath edge, faces away from the pedestrian and appears similar to the other glazed panels along the front of the building.

ON STREET PARKING

aa. The current parking in this location comprises of 3 x 30-minute parking spaces and 3 x 15-minute parking spaces. The City of Adelaide can explore options to alter the parking controls through public consultation to provide ‘No Parking’ spaces that will assist with waste removal and help with short term pick up drop off.

bb. Any revised parking arrangements will not be dedicated to the development site.

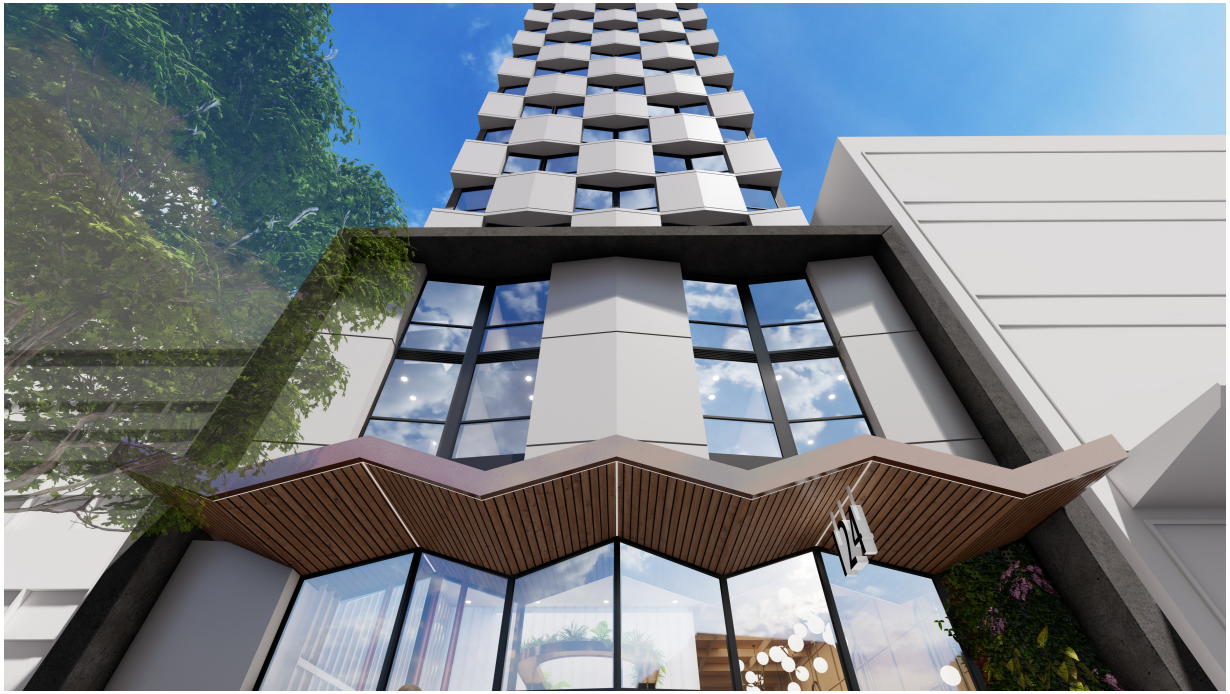
WASTE

cc. The City of Adelaide does not offer the service scope or collection frequency required by the development proposal and by the constraints of the approved building design. Therefore, the development proposal would not be eligible for City of Adelaide waste collection services.

Cover Page
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020



Contact

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Contents

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WONGANELLA

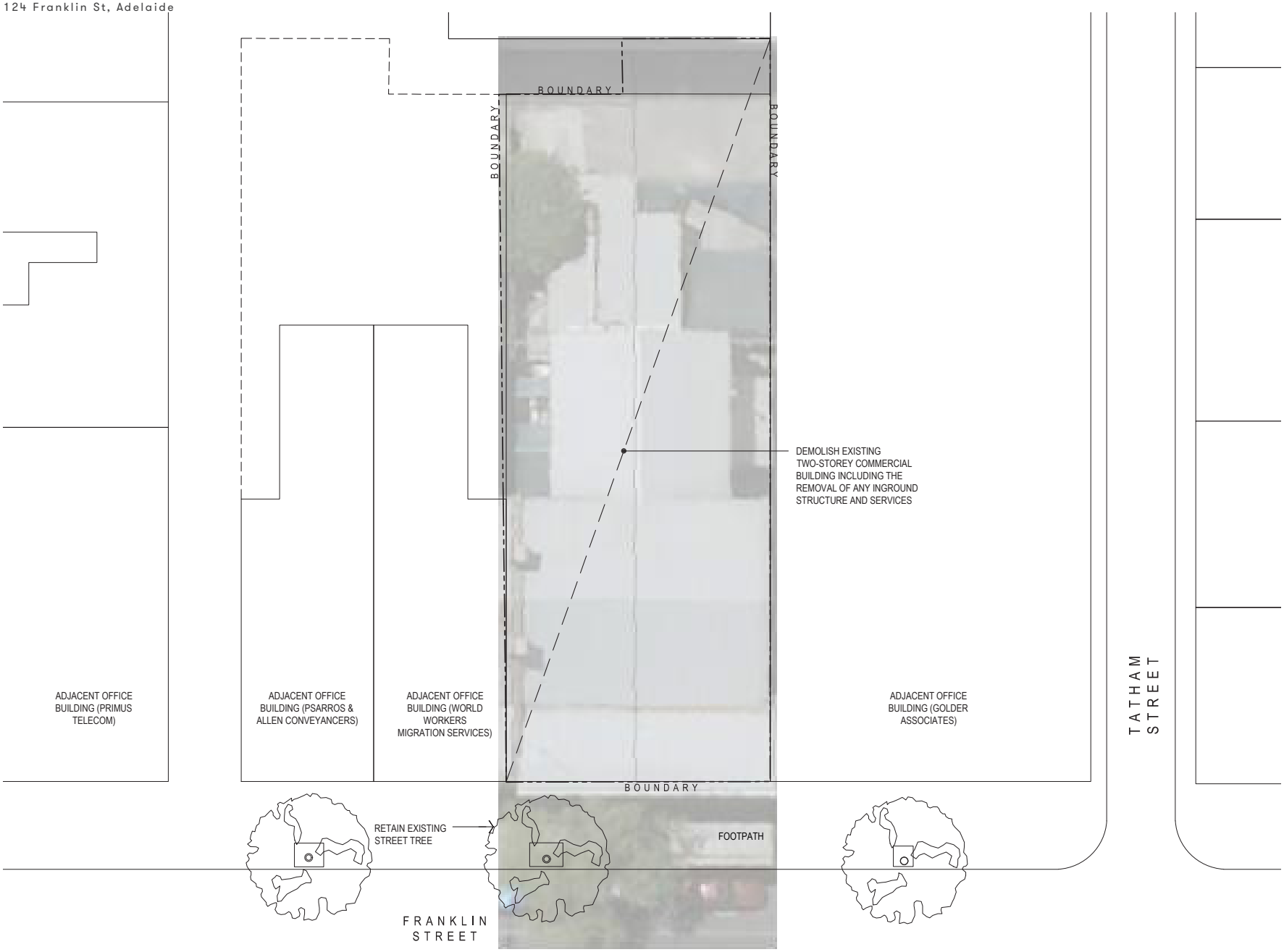
HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

COVER PAGE

Scale N/A NTS
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA00 Rev 01 A1 sheet

Demolition Plan

124 Franklin St, Adelaide



DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

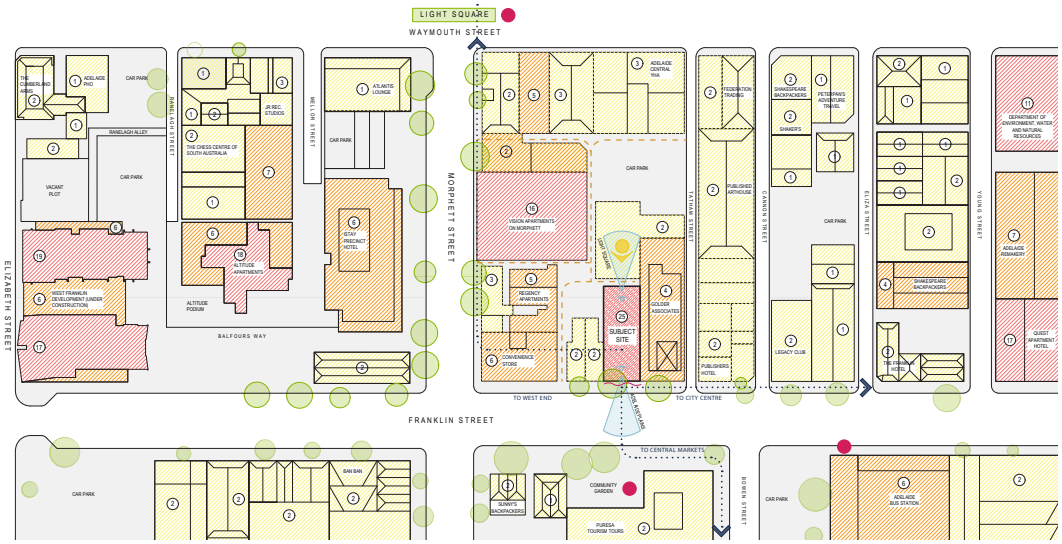
DEMOLITION PLAN

Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA01 Rev 01 A1 sheet

NORTH

Context and Site Analysis

124 Franklin St, Adelaide

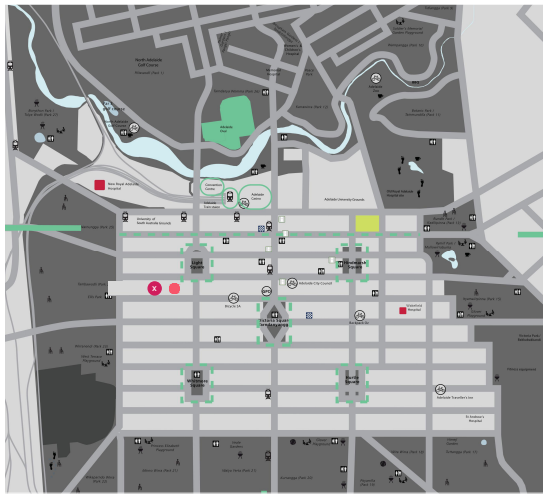


Context Plan

Scale - 1: 1000

Legend

- Number of Storeys
- Progression from 1 - 25 Storeys
- Subject Site
- Key Views
- Sunlight
- Community node
- Activated frontage
- Thoroughfare
- Laneway



Location Plan

Legend

- Subject Site Location
- Sports + Recreation
- Adelaide Traveller's Inn
- Train
- Tram
- Pool
- Public Seating
- Public BBQ
- Public Restrooms
- Information
- Parking
- Hospital
- Police
- Park
- Cafe

Summer solstice
10:00am

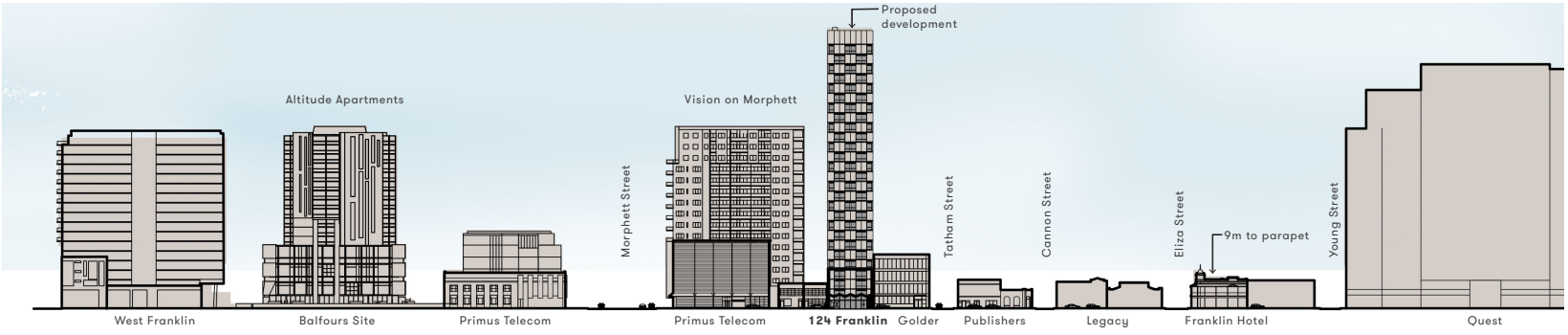
Summer solstice
12:00pm

Summer solstice
2:00pm

Winter solstice
10:00am

Winter solstice
12:00pm

Winter solstice
2:00pm



Franklin Street Elevation

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
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01	DA AMENDMENT	14/02/2020

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

CONTEXT & SITE ANALYSIS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA02 Rev 01 A1 sheet

NORTH

Floor Plans

124 Franklin St, Adelaide

Site Plan (including Laneways)

	Comments	Floor Area (m2)	Studio Rooms (22m2)	Area (each)	Silver/DDA rooms (31-33m2)	Area (each)	Gold Rooms Rooms (40m2)	Area (each)
Ground	Entry, Retail, Common, Services	550	-	-	-	-	-	-
Mezzanine	Common, Services, BOH, Terrace	240						
Lv. 1	Hotel Rooms	385	3	22	4	33	1	40
Lv. 2	Hotel Rooms	348	3	22	4	33	1	40
Lv. 3	Hotel Rooms	348	6	22	2	33	-	
Lv. 4	Hotel Rooms	348	6	22	2	33	-	
Lv. 5	Hotel Rooms	348	6	22	2	33	-	
Lv. 6	Hotel Rooms	348	6	22	2	33	-	
Lv. 7	Hotel Rooms	348	6	22	2	33	-	
Lv. 8	Hotel Rooms	348	6	22	2	33	-	
Lv. 9	Hotel Rooms	348	6	22	2	33	-	
Lv. 10	Hotel Rooms	348	6	22	2	33	-	
Lv. 11	Hotel Rooms	348	6	22	2	33	-	
Lv. 12	Hotel Rooms	348	6	22	2	33	-	
Lv. 13	Hotel Rooms	348	6	22	2	33	-	
Lv. 14	Hotel Rooms	348	6	22	2	33	-	
Lv. 15	Hotel Rooms	348	6	22	2	33	-	
Lv. 16	Hotel Rooms	348	6	22	2	33	-	
Lv. 17	Hotel Rooms	348	6	22	2	33	-	
Lv. 18	Hotel Rooms	348	6	22	2	33	-	
Lv. 19	Hotel Rooms	348	6	22	2	33	-	
Lv. 20	Hotel Rooms	348	6	22	2	33	-	
Lv. 21	Hotel Rooms	348	6	22	2	33	-	
Lv. 22	Hotel Rooms	348	6	22	2	33	-	
Lv. 23	Hotel Rooms	348	6	22	2	33	-	
Lv. 24	Hotel Rooms	348	6	22	2	33	-	
Lv. 25	Hotel Rooms	348	6	22	2	33	-	
	Roof (Plant)							
			144		54		2	
TOTAL		9,527	200	Total Rooms				

Yield Table

Ground Floor Plan

Scale - 1: 200

Ground Floor Plan

Scale - 1: 200

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

FLOOR PLANS

Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA03 Rev 01 A1 sheet

NORTH

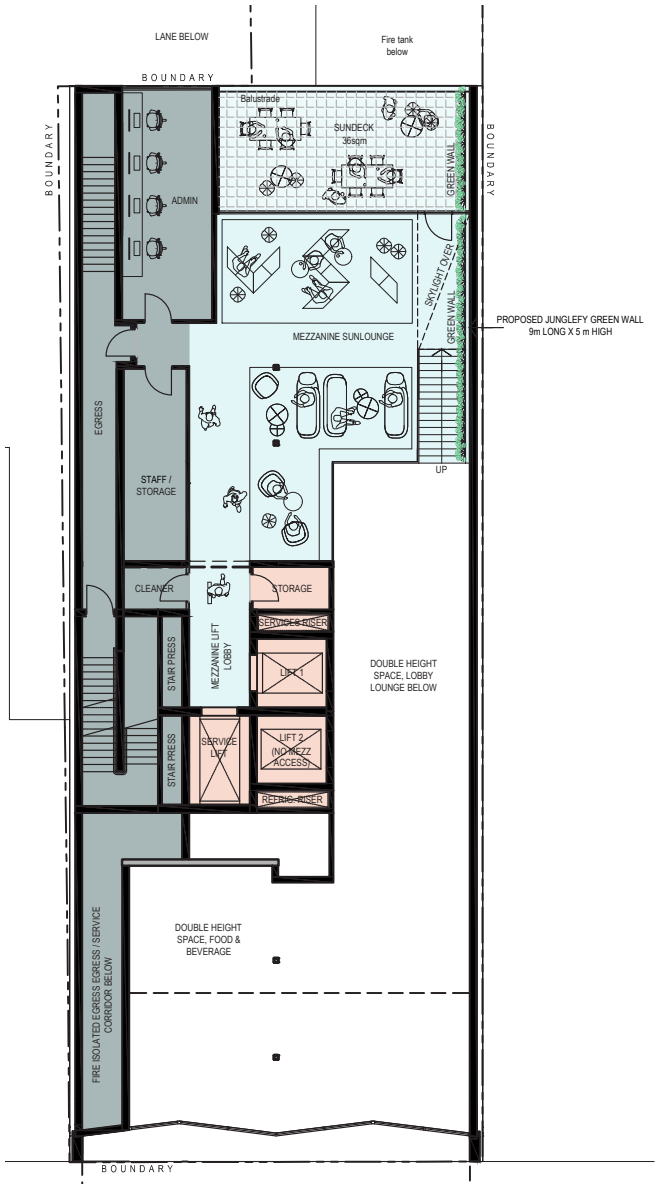
Floor Plans

124 Franklin St, Adelaide

Site Plan (including Laneways)

	Comments	Floor Area (m2)	Studio Rooms (22m2)	Area (each)	Silver/DDA rooms (31-33m2)	Area (each)	Gold Rooms Rooms (40m2)	Area (each)
Ground	Entry, Retail, Common, Services	**550**	-	-	-	-	-	-
Mezzanine	Common, Services, BOH, Terrace	**240**						
Lv. 1	Hotel Rooms	**385**	**3**	22	**4**	33	**1**	40
Lv. 2	Hotel Rooms	**348**	**3**	22	**4**	33	**1**	40
Lv. 3	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 4	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 5	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 6	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 7	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 8	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 9	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 10	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 11	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 12	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 13	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 14	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 15	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 16	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 17	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 18	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 19	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 20	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 21	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 22	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 23	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 24	Hotel Rooms	**348**	**6**	22	**2**	33	-	
Lv. 25	Hotel Rooms	**348**	**6**	22	**2**	33	-	
	Roof (Plant)							
			144		54		2	
TOTAL		**9,527**	**200**	Total Rooms				

Yield Table



Mezzanine Floor Plan

Scale - 1: 200

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

FLOOR PLANS

Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA05 Rev 01 A1 sheet

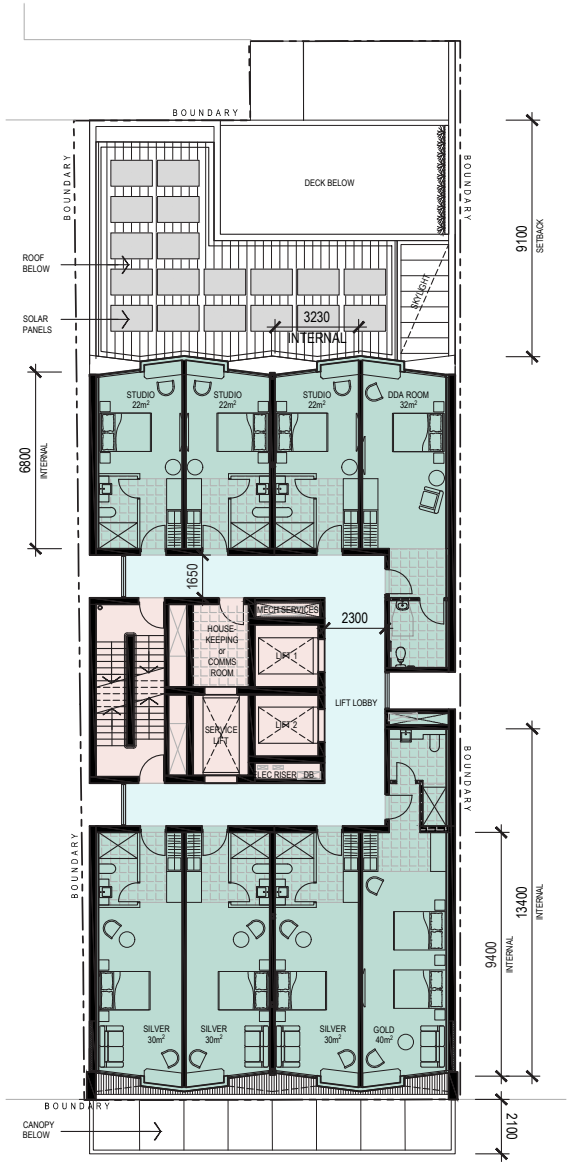
NORTH

Floor Plans

124 Franklin St, Adelaide

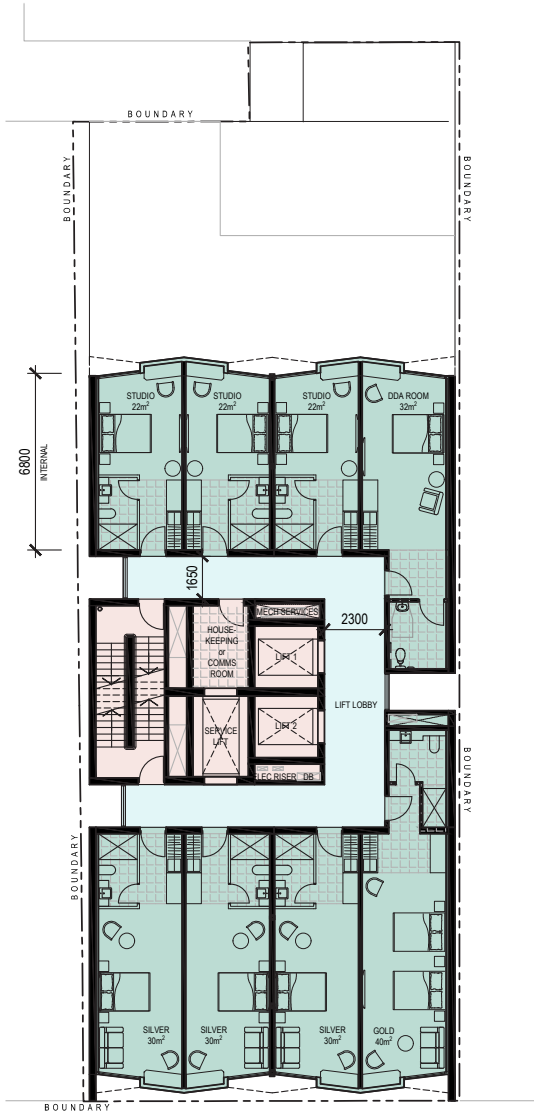
DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020



Level 01 Floor Plan

Scale - 1: 200



Level 02 Floor Plan

Scale - 1: 200

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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

FLOOR PLANS

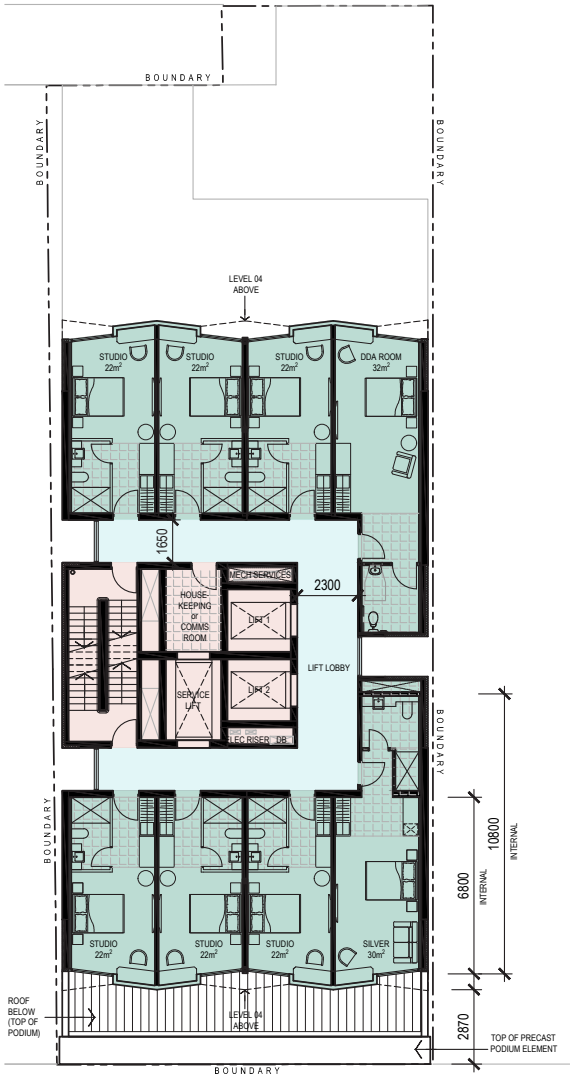
Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA05 Rev 01 A1 sheet

NORTH

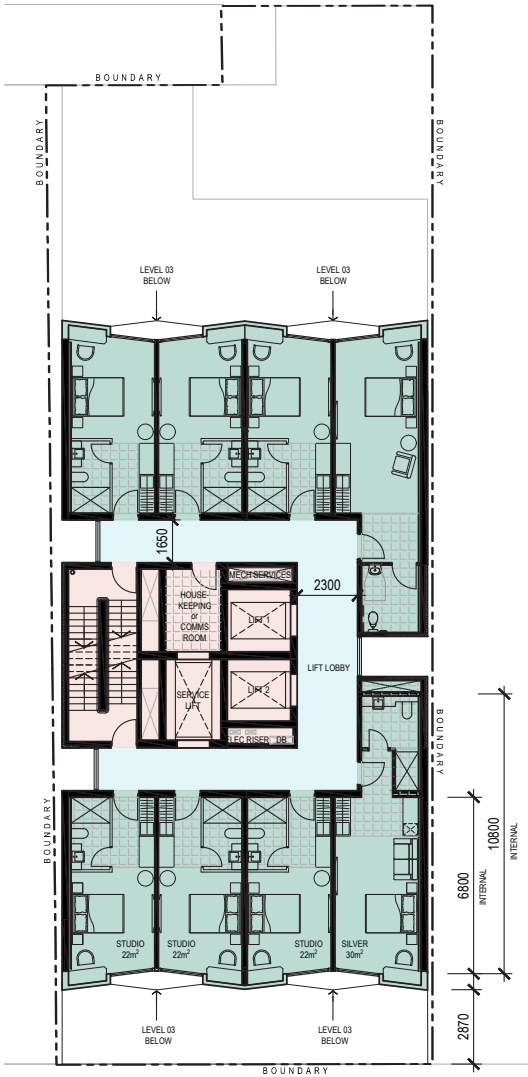
Floor Plans
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020



Level 03, 05, 07...25 Floor Plan
Scale - 1: 200



Level 04, 06, 08...24 Floor Plan
Scale - 1: 200

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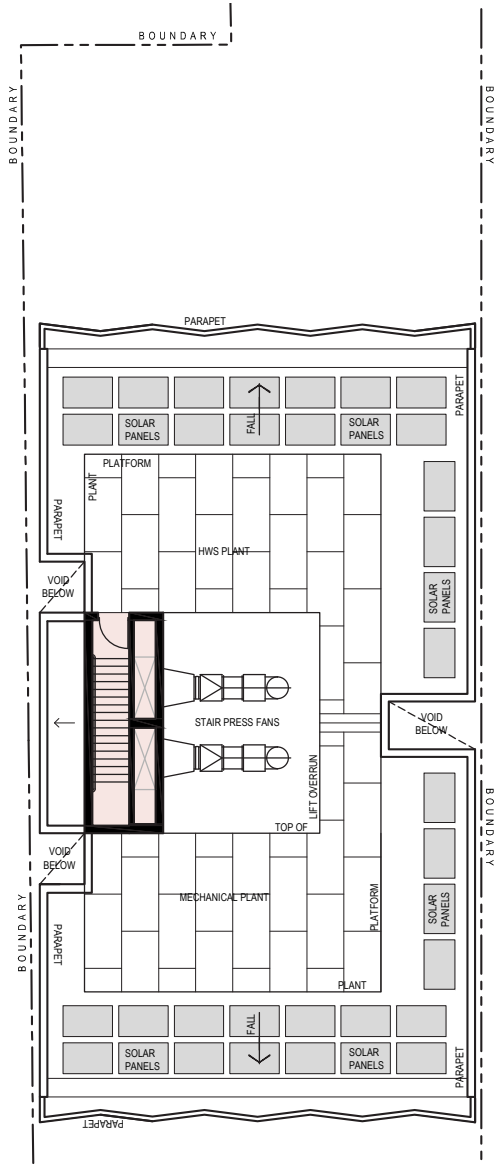
HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

FLOOR PLANS

Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA06 Rev 01 A1 sheet

NORTH

Floor Plans
124 Franklin St, Adelaide



Roof Plan
Scale - 1: 200

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

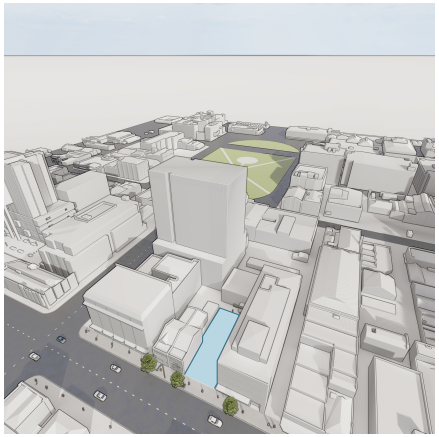
FLOOR PLANS

Scale 1:200
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA07 Rev 01 A1 sheet

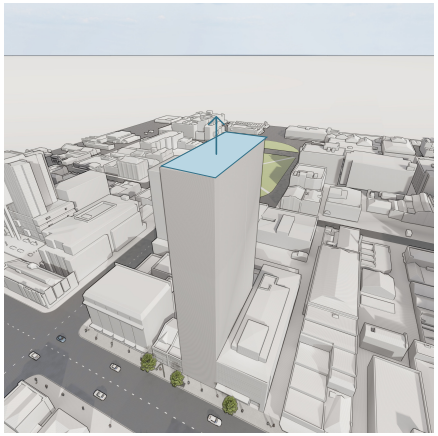
NORTH

Massing

124 Franklin St, Adelaide



Subject Site



Gesture 1

The building is setback from the North boundary to allow for sun permeability.

Gesture 2

Create lower level podium by pushing back hotel boundary along the North/ South axis.

Gesture 3

Voids on the Western and Eastern facades provide a visual break and introduces light into the internal lobby spaces. The voids continue to the top of the podium.

Gesture 4

The Northern and Southern elevations consist of alternating angled windows and solid panels, providing continuous architetural articulation and envoking a sense of privacy.

Gesture 5

The North and South façades are articulated, creating deep recesses which also provides sunshading.

DA ISSUE

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WONGANELLA

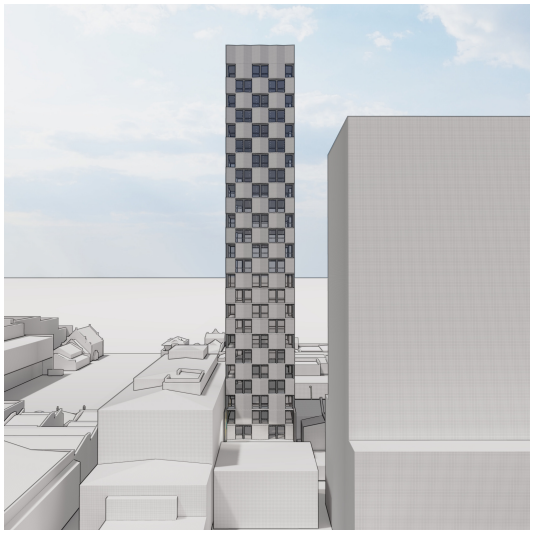
HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

MASSING

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA08 Rev 01 A1 sheet

Context - scale and massing

124 Franklin St, Adelaide



North elevation

East elevation

West elevation

South elevation

Elevated view from South-East

View from South-West

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

CONTEXT - SCALE & MASSING

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA09 Rev 01 A1 sheet

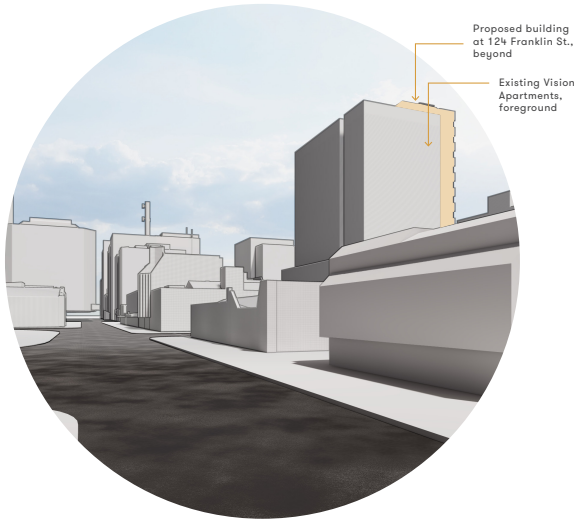
Context - Long views

124 Franklin St, Adelaide

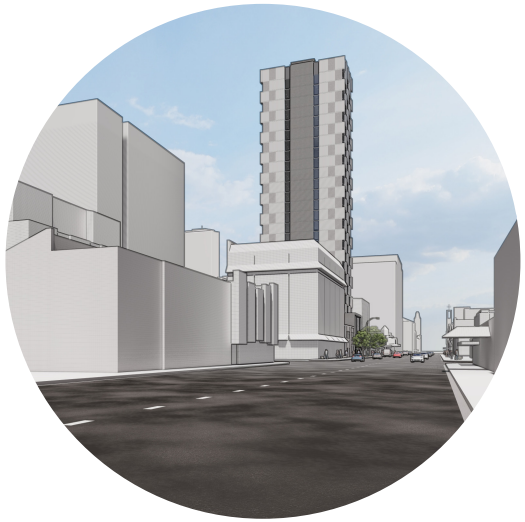
DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

Looking South from Light Square



Looking South-East from Waymouth Street



Looking East on Franklin Street

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WONGANELLA

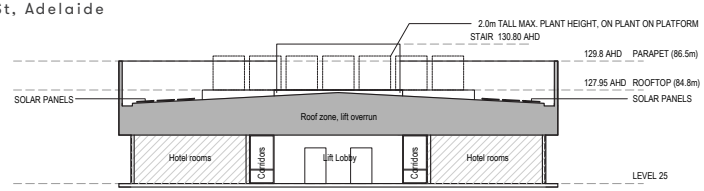
HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

CONTEXT

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA10 Rev 01 A1 sheet

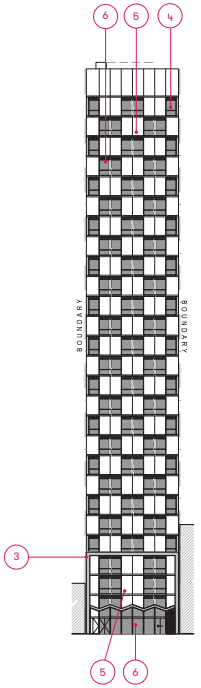
Elevations & Section

124 Franklin St, Adelaide



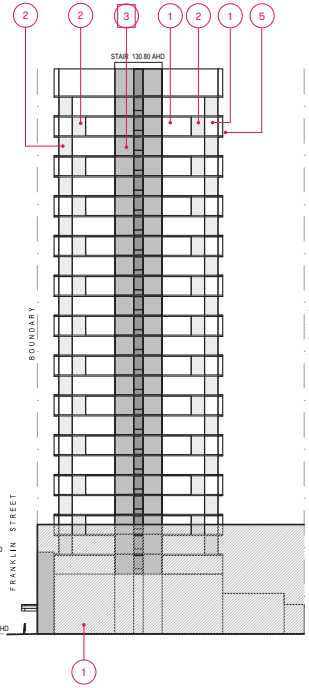
Section detail - roof

Section



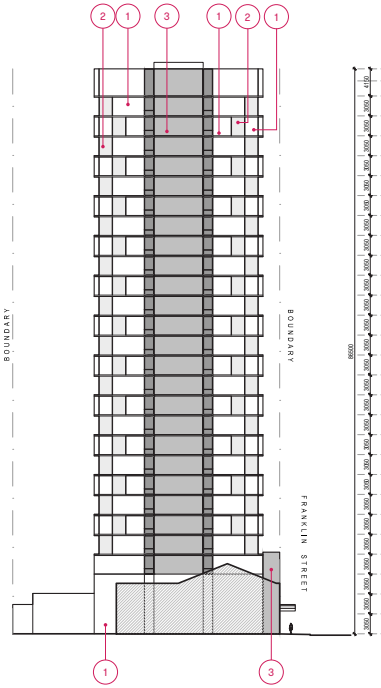
South Elevation

NTS



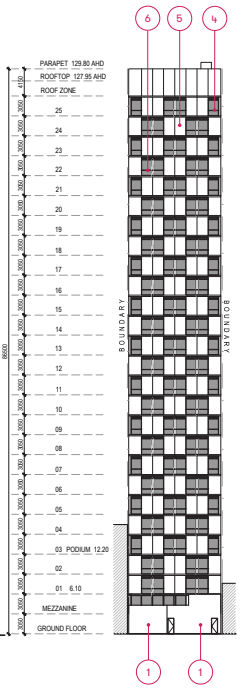
East Elevation

NTS



West Elevation

NTS



North Elevation

NTS

Material Legend

1 Precast concrete

2 Concrete stained Nawkaw light grey

3 Precast concrete stained Nawkaw Charcoal

4 Aluminium frame - powdercoat charcoal

5 Aluminium clad window wall - powdercoat Dulux Soji White

6 High performing double glazed Low -E neutral

7 Hardwood timber-look aluminium - soffit to canopy and ground level facade feature

DA ISSUE

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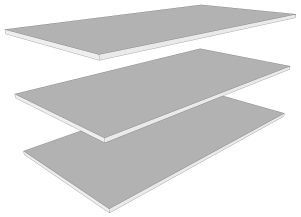
WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

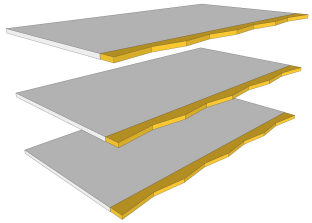
ELEVATIONS & SECTIONS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA11 Rev 01 A1 sheet

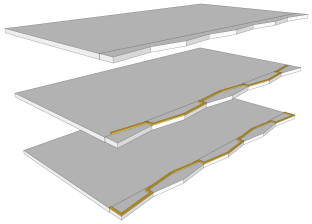
Facade Composition
124 Franklin St, Adelaide



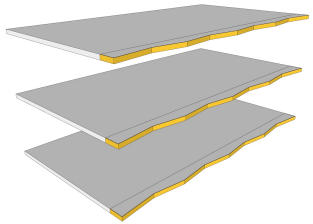
Gesture 1 Delta Core Floor Slabs,



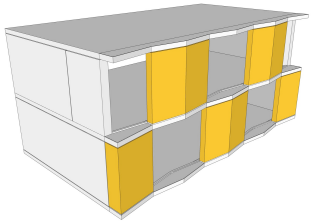
Gesture 2 Formed concrete angled slab edges.



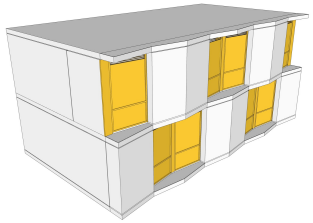
Gesture 3 50mm concrete hob to sit flush with new window wall and aluminium panels.



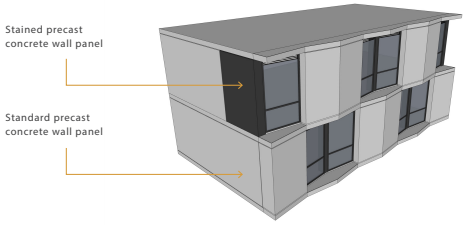
Gesture 4 Aluminium slab edging throughout.



Gesture 5 Aluminium panels with 10mm shadow Align to aluminium slab edging.



Gesture 6 Installation of window walls.

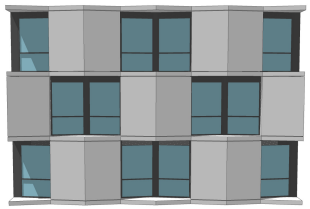


Gesture 7 Complete window wall structure.

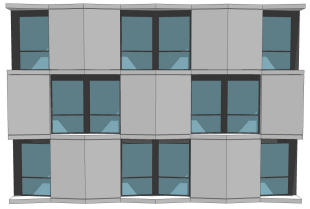
Facade Composition
NTS

Facade Sun Shading
124 Franklin St, Adelaide

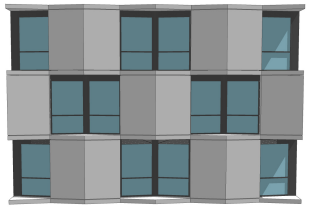
Summer Solstice



Summer 10am

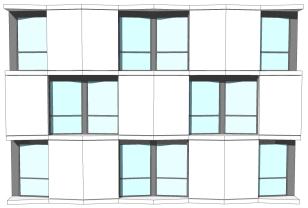


Summer 12pm

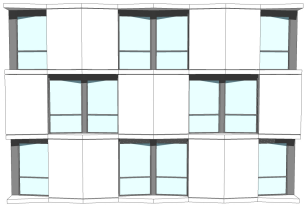


Summer 2pm

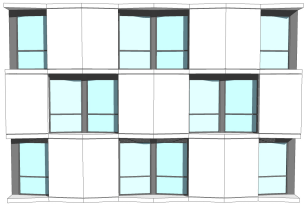
Winter Solstice



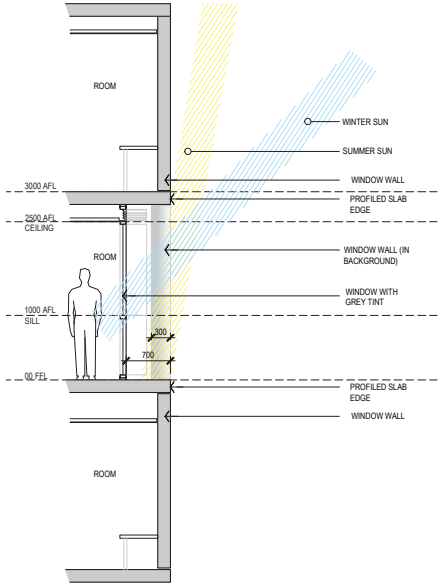
Winter 10am



Winter 12pm



Winter 2pm



NORTH FACADE SHADING SECTION DETAIL
SCALE 1:50

North Facade Shading
NTS

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
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WONGANELLA

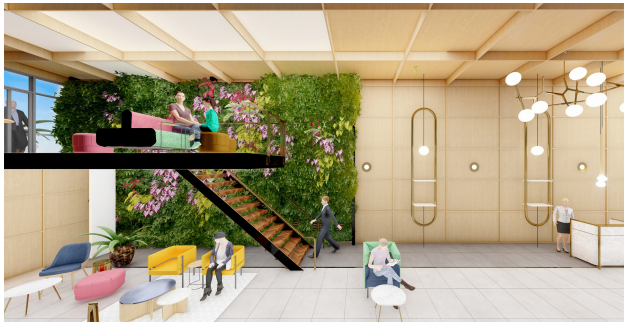
HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

FACADE COMPOSITION & SUN SHADING

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA12 Rev 01 A1 sheet

Mezzanine & Green Wall Details

124 Franklin St, Adelaide

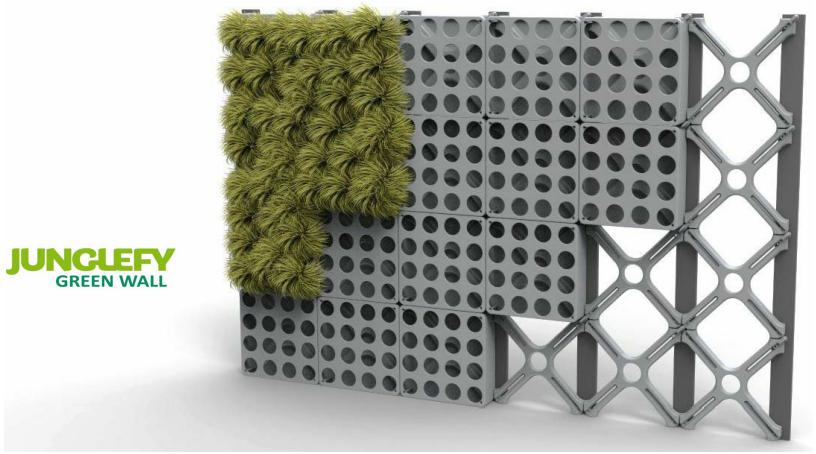


Lobby Lounge / Mezzanine Level

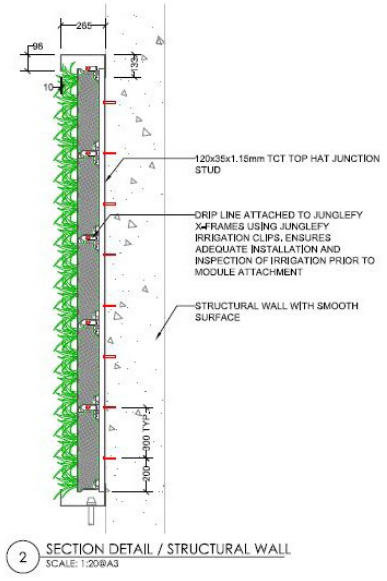
Mezzanine Level

View of Mezzanine Level

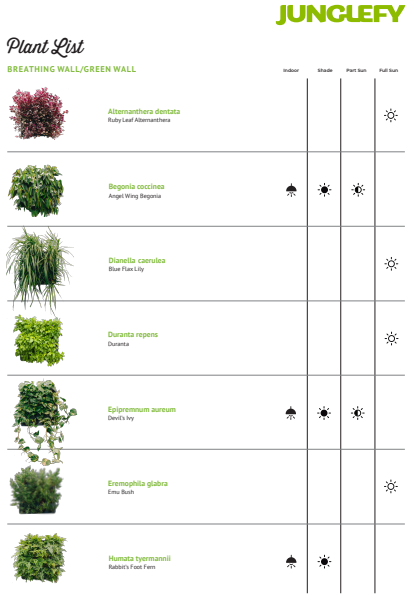
Junglefy Green Wall



Gesture 1 Manufacturer Impression of Green Wall



Green Wall Detail



Green Wall Indoor plant selection

DA ISSUE

Rev	Amendment	Date
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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

MEZZANINE & GREEN WALL DEATAILS

Scale -
Drawn -
Date OCT 2019
Job No 2018077
Dwg No DA13 Rev 01 A1 sheet

Perspectives
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

PERSPECTIVES

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA14 Rev 01 A1 sheet

3D Visualisations

124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
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Podium perspective

Streetscape perspective

Entryway perspective

Podium elevation

Street canopy perspective

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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

3D VISUALISATIONS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA15 Rev 01 A1 sheet

3D Visualisations
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
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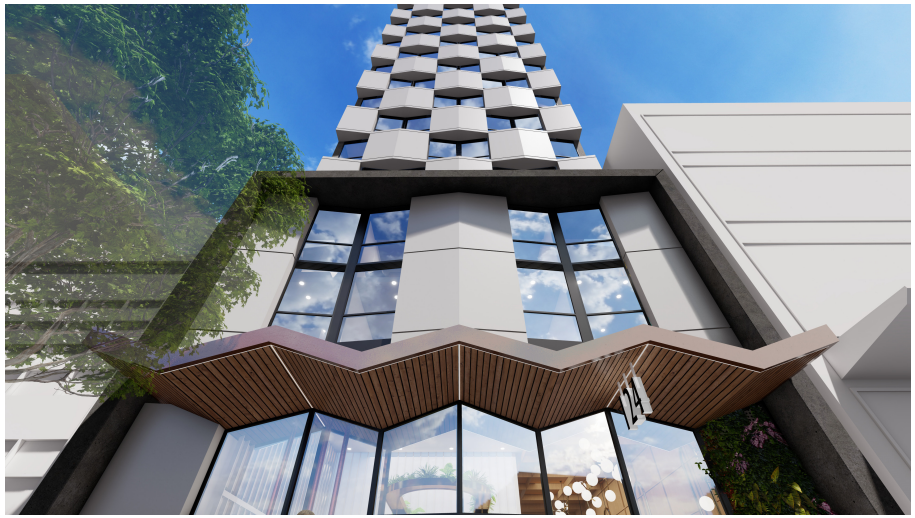
Roof top perspective



Facade perspective

Podium perspective

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HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

3D VISUALISATIONS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA16 Rev 01 A1 sheet

3D Visualisations
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
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01	DA AMENDMENT	14/02/2020

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

3D VISUALISATIONS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA17 Rev 01 A1 sheet

3D Visualisations
124 Franklin St, Adelaide

DA ISSUE

Rev	Amendment	Date
P1	PRELIMINARY	25/10/2019
P2	DA AMENDMENT	14/01/2020
01	DA AMENDMENT	14/02/2020

4

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WONGANELLA

HOTEL DEVELOPMENT
124 FRANKLIN STREET
ADELAIDE, SA

3D VISUALISATIONS

Scale -
Drawn MG
Date OCT 2019
Job No 2018077
Dwg No DA18 Rev 01 A1 sheet

PLANNING REPORT

Construction of a Hotel (tourist accommodation)

124 – 126 Franklin Street, Adelaide

Prepared by
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December 2019

Contents

1.0 INTRODUCTION

MasterPlan SA Pty Ltd has been engaged by Alto Adelaide Pty Ltd to prepare a planning report in relation to their proposal for a hotel (tourist accommodation) at 124–126 Franklin Street, Adelaide.

In preparing this report we have:

- inspected the subject site and its locality;
- reviewed the site's previous approvals;
- reviewed the proposal plans and elevations;
- reviewed the relevant provisions of Adelaide City Council's Development Plan; and
- undertaken an assessment against these relevant provisions.

This report contains a description of the subject site, its locality and a detailed description of the nature of the proposed development, as well as our assessment of the proposed development against what we consider to be the relevant provisions of Council's Development Plan.

The Planning Report is supported by:

- a completed Development Application Form;
- a completed Office of Technical Regulator Power Line Clearance Declaration;
- the Certificate of Title;
- Site and Locality Plan (Appendix 1);
- Architectural Drawings prepared by Brown Falconer;
- a Traffic Design and Waste Management Report prepared by InfraPlan;
- a Services Report undertaken by TMK Engineering; and
- Wind Assessment Report prepared by MLEI for DA 020/A058/14.

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

2.0 BACKGROUND

2.1 Previous Development Approvals

A development application was lodged in December 2014 to construct a multi-storey residential building accommodating a mix of 'two-bedroom' and 'two-bedroom plus study' apartments together with on-site car parking and a ground floor commercial tenancy (DA 020/A058/14). The application was for the establishment of 30 dwellings across 15 levels, a commercial tenancy at ground floor with an area of 37.4 square metres, ancillary on-site car parking, storage and bicycle parking. On 26 February 2015, the former Development Assessment Commission resolved to grant Development Plan Consent to the application subject to one reserved matter and 11 conditions of consent and one (1) reserve matter.

A variation to the original application was submitted in 2016 (DA 020/A058/14 V1) involving amendments to the proposed buildings height, number of apartments, relocation of the transformer, relocation of bike storage, an additional lift well, enclosed waste storage area, common roof top garden, theatre and gymnasium, reconfiguration of ground floor layout, façade alterations, collection of rooftop recycled water, pedestrian entry from Franklin Street, alteration to roofline profile and a larger car parking stacker cube.

After consultation with the Office for Design and Architecture SA and the Government Architect a number of amendments to the varied proposal were incorporated. This led to the approval of the variation on 13 October 2016.

The market has changed such that our client has investigated alternative land uses. Our client has received strong interest from several hotel operators and accordingly have redesigned the previous approval and now seeks hotel/tourist accommodation in this application. DPTI staff have formed the view that this application represents a new development, rather than a variation to the previous authorisation.

2.2 Pre-Lodgement

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

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

- Pre-Lodgement Panel Meeting #1, 15 March 2019; and
- Design Review #1, 16 April 2019.

To note, the original intent was to lodge a variation to the 2014 consent. The Pre-Lodgement Panel Meeting was undertaken on this basis. The key changes made to the 2014 consent were showcased at the Pre-Lodgement Panel Meeting which included alteration of the land use from residential to hotel, the buildings mass, form, depth, car parking numbers and location of associated services.

Through the pre-lodgement process the following elements in the design and process were noted:

- Support for the proposed hotel land use.
- There is an existing consent at the proposed height, however the new proposal will need to incorporate measures such as public realm improvements, ESD initiatives, and high-quality design in order to balance the height prescribed by the Zone the vision benchmark for the emerging precinct.
- Contextual response to the streetscape should be developed and presented through the inclusion of adjacent buildings in ground floor plan, elevations and perspectives.
- Consider permeability of the access to create a better shared space, including the potential to remove the solid wall separating the lobby and driveway.
- The finish, colour and details are important and should be clearly demonstrated.
- The reduction of car parking is supported but there is a preference for no parking given there is no requirement.
- A waste management consultant should be engaged to confirm the generation rates and develop a more holistic approach, and storage is not adequate for potential waste volumes, broken furniture, cardboard, or to provide bin cleaning areas and a negative area for odour reduction.
- Dependency on loading zone needs to be discussed with council given potential impacts on east/west bikeway.
- The front view perspective looks like the building is projecting into the street, and has a tree moved.
- Council encourages development to be built to the street boundary, enabling the installation of canopy cover over footpaths for weather protection.
- Indicative signage should be included on plans.
- Reports: Traffic, waste, wind, ESD, site history, planning and services.

The critical elements identified by DPTI Staff and ODASA through the DRP process included:

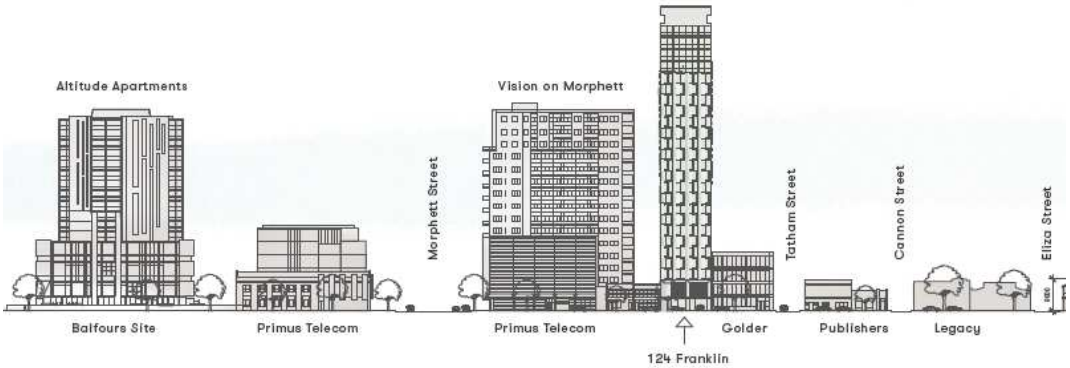
- Support for the project team's aspiration to deliver a mixed-use hotel and apartment development in this location, and the benefit the increased daily population could bring to the precinct.
- Support for a development of this scale is contingent on achieving design excellence, a generous contribution to the public realm and streetscape, and meeting the intent of the over-height criteria of the Development Plan.

- Support for the design intent of the modelling of the deep precast concrete reveals to articulate the north and south facades and the integrated approach to management of solar loads to the north.
- Concerned with the current presentation of the east and west elevations and encourage the team to explore opportunities to provide built form articulation in addition to material articulation to these facades.
- Review the extensive rooftop plant areas and explore opportunities to distribute the plant areas between the hotel and apartment uses, with the view to reducing the overall height of the building.
- Concern by the impact of the car parking requirements on the ground floor plane and reduced opportunities for activation along the street edge.
- Review of opportunities to use the rear laneway with the view to reduce servicing requirements on the narrow Franklin Street frontage.
- Further design testing of the performative aspects of a podium including built form setbacks, to improve pedestrian amenity at street level.
- Review of the performance of the canopy with regards to environmental conditions including wind and rain to ensure a welcoming and sheltered shared space to maximise use.
- Review of opportunities to improve the amenity of the hotel floors and articulation of the east facade through the introduction of a balcony space, while maintaining access to light for the lower levels.
- Support for the project team's ambition to deliver Ecologically Sustainable Design (ESD) initiatives including high performance glazing, solar shading through projecting slabs, deep reveals and balconies, and service operational efficiencies.

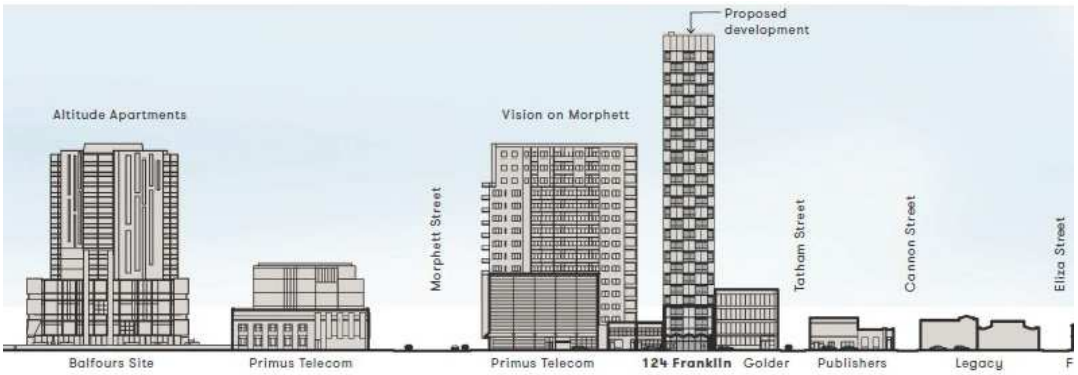
In the development of the final plans the above matters have been considered and where most relevant amendments to the design have responded to the comments expressed.

The proposed development now comprises the construction of a 26-storey hotel. The ground floor and mezzanine space has adopted design elements suggested through the Pre-Lodgement and Design Review Meetings. Section 4.0 of this report provides a detailed review of the final design submitted for assessment.

The images below display the evolution of the proposed design before the Design Review Panel to now.

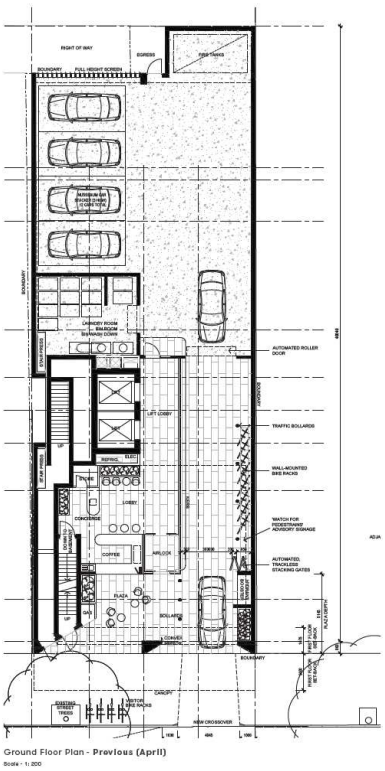


Before Design Review.

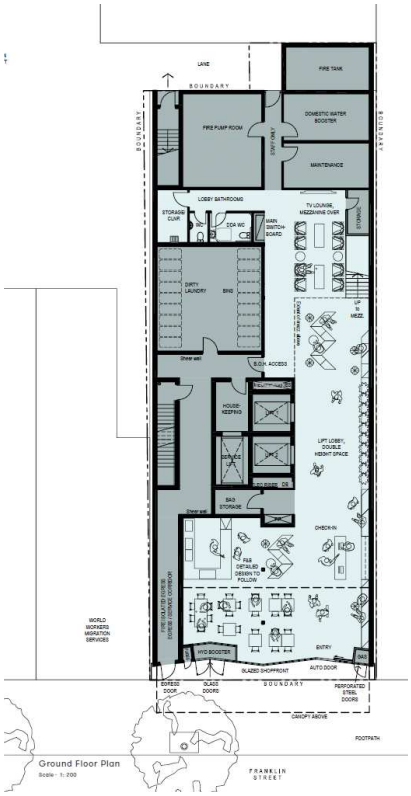


Proposed Development.

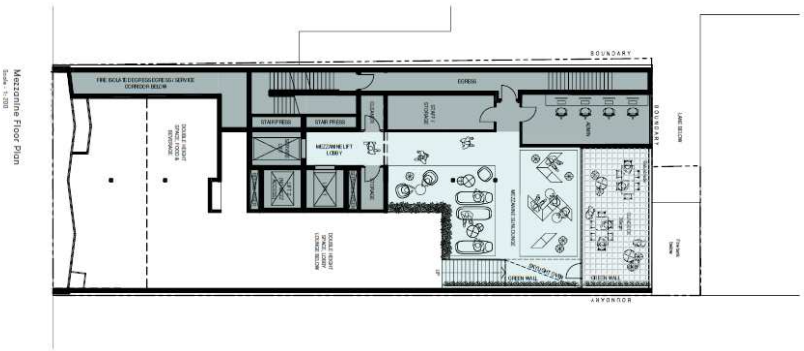
The proposed development provides a better-defined podium with articulation and features to enhance pedestrian experience with greater visual interest.



Before Design Review



Proposed Development



Proposed Mezzanine

No car parking is provided with increased footprint dedicated to lounge, lobby and position of services to the rear of site (adjoining laneway) and removal of the previously endorsed vehicle crossing to Franklin Street.

Inclusion of Mezzanine level to offer sunlounge, outdoor decked area and staff admin and facilities with large open void to front area of ground floor.

Before Design Review

Proposed Development

The design of the podium has been reviewed with greater articulation through setbacks, height variations, signage, variation in colour and material, permeability, pedestrian scale and access. The podium is framed with an increase in height of the canopy and a design that better reflects façade articulation and interest.

Before Design Review

Proposed Development

Simplified rooftop design to reduce visual dominance of the roof element and perceived mass against the skyline.

East elevation

West elevation

Before Design Review

East elevation

West elevation

Proposed Development

East and West elevations provide enhanced articulation with recessed portions, distinction and mix of colour and material finishes. Refining the articulation expression of the elevations enables greater visual interest associated with the façade articulation, which contributes positively to the city skyline and long-distance views of the building.

3.0 THE SUBJECT SITE AND LOCALITY

3.1 Description of the Subject Site

The subject site is located at 124-126 Franklin Street, between Tatham Street to the east and Morphett Street to the west.

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

CT VOLUME/FOLIO	PARCEL	PLAN
Volume 5547, Folio 956	Lot 393	Filed Plan 181235
Volume 5867, Folio 649	Lot 394	Filed Plan 181236

The subject site has a frontage of 14.5 metres along Franklin Street. To the rear, the land is accessible via a 3.51-metre-wide access lane, which intersects with a 3.0-metre-wide access lane running between Tatham Street and Morphett Street. A 2.9-metre-wide access lane to the west of the subject land, which has a crossover point on to Franklin Street, also leads to the rear of the subject land.

The Certificates of Title for both 124 and 126 Franklin Street indicate that a free and unrestricted right of way exists over the meeting point of the access lanes to the north-west corner of the subject land.

A Site and Locality Plan is attached at **Appendix 1** and identifies the location of the site in context with surrounding buildings and streets.

A two-storey office building currently occupies the subject land at 124-126 Franklin Street. This building includes a canopy over the Franklin Street entrance to the building, which encroaches across the vast majority of the 4.72-metre-wide footpath. The current building is built to the front and side boundaries of the site at the Franklin Street frontage, with small setbacks from the side boundaries evident towards the rear of the subject land. A small room of single storey height has been established to the rear of the building. An area for the parking of vehicles also exists to the rear of the site, separated from the access way by a lockable gate.

On-street parking along Franklin Street is currently available at the frontage of the subject site, offering new ticketed parking for both quarter hour and half hour durations.

A copy of the site's Certificate of Title Register Search is attached in **Appendix 2**.

3.2 Description of the Locality

The subject land is located within the Capital City Zone of the Adelaide (City) Council Development Plan.

To the east of the subject land is a four-storey commercial building, which is built along the front and side property boundaries with frontages to Franklin Street and Tatham Street. This building steps down to two-storeys in height at the rear, with a roof-top outdoor area at the third storey. A private two-storey car park is accessible at the lower storey of this component from Tatham Street. This car park is constructed along the rear boundary of the subject site, with the upper storey of the car park open to the air.

To the west of the subject site is a two-storey commercial building, which appears to have involved the adaptation of a former dwelling and the replacement of the frontage of the building. A carport for the undercover parking of two vehicles has been established to the rear of this building, as well as informal areas for parking of cars and a small room of single-storey height.

A six-storey commercial building exists to the west of the subject land at 132 Franklin Street, at the intersection of Franklin and Morphett Street. A 1.5-metre-wide pedestrian access way exists between the three storey Regency Apartments building at 188-194 Morphett Street and a 16-storey residential building at 176-186 Morphett Street, with this access way leading to the rear of the subject site.

Franklin Street is one of the main east-west streets in the City of Adelaide, offering two lanes for vehicles travelling in each direction and providing a connection between West Terrace to Flinders Street and Hutt Street to Adelaide's east.

Likewise, Morphett Street is one of the main north-south streets within the City, with two lanes for vehicles travelling in each direction from Greenhill Road to North Adelaide and Torrens Road to the north. Tatham Street and Cannon Street to the east of the subject land are both one-way streets for vehicles travelling south to north from Franklin Street to Waymouth Street.

The subject site is located:

- approximately 200 metres from Light Square to the north-west;
- approximately 400 metres from the Adelaide Central Markets, including a Coles supermarket; and
- approximately 600 metres from the tram station in Victoria Square.

Morphett and Franklin Street has been the subject of a variety of commercial and residential construction projects in recent years, increasing the scale of the built form in the locality. These developments include:

- the redevelopment of the former Balfours site along Morphett Street, between Waymouth Street and Franklin Street. This has included the establishment of a 16-storey residential apartment building and a seven-storey mixed use building along the Morphett Street frontage;
- a 16-storey residential building at 176-186 Morphett Street to the north-west of the subject site;

- development of a 16-storey commercial and serviced apartment building at 70 Franklin Street, including a six-storey parking garage to the rear of the site with access from Young Street;
- approval for a 22-storey commercial building at 2-10 Franklin Street;
- development of an 18-storey commercial building at 12-26 Franklin Street;
- approval for a 19-storey residential and community services building at 43 Franklin Street;
- development of a 10-storey parking garage at 50 Franklin Street;
- approval for 21 storey commercial building at 52-56 Franklin Street;
- development of the Adelaide Central Bus Station at 85-107 Franklin Street, including a five-storey parking garage, bus terminal and residential apartments; and
- approval for an 18-storey residential and retail building at 142-148 Franklin Street.

These building developments along Franklin Street represent a gradual renewal of building stock in the western portion of Adelaide's CBD, with the proposed building being of a comparable scale to these buildings.

A Site and Locality Plan is **attached** at Appendix 1 depicting the location and heights of surrounding buildings.

4.0 NATURE OF PROPOSED DEVELOPMENT

The Applicant seeks Development Plan Consent to construct a 26-storey hotel (tourist accommodation) building which contains:

- hotel lobby, lounge, bar, plant infrastructure and back of house including waste and laundry storage at ground level;
- back of house including staff administration, storage and facilities, mezzanine sunlounge and open deck on mezzanine level;
- three studio hotel rooms, four silver DDA compliant rooms and one gold room on levels 1-2;
- six studio hotel rooms and two silver DDA compliant rooms on levels 3-25;
- plant on roof level; and
- a total of 200 rooms of which 144 are Studio rooms (22 square metres per room), 54 are silver DDA compliant rooms (32 square metres per room) and two are gold rooms (40 square metres per room).

The proposed development is represented across the compendium of architectural drawings prepared by Brown Falconer, and are labelled as follows:

• DWG DA00 0000	Cover Page – P1	25/10/2019;
• DWG DA01	Demolition Plan – P1	25/10/2019;
• DWG DA02	Context & Site Analysis – P1	25/10/2019;
• DWG DA03	Floor Plans – P1	25/10/2019;
• DWG DA04	Floor Plans – P1	25/10/2019;
• DWG DA05	Floor Plans – P1	25/10/2019;
• DWG DA06	Floor Plans – P1	25/10/2019;
• DWG DA07	Floor Plans – P1	25/10/2019;
• DWG DA08	Massing – P1	25/10/2019;
• DWG DA09	Context-Scale & Massing – P1	25/10/2019;
• DWG DA10	Context – P1	25/10/2019;
• DWG DA11	Elevations & Sections – P1	25/10/2019;

•	DWG DA12	Façade Composition – P1	25/10/2019;
•	DWG DA13	Perspectives – P1	25/10/2019;
•	DWG DA14	3D Visualisations– P1	25/10/2019;
•	DWG DA15	3D Visualisations– P1	25/10/2019;
•	DWG DA16	3D Visualisations– P1	25/10/2019; and
•	DWG DA17	3D Visualisations– P1	25/10/2019.

The proposed development is depicted in the set of Architectural Drawings prepared by Brown Falconer (**enclosed**).

4.1 Land Use

The proposed development comprises the construction of a hotel (tourist accommodation).

The operating model of the hotel incorporates limited hospitality options associated with the accommodation and servicing roles are outsourced where practicable such as linen cleaning being undertaken off site. This model results in less staff required on site than is otherwise typically required and reduced waste implications, as is discussed further within the body of the report.

4.2 Built Form, Height and Design

The development is proposed to have an overall height of 86.80 metres to roof level with a total of 26-storeys (including the ground floor). The ground and mezzanine level comprise a lobby, food and beverage space, sun lounge, deck, staff and admin space and service areas. Levels above the ground floor comprise of hotel rooms with eight bedrooms on each floor.

Levels 1-25 include a total of 200 rooms with a mix of studio, silver DDA complaint and gold hotel rooms. The proposal includes 144 are studio rooms of 22 square metres per room and comprises one bed and one bathroom. The proposal includes 54 silver DDA compliant rooms of 32 square metres per room and comprises one bed and one bathroom. The proposal includes two gold rooms of 40 square metres per room with two beds and one bathroom.

In terms of urban design considerations, the proposed built form:

- will maintain the current alignment with existing adjacent buildings, being built up to and for the entirety of the southern boundary to Franklin Street;
- at street level, the bar and lounge is proposed, in order to create daytime interest and activate the Franklin Street frontage;

- will be constructed from a robust palette of materials including:

  - Precast concrete;
  - Concrete stained Nawkaw light grey;
  - Precast concrete stained Nawkaw Charcoal
  - Aluminium frame – powdercoat charcoal;
  - Aluminium clad window wall – powdercoat Dulux Soji White;
  - Glazing; and
  - Hardwood timber-look aluminium – soffit to canopy and ground level façade feature.

- precast concrete façade detailing is proposed in order to create a unique building profile and define the building as well as break up the mass of the residential tower.

4.3 Operational Matters

On-site waste storage and collection is provided to accommodate waste. The waste room is accessible via the ground level service corroder and is located in an enclosed room. The following table is sourced from the Traffic Design and Waste Management Report (**enclosed**) prepared by InfraPlan details the waste generation and bins required for the proposal:

Table 5: Waste generation and bins required for the proposal

Waste Stream		General (L)	Recyclable (L)	Organic (L)
Rooms		7,000	5,200	2,100
Hotel Bar		1,365	455	1,820
Total		8,365	4,655	3,920
Capacity Required (& collection frequency)		4,183 (2x week)	2,328 (2x week)	1,960 (2x week)
Bin Size & Number Required	660L	6	3	3
	240L		1	
Capacity Provided		4,620	2,860	1,980

The bins will be serviced via a process whereby the bins are manually transported from the storage room to the street via a service staff corridor. A medium sized (8.8 metre) vehicle operated by a private contractor will collect waste from the waste storeroom, accessed from Franklin Street.

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

Cleaning staff will utilise the service lift for efficient transport of laundry to the storage room at the ground floor. The location of the laundry and bin room is appropriately separated from occupants and only capable of being accessed by staff via the service corridor and lift.

The proposal will not result in the removal of any street trees located within the Franklin Street Council verge. The site does not require vehicular access from Franklin Street and as such will not change the existing access infrastructure arrangement. However, waste collection and pickup and drop off for taxis and rideshare for the proposal will require a loading zone, no parking, short term time limit or similar control to be installed on street along Franklin Street to facilitate collection of the various waste streams. InfraPlan have reviewed the existing infrastructure on Franklin Street and are of the view that this zone would likely require the removal of 2 on-street car parking spaces to better facilitate the service needs of the local properties.

4.4 Services

TMK Consulting Engineers has provided a Services Report (**enclosed**) and plan outlining the Ecologically Sustainable Development (ESD), including:

- sustainability;
- electrical services;
- hydraulic services;
- mechanical services; and
- thermal performance.

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

4.5 Staging

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

- Stage 1: Demolition;
- Stage 2: Substructure construction; and
- Stage 3: Superstructure construction.

5.0 PROCEDURAL MATTERS

5.1 Nature of Development

The subject site is located in the Capital City Zone, as set out in the Adelaide (City) Development Plan (consolidated 25 July 2019) and identified on MAP Adel/24. The development requires consideration against the relevant Capital City Zone Objectives and Principles of Development Control (PDC) and Council-Wide provisions.

Having regard to the relevant provisions of the Development Plan, we note that a hotel/tourist accommodation is not listed as either complying, or non-complying (Zone PDC 38 and 39) development and therefore requires assessment on merit.

5.2 Public Notification

Capital City Zone PDC 40 states the following:

> **PDC 37** **Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008.**
>
> **In addition, the following forms of development, or any combination of (except where the development is non-complying), are assigned:**
>
> **(a)** **Category 1, public notification not required:**
>
> **All forms of development other than where it is assigned Category 2.**
>
> **(b)** **Category 2, public notification required (Third parties do not have any appeal rights):**
>
> **Any development where the site of the development is adjacent land to land in the City Living Zone or Adelaide Historic (Conservation) Zone and it exceeds 22 metres in building height.**
>
> **Note:** **For Category 3 development, public notification is required. Third parties may make written representations, appear before the relevant authority on the matter, and may appeal against a development consent. This includes any development not classified as either Category 1 or Category 2.**

PDC 40 assigns all forms of development as Category 1 other than where it is specifically assigned Category 2. In this instance the site of the development is not located adjacent to land in a City Living Zone or Adelaide Historic (Conservation) Zone and therefore we respectfully submit that the proposed development should be assigned Category 1 for the purposes of public notification.

5.3 Statutory Referrals

The following statutory referrals have been identified as being relevant to the proposed development as identified in Schedule 8 of *Development Regulations 2008*:

5.3.2 Airport Building Height

9—Airports

If the relevant Development Plan contains a map entitled Airport Building Heights, development within the area shown on the map which would exceed a height prescribed by the map.

Referral Agency: *Commonwealth Secretary for the Department of Transport and Regional Services*

24—Certain development in City of Adelaide

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

Referral Agency: *Government Architect or Associate Government Architect (ODASA)*

6.0 PLANNING CONSIDERATIONS

The proposal's planning merits, when assessed against the consolidated version of the Adelaide (City) Council Development Plan (25 July 2019) are summarised below.

6.1 Land Use

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

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

Given the proposal is expressly envisaged in the Zone we consider the application provides a reasonable and appropriate use for the site.

6.2 Built Form

The following Zone and Council Wide Objectives and Principles of Development Control (PDC) outline the intent to be attained by development within the City of Adelaide, and directly reflect the importance of the built form and architectural expression contemplated within the CBD.

6.2.1 Building Height

PDC 16 and 21 of the Capital City Zone provides guidance with respect to the height of buildings and recommends that:

Capital City Zone

PDC 16 Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

PDC 21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and

The previously approved building offered a height of 85.74 metres above ground level. The proposed building will be 26 storeys and 86.80 metres above the Franklin Street finished ground level. On this basis, the proposed development only seeks to increase the overall height approved height by 1.06 metres.

Figure CC/1 and 2 of the Adelaide City Development Plan indicates a maximum building height of 53 metres in this location, as depicted on the following image:

Image 1 - Extract from Concept Plan Figure CC/1

Franklin Street has been the subject of a variety of commercial and residential construction projects in recent years, increasing the scale of the built form in the locality. These developments include:

- the redevelopment of the former Balfours site along Morphett Street, between Waymouth Street and Franklin Street. This has included the establishment of a 16-storey residential apartment building and a seven-storey mixed use building along the Morphett Street frontage;
- an 18-storey residential building at 176-186 Morphett Street to the north-west of the subject site;
- development of a 16-storey commercial and serviced apartment building at 70 Franklin Street, including a six-storey parking garage to the rear of the site with access from Young Street;
- development of an 18-storey commercial building at 12-26 Franklin Street;
- development of a 10-storey parking garage at 50 Franklin Street; and
- development of the Adelaide Central Bus Station at 85-107 Franklin Street, including a five-storey parking garage, bus terminal and residential apartments.

The proposed building is considered to be of a complimentary scale to these buildings and the locality when viewed in context with the existing streetscape.

PDC 21 of the Zone provides the opportunity for buildings to exceed the prescribed maximum building height when the following is satisfied:

PDC 21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and

- **(a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or**
- **(b) more than 15% of dwellings are affordable housing; or**
- **(c) only if:**
  - **(i) at least three of the following are provided:**
    - **(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;**
    - **(2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;**
    - **(3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;**
    - **(4) no on-site car parking is provided;**
    - **(5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;**
    - **(6) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;**
    - **(7) the building is adjacent to the Park Lands;**
    - **(8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 in relation to sunlight access and overlooking;**

The site sits well within the boundaries of the Zone and building height Concept Plan, therefore the transition from these adjoining areas is more prudent at the boundary peripheries (according with the intent of (c)(i)(1).

No onsite car parking is provided, nor is it necessary for development of this nature (according with (c)(i)(4).

The proposed building provides in excess of 75 percent of active use to the front facade with use of glazing and access into the ground floor bar, lobby and lounge area (according with (c)(i)(5).

A building of 53 metres will result in the same level of overshadowing to Franklin Street as that of the proposed development.

In terms of sunlight access, the building would not overshadow any north or east facing residential balconies on adjoining sites. Whilst some windows on the regency apartments to the west of the site may be shadowed, this would only be for a limited time in the early hours of the day (if at all).

Contextually, the built form to the east has a much larger footprint and as such any overlooking from rooms in a north-easterly direction would only be of the roof and plant equipment of this building. Likewise, overlooking to the west would only be to the service lane and outdoor storage areas of the adjacent property.

For these reasons the proposal accords with the intent of (c)(i)(8) and four of the eight criteria listed in PDC 21(c)(i).

To satisfy the over height provision the proposal must also be of a sustainable design which is outlined in the series of sustainable design measures as identified below:

PDC 21 (c)(ii) at least three of the following sustainable design measures are provided:

(1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;

(2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;

(3) passive heating and cooling design elements including solar shading integrated into the building;

(4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;

(5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.

The proposed Mezzanine offers various landscape features and a green wall that flows through the sun lounge into the sun deck (according with the intent of (c)(ii)(1) and (2). These features are to be serviced and maintained by onsite staff.

The window alignments and design for each room it pitched in such a way to limit solar gain during specific times of the day, thereby offering a balanced intake of passive heating and cooling (according with (c)(ii)(3).

The building proposes solar photovoltaic cells on the rooftop to improve energy efficiency and environmental sustainability (according with (c)(ii)(5).

As detailed above, the proposal accords with the general intent of four of the five criteria listed in PDC 21(c)(ii).

The proposal exceeds the maximum building height requirement, however given its width and configuration when viewed in context with the Franklin Street streetscape, we contend that the height will align with the intent of the Zone and the justification of the over height provisions.

The proposal is considered to support the Zone intent by providing economic tourist accommodation services within this strategically important CBD location. In addition, ODASA has considered the height of the building in the context of its surrounds and have provided their endorsement of the height in the context of the locality.

For the reasons listed above we contend that the proposed building height is reasonable and accords with the intent of the Development Plan.

6.2.2 Form, Setbacks, Composition and Façade

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

Capital City Zone

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

PDC 6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.

PDC 9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.

PDC 11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.

The importance of the proposed built form quality in the Capital City Zone is recognised in the relevant Zone and Council Wide PDC that seeks:

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

The proposed development was the subject of the "Design Review Process" with the ODASA where the quality of the design was critiqued, reviewed and developed recognising the constraints of such a thin site, its context with surrounding development.

PDC 12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:

- **(a) relates to the scale and context of adjoining built form;**
- **(b) provides a human scale at street level;**
- **(c) creates a well-defined and continuity of frontage;**
- **(d) gives emphasis and definition to street corners to clearly define the street grid;**
- **(e) contributes to the interest, vitality and security of the pedestrian environment;**
- **(f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and**
- **(g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);**

other than (h) or (i):

(h) **in the Central Business Policy Area;**

(i) **where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.**

The importance of the streetscape presentation and pedestrian focus for the city is apparent with its direct reference within the Desired Character of the Capital City Zone. The proposal honours this intent with the provision of floor to ceiling glazing elements at ground level and an active ground level street frontage. The open and transparent focus of the ground level streetscape presentation reinforces the interesting pedestrian environment and human scale envisaged in the Zone.

The proposed podium height of 12.4 metres is the average height between the site's two adjoining buildings that front Franklin Street. The upper tower levels are recessed to better define the podium in context with the streetscape. The use of glazing for the front wall maintains a sense of openness to the sky and maintain daylight to the street. The podium is considered to be of a high level of design that provides an open and human scale streetscape presentation.

6.2.3 Façade Treatment, Materials and Finishes

The following Council Wide Objectives and PDCs outline the requirements concerning façade, materials and colours:

PDC 15 **Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.**

The design intent of the vertical alignment of the tower façade creates a simple and singular expression providing a slender presentation over a distinct podium. This will help distinguish the building along the streetscape and with adjoining sites that maintain generally larger frontage widths.

The wall glazing returns around the corner of the building with each elevation providing a high degree of visual interest from all directions.

PDC 7 **Buildings should achieve a high standard of external appearance by:**

(a) **the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;**

(b) **providing a high degree of visual interest though articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;**

(c) **ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and**

(d) **ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.**

Council Wide Section - Materials, Colours and Finishes

PDC 187 The design, external materials, colours and finishes of buildings should have regard to their surrounding townscape context, built form and public environment, consistent with the desired character of the relevant Zone and Policy Area.

PDC 188 Development should be finished with materials that are sympathetic to the design and setting of the new building and which incorporate recycled or low embodied energy materials. The form, colour, texture and quality of materials should be of high quality, durable and contribute to the desired character of the locality. Materials, colours and finishes should not necessarily imitate materials and colours of an existing streetscape

PDC 189 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.

PDC 190 Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

The design responds to the contextual setting with the use of high-quality materials and finishes on both the tower, lower podium and associated street façade.

As detailed in section 4.3 of this report, the proposed building will be constructed from a robust palette of materials including:

- Precast concrete;
- Concrete stained Nawkaw light grey;
- Precast concrete stained Nawkaw Charcoal
- Aluminium frame – powdercoat charcoal;
- Aluminium clad window wall – powdercoat Dulux Soji White;
- Glazing; and
- Hardwood timber-look aluminium – soffit to canopy and ground level façade feature.

The proposed pallet of materials have been carefully selected to provide a contemporary appearance that integrates seamlessly with the CBD's existing skyline.

As detailed in the propose set of plans prepared by Brown Falconer (**enclosed**), each building elevation offers an interesting mix of finishes, as referenced below.

The proposed set of materials incorporate a design philosophy that reflects the recommendations made by ODASA. Given the strong mix of colours and materials proposed, we contend that the design accords with the relevant provisions of the Development Plan for façade treatments and finishes.

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6.3 Active Frontages

The following Council Wide Objectives and PDCs outline the requirements concerning active frontages:

PDC 8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.

Council-wide

PDC 123 Buildings within the Core and Primary Pedestrian Areas identified in Map Adel/1 (Overlays 2, 2A and 3), unless specified otherwise within the relevant Zone or Policy Area, should be designed to provide weather protection for pedestrians against rain, wind and sun. The design of canopies, verandahs and awnings should be compatible with the style and character of the building and adjoining buildings, as well as the desired character, both in scale and detail.

PDC 222 Cornices, sunscreens and hoods should:

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

A street canopy is proposed to be located on the Franklin Street frontage for protecting and providing shelter for pedestrians.

The canopy has a height of 4.2 metres relevant to the street and ground level of the building. The canopy extends 2.4 metres into the Council verge. We note that the canopies are consistent with the quantifiable encroachment guidelines outlined in the City of Adelaide encroachment provisions.

The canopy is located to provide weather protection on a street level. This is considered important given its location adjacent to the lounge and front of house open windows and publicly accessible areas within the development. The canopy is consistent with the design intent of protecting pedestrians from rain, wind and sun while also providing a subtle and effective articulated element to the podium and street façade.

6.4 Bicycle Parking

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

PDC 234 An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in Table Adel/6.

PDC 235 Onsite secure bicycle parking facilities for residents and employees (long stay) should be:

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

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

USER	BICYCLE PARKING RATE	NUMBER OF BICYCLE PARKS REQUIRED
Employee	1 per 20 employees	1
Guests	2 for the first 40 rooms, plus 1 for every additional 40 rooms	6

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

An assessment of the relevant bike parking rate referencing Table Adel/6 has been undertaken by InfraPlan a Traffic Design and Waste Management Report (**enclosed**), which outlines the reasoning for not providing bicycle parking as:

> *"This is a total requirement of 7 bicycle parking spaces. The proposal does not currently include dedicated bicycle parking on-site for a number of reasons:*
>
> - *The nature of the hotel will result in a minimally staffed operation.*
> - *Hotel guests are unlikely to require a bicycle but will be in close vicinity of the BikeSA Free Bike Hire scheme commonly used by tourists from nearby locations such as the City of Adelaide offices or a nearby travel provider approximately 150m from the site.*
> - *Being in a CBD environment, guests have:*
>   - *Excellent access to public transport such as trams and buses.*
>   - *Walking access to many attractions and services.*
> - *There is an increase of public mobility device sharing facilities that are likely to be used by guests such as scooters and bicycles that the City of Adelaide currently participates in.*
> - *There is a nearby off-street public car park that provides free bicycle parking (Upark Grote Street at the Adelaide Bus Station).*
>
> *Based on these points, the provision of no on-site bicycle parking is considered acceptable however the developer intends to investigate and fund opportunities for additional on-street bicycle parking along Franklin Street."*

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

6.5 Signage

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

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

PDC 35 There should be an overall consistency achieved by advertisements along individual street frontages.

One identification sign is integrated within the design of the street canopy. The signage provides building identification typical of a building of this nature. The sign is consistent and simple in design and style. The sign is considered to be of appropriate size, scale and number for a building of this size, providing effective proportions and a simple presentation.

6.6 Services

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

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

PDC 132 Provision should be made for utility services to the site of a development, including provision for the supply of water, gas and electricity and for the satisfactory disposal and potential re-use of sewage and waste water, drainage and storm water from the site of the development.

PDC 133 Service structures, plant and equipment within a site should be designed to be an integral part of the development and should be suitably screened from public spaces or streets.

PDC 135 Development should only occur where it has access to adequate utilities and services, including:

(a) electricity supply;
(b) water supply;
(c) drainage and stormwater systems;
(d) effluent disposal systems;
(e) formed all-weather public roads;
(f) telecommunications services; and
(g) gas services.

The Infrastructure Report accompany the application documentation lists all of the mechanical, electrical, hydraulic and thermal performance services that will be provided as part of the proposed development and it is particularly relevant to note that:

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

Full details of the services to be implemented throughout the proposed development are contained within the TMK Consulting Engineering Services Report (enclosed).

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

PDC 101 A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.

PDC 103 Development greater than 2000 square metres of total floor area should manage waste by:

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

Full details of the waste management solutions to be implemented throughout the proposed development are contained within the InfraPlan Waste Management Report (**enclosed**).

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

- The bins will be serviced via a process whereby the bins are manually transported from the storage room to the street via a service staff corridor.
- A medium sized (8.8m) vehicle operated by a private contractor will collect waste from the waste storeroom, accessed from Franklin Street.
- Individual rooms will have single bins provided that a cleaner will collect and sort daily into the three streams. These will be transferred to the ground floor bin areas for storage until collection.
- Common areas such as the lobby, bar and lounge areas will be collected by staff members and disposed of accordingly.

6.7 Stormwater Management

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

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

PDC 129 Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.

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

PDC 131 Development should manage stormwater to ensure that the design capacity of existing or planned downstream systems are not exceeded, and other property or environments are not adversely affected as a result of any concentrated stormwater discharge from the site.

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

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

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

6.8 Wind Effects

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

PDC 119 Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow.

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

A Wind Assessment Report (**enclosed**) provided in original DA 020/A058/14. Whilst the use and form of the approved building differs to the proposed, we contend that the sitting, bulk and height of the proposed development provides similarities. For this reason, we have formed the view that the concerns raised in the original wind assessment are deferable to the proposed development.

The recommendations and findings of the original wind assessment can be summarised as follows:

- MLEI do not expect that the proposed development to generate any wind conditions that are in excess of safety criterion;
- MLEI expect that most of the ground level would be close or within the criterion for acceptability for walking, standing or sitting;
- MLEI expect that the balconies on the proposed building would reduce the down wash effects on the building;

- a canopy is recommended along the southern side of the ground floor level to further reduce down wash effect;
- wind break screen is recommended to be installed at open roof top area; and
- at high level balconies, it is recommended that all loose furniture to be secured to the floors as they may be dislocated during strong wind events.

When assessing these findings against the proposed development, we note:

- the proposed development provides a canopy on the southern elevation;
- wind break screens are provided at the open roof top area;
- no balconies are proposed; thus, no loose furniture is at risk of being dislocated; and
- whilst balconies are no longer proposed, we anticipate that the angled façade articulations along the building elevations would function similar to the balconies in disrupting air flow directed to the ground level.

For these reasons we contend that:

- the impacts of wind on pedestrian comfort and safety are not expected to be significant; and
- the wind conditions around the development are expected to be acceptable for pedestrians standing or waking and pass the distress/safety criterion.

With this in mind, the proposed development is considered to satisfy Council Wide PDC's 119 and 125.

6.9 Environmentally Sustainable Design

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

Objective 30: Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

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

(a) appropriate orientation of the building by:

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

(b) window orientation and shading;
(c) adequate thermal mass including night time purging to cool thermal mass;
(d) appropriate insulation by:

(i) insulating windows, walls, floors and roofs; and

(ii) sealing of external openings to minimise infiltration.

(e) maximising natural ventilation including the provision of openable windows;

(f) appropriate selection of materials, colours and finishes; and

(g) introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.

TMK Consulting Engineering have been engaged to provide a Services Report (**enclosed**) outlining the ESD strategies incorporated within the building design, which summarises the sustainability initiatives as incorporating:

- HVAC Systems, Lifts, Lighting, Power, any additional item which carries an energy use greater than 100kVA will promote high awareness for main central operator on energy usage.
- Individual lighting zones shall not exceed 100 m2, motion sensors to amenities areas, stairwells and corridors and hotel rooms will be provided with either RFID control/presence sensors to turn off lights when no one is present in a room, ensuring lighting will be highly controlled with relation to use of areas.
- Commercial grade led light fittings will maintain higher efficiency in lieu of domestic led light fittings.
- AAAA rated Caroma smart flush water closets, minimum AAA tap ware and AAA rated shower heads will limit water usage.
- Efficiencies generated and reduced carbon footprint by utilising a town mains gas fired central hot water plant to service the whole building; in lieu of electric storage or electric instantaneous hot water units, which are permitted in a Class 3 Building.
- Central Building Management System (BMS) to provide for control of the common area services, (air conditioning, lighting, lifts) and Central Building Management System (BMS) to be provided for control of the common area services (air conditioning, lighting, lifts) to provide better control and monitoring of energy usage to the building in lieu of basic controls.
- Central exhaust fans and ductwork reticulation to hotel rooms and common area and low velocity ductwork systems to provide less energy consumption due to less fans required in lieu of multiple units required in individual spaces.
- Central Mechanical Air Conditioning Systems provide less energy consumption due to less motors required in lieu of individual condensing units required in hotel rooms.
- A north/south building orientation provides a higher level of thermal performance for the fully glazed façade.

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

7.0 CONCLUSION

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

In particular, the proposed development:

- establishes a land use that is expressly envisaged within the Zone and Policy Area;
- establishes a building that exhibits design excellence and will make a positive contribution to the pedestrian focus of Franklin Street, and the skyline of the broader CBD;
- reinforces and enhances an active street frontage to Franklin Street, facilitating a permeable pedestrian environment;
- is of a height that will compliment surrounding development when viewed in context with the site and localities general characteristics; and
- provides for the necessary services and operation functions without detriment to the locality.

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

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

Greg Vincent MPIA
B/A in Planning

6 December 2019

Our Ref: 1902079 L02
21 October 2019

ATTENTION: LOCHLAN PELLEW

BROWN FALCONER
28 CHESSER STREET, ADELAIDE
SOUTH AUSTRALIA 5000

124 FRANKLIN STREET, ADELAIDE SA
Ecologically Sustainable Development Submission

Dear Lochlan,

The following is a snapshot of Ecologically Sustainable Development (ESD) features that will be incorporated in the building at 124-126 Franklin Street Adelaide.

Electrical Services

1) Sub-metering shall be provided, broken down into the following substantive energy uses:

- HVAC Systems
- Lifts
- Lighting
- Power
- Any additional item which carries an energy use greater than 100kVA.

This promotes high awareness for main central operator on energy usage.

2) Individually switched lighting zones and motion sensors shall be provided for all individual and enclosed spaces.

- Individual lighting zones shall not exceed 100 m^2.
- Motion sensors to amenities areas, stairwells and corridors.
- Hotel rooms will be provided with either RFID control/presence sensors to turn off lights when no one is presence in room.

Lighting will be highly controlled with relation to presence use of areas.

3) Artificial Lighting

- The main backbone lighting throughout the building, hotel rooms, tenancy and common areas included, is to comprise energy efficient commercial grade led light fittings,
- Utilisation of LED lighting with motion sensors/timers to minimise activated time
- Common area lighting to be controlled by a Building Management System incorporating motion sensors etc, for limiting running time of lighting.

Commercial grade led light fittings with higher efficiency in lieu of domestic led light fittings will be provided.

Hydraulic Services

1) Commercial graded water efficient tap ware

- Provide AAAA rated Caroma Smart flush water closets, which are dual flush with a minimum 4.5/3.0 litre consumption throughout the Building.
- Provide a minimum AAA tap ware to hand basins and shower outlets.
- Installing one of the latest AAA rated shower heads will provide savings around 10 litres of water a minute. They will also reduce energy costs, as less hot water will be used.

2) Central Gas fired Hot Water Plant

- Efficiencies generated and reduced carbon footprint by utilising a town mains gas fired central hot water plant to service the whole building; in lieu of electric storage or electric instantaneous hot water units, which are permitted in a Class 3 Building;

Mechanical Services & Thermal Performance

1) Building Management System

- A Central Building Management System (BMS) to be provided for control of the common area services, ie, air conditioning, lighting, lifts, etc,
- A Building Management System (BMS) is a central computerised system for managing and operating systems within a building.
- A BMS usually incorporates controls for air conditioning, for energy management, maintenance management, security, access and fire systems.

Provide better control and monitoring of energy usage to the building in lieu of basic controls.

2) Common Exhaust System

- Central exhaust fans and ductwork reticulation to hotel rooms and common area
- Low velocity ductwork systems.

Provides less energy consumption due to less fans required in lieu of multiple units required in individual spaces.

3) Central Mechanical Air Conditioning Systems

- Central air conditioning outdoor Heat Recovery condensing units, reticulated to individual spaces.
- High efficiency, low energy air conditioning technology comprising of reverse cycle, air conditioning units to be inverter type to minimise energy consumption.
- Provides a higher Coefficient of Performance rating than individual outdoor condensing units.
- High efficiency mechanical plant will be provided and connected to the BMS system for energy monitoring and control
- Thermally insulated pipework and ductwork.
- Use of refrigerants with zero ozone depleting potential (ODP).
- Use of insulating products manufactured with zero ODP blowing agents

Provides less energy consumption due to less motors required in lieu of individual condensing units required in hotel rooms.

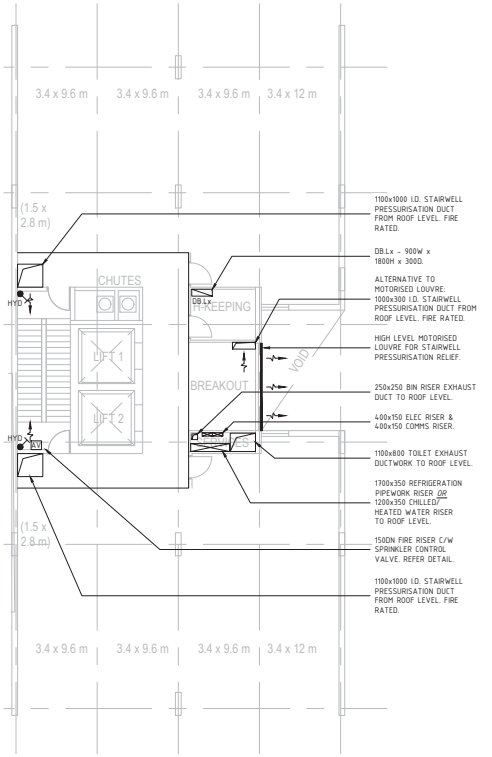
4) Fabric Thermal Characteristics
- A north/south building orientation provides a higher level of thermal performance for the fully glazed façade.

Should there be any further clarifications/assistance please do not hesitate to contact our office.

With Regards

John Sergi
Senior Mechanical Engineer / Discipline Leader
TMK Consulting Engineers

c.c - File



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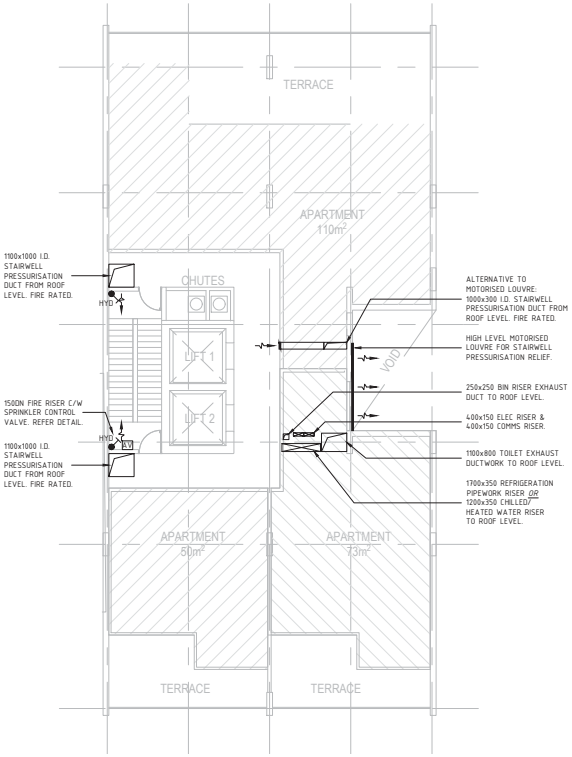

SERVICES CONCEPTS - LEVEL 21-24 (TYPICAL APARTMENTS)
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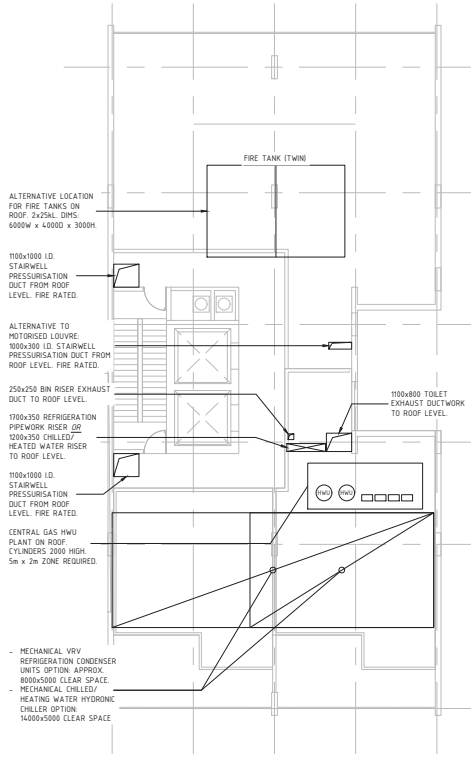

SERVICES CONCEPTS - ROOF LEVEL
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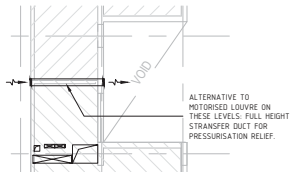

PRESSURISATION ALTERNATIVE
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When sheet printed full size, the scale bar is 100mm.
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CA	CONCEPT ISSUE	MW	GJC	18.02.19
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PROJECT
PROPOSED HOTEL
AT: 124 FRANKLIN ST, ADELAIDE, SA 5000
FOR:

PRELIMINARY

DRAWING TITLE
SERVICES CONCEPTS - TYPICAL FLOORS / ROOF

Civil
Environmental
Mechanical
Fire
Lifts
Structural
Geotechnical
Electrical
Hydraulics
Green ESD
Level 1, 100 Hindmarsh Square, Adelaide SA 5000
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DATE FEB' 2019
ENGINEER GJC AKO JOS
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DRAWING No.
1902079-SC2/CA

infraPlan




Traffic Design & Waste Management Report

Alto Hotel - 124 Franklin Street

October 2019

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

Project Name	**Traffic Design & Waste Management Report - Alto Hotel - 124 Franklin Street**
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Document Control					
Name:	**IP19.016 Alto Hotel - 124 Franklin Street**				
Version	**Notes**	**Author**	**Date**	**Reviewer**	**Date**
1	DRAFT	ES	17.10.19	GB	18.10.19
2	Minor amendments as per Brown Falconer review	GB	18.10.19	GG	18.10.19

Table of Contents

1. Executive Summary

InfraPlan has been engaged by RCP to develop the movement and waste management aspects of the proposed development at 124 Franklin Street, Adelaide. The proposal includes:

- Demolition of an existing commercial property, and
- Construction of a new 26-storey, 200 room hotel, including a ground floor lobby and hospitality area.

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

1. The proposed hotel will remove a few off-street car parking spaces and will not require a vehicular accessway from Franklin Street.
2. No off-street vehicle parking is provided in accordance with the Development Plan.
3. While required by the Development Plan, no bicycle parking will be provided as part of the proposal. This is a response that considered; the abundant walking, public transport and shared mobility device (E-scooter) accessibility, and the provision of free bicycle storage in the nearby public car park.
4. In comparison to the existing site, the proposal is expected to generate an additional 300 daily and 40 PM peak vehicle trips. Given there is no off-street parking provided this will be in the form of taxi, ride share trips, or public transport; or to nearby public car parks.
5. An on-street loading and pick-up / drop-off area will be required on the Franklin Street frontage and will be appropriately controlled in negotiation with the City of Adelaide.
6. All waste streams will be serviced two times per week by a private waste contractor and stored onsite across the three waste streams in 12x 660L bins and 1x 240L bin.
7. Bins will be collected by the private contractor from the waste storeroom for collection outside of peak periods.

As part of this study, we have reviewed:

- City of Adelaide Development Plan consolidated 25 July 2019.
- Drawing set issued – 05.09.19 by Brown Falconer.
- RTA Guide to Trip Generating Developments. and
- City of Adelaide SmartMove Strategy.

2. Existing Site

As seen in Figure 1, the site has a frontage to Franklin Street. Currently, the site hosts an office and retail space.

Figure 1: Site plan of study area

2.1 Local Road Network

Under the City of Adelaide's *SmartMove Strategy*, Franklin Street is classified as a District Link currently and is to remain as a District Link in future. Franklin Street currently handles on the order of 20,000 vehicles per day. Additionally, North Terrace is to see a reduction in bus traffic with movements in future.

In terms of public transport, the site is well serviced with close proximity to bus stops along Franklin Street, Morphett Street and Grote Street as well as access to the tram services along King William Road and North Terrace and near to the train station on North Terrace.

2.2 Planning Context

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

- There are no car parking requirements for this development type in the Capital City Zone, in accordance with Table Adel/7;
- The most relevant bicycle parking rates are for 'Motel' as per Table Adel/6, comprising:
    - Motel: 1 per 20 employees and 2 for the first 40 rooms, plus 1 for every additional 40 rooms;
- The site sits within the following Transport and Movement Overlays:
    - Potential Bicycle Network (Franklin Street);
    - Primary Pedestrian Area; and
    - Primary City Access (Franklin Street).

2.3 Parking

The existing site accommodates approximately 3 off-street parked vehicles via a rear access laneway. There are several multi-storey parking facilities nearby, the closest being U-Park Grote Street (2-minute walk) that provides both vehicle and free bicycle parking.

There is on-street parking available along Franklin Street that is controlled by a ½P and ¼P control that is active during business hours as well as Saturdays.

2.4 Site Access

The site has no direct vehicular access from Franklin Street,

3. Future Site

The proposed development is to be a hotel with a ground lobby area that may offer light refreshments. In total, the hotel will provide 200 rooms.

3.1 Parking

No on-site vehicle parking is to be provided as part of this proposal which is in accordance with the provisions of the Development Plan as well as the anticipated operation of the hotel. Guests who require a car park will be able to utilize the nearby multi-storey carparks such as U-Park Grote Street.

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

Table 1: Bicycle parking required by Development Plan

User	Rate	Requirement
Employees	1 per 20 employees	1
Guests	2 for the first 40 rooms, plus 1 for every additional 40 rooms	6

This is a total requirement of 7 bicycle parking spaces. The proposal does not currently include dedicated bicycle parking on-site for a number of reasons:

- The nature of the hotel will result in a minimally staffed operation.
- Hotel guests are unlikely to require a bicycle but will be in close vicinity of the BikeSA Free Bike Hire scheme commonly used by tourists from nearby locations such as the City of Adelaide offices or a nearby travel provider approximately 150m from the site.
- Being in a CBD environment, guests have:
    - Excellent access to public transport such as trams and buses.
    - Walking access to many attractions and services.
- There is an increase of public mobility device sharing facilities that are likely to be used by guests such as scooters and bicycles that the City of Adelaide currently participates in.
- There is an nearby off-street public car park that provides free bicycle parking (Upark Grote Street at the Adelaide Bus Station).

Based on these points, the provision of no on-site bicycle parking is considered acceptable however the developer intends to investigate and fund opportunities for additional on-street bicycle parking along Franklin Street.

3.2 Site Access

The site does not require vehicular access from Franklin Street and as such will not change the existing infrastructure arrangement.

However, waste collection and pickup and drop off for taxis and rideshare for the proposal would require a loading zone, no parking, short term time limit or similar control to be installed on street along Franklin Street to facilitate collection of the various waste streams. This zone would likely require the removal of 2 on-street car parking spaces but would better facilitate the needs of the local properties. It is intended that this be further discussed and agreed upon with the City of Adelaide to implement.

3.3 Trip Generation

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

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

The adopted rate, resultant number and anticipated increase in trips is listed in Table 2. It is assumed that there are negligible trips associated with the current property.

Table 2: Trip calculations

	Daily Trips	**Evening Peak Trips**
RTA Rate	3 per room	0.4 per room
Adopted Rate	1.5 per room	0.2 per room
Trips	**300**	**40**

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

4. Waste Management

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

4.1 Waste Collection System

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

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

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

4.2 Waste Generation

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

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

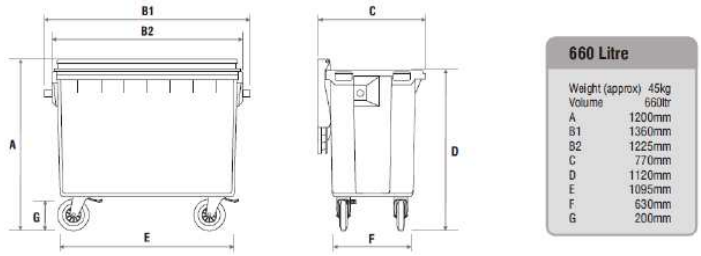
Table 3: ZWSA and adopted waste generation rate for 2-star hotel

Waste Stream	General	Recyclable	Organic
Rooms - (L/bedroom/day)	5	3	1.5
Hotel Bar/Dining– (L/10m^2/day)	30	20	40

4.3 Waste Storage

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

Table 4: Waste bin sizes

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

The collection frequency of each waste stream has been optimised in balance with the provision of storage space in the site and the waste generation and total number of bins has been calculated as seen in Table 5.

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

Table 5: Waste generation and bins required for the proposal

Waste Stream		**General (L)**	**Recyclable (L)**	**Organic (L)**
Rooms		7,000	5,200	2,100
Hotel Bar		1,365	455	1,820
Total		8,365	4,655	3,920
Capacity Required (& collection frequency)		4,183 (2x week)	2,328 (2x week)	1,960 (2x week)
Bin Size & Number Required	660L	6	3	3
	240L		1	
Capacity Provided		4,620	2,860	1,980

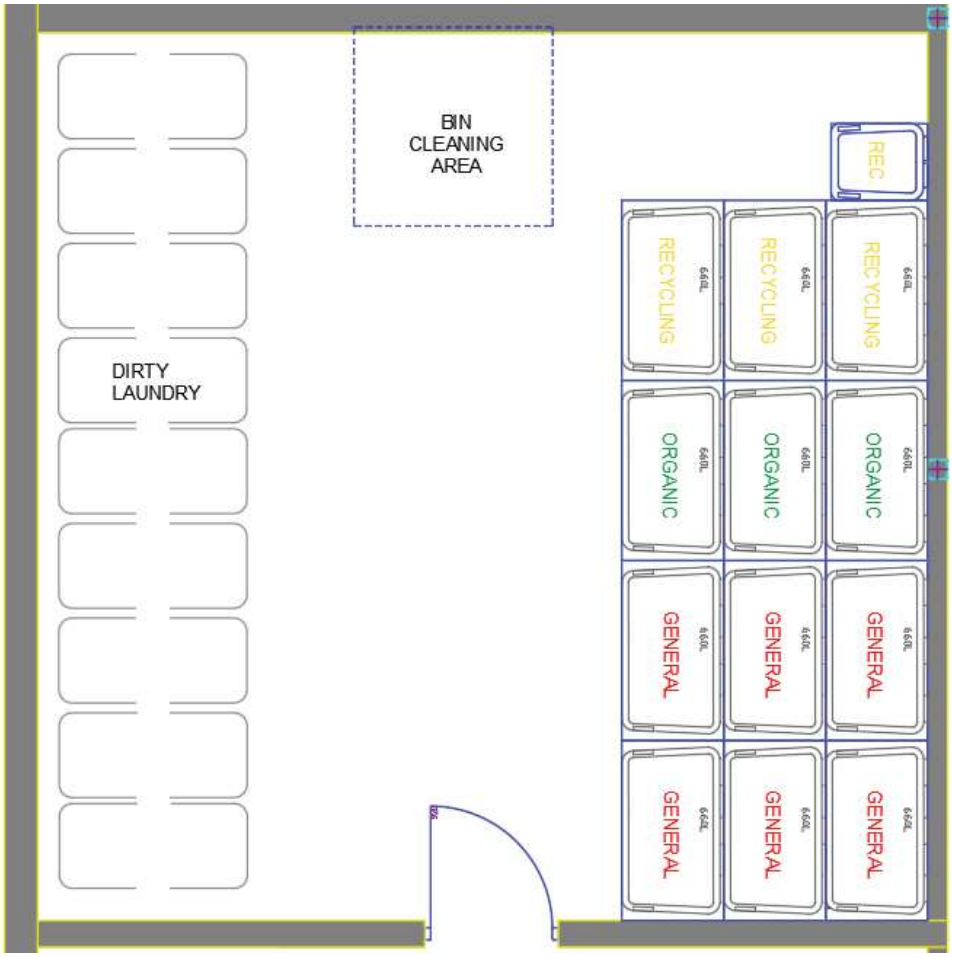


Figure 2: Bin storage area

4.4 Bin Presentation and Collection

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

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

5. Summary

The investigations herein acknowledge that the Traffic, parking and Waste components designed for this site are appropriate.

CONSULTING
ENGINEERS

Desktop Wind Assessment Report for
Proposed Apartment Development at
124-126 Franklin Street, Adelaide

Reference: 2016-4925AD

Issue A – 07/06/2016

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Contents

Executive Summary

MLEI Consulting Engineers, hereinafter referred to as MLEI, have been commissioned by ALTO Adelaide Pty Ltd to undertake wind effect assessment on the proposed apartment building at 124-126 Franklin Street, Adelaide. This assessment is based on MLEI's experience in wind engineering consultancy for similar sites in the Adelaide CBD area.

A set of planning approval architectural drawings prepared by Anthony Donato Architects have been examined for wind effect assessment. The findings of the assessment are summarised below:

- MLEI do not expect that the proposed development to generate any wind conditions that are in excess of safety criterion;
- MLEI expect that most of the ground level would be close or within the criterion for acceptability for walking, standing or sitting;
- MLEI expect that the balconies on the proposed building would reduce the down wash effects on the building;
- A canopy is recommended along the southern side of the ground floor level to further reduce down wash effect;
- Wind break screen is recommended to be installed at open roof top area;
- At high level balconies, it is recommended that all loose furniture to be secured to the floors as they may be dislocated during strong wind events.

1.0 Introduction

MLEI Consulting Engineers have been commissioned by ALTO Adelaide Pty Ltd to undertake wind effect assessment on the proposed apartment building at 124-126 Franklin Street, Adelaide. The site has a footprint of approximately 14.5m wide by 40.9m long which is bounded by an existing single storey commercial building at the north, a 2 storey commercial building to the west, an existing 4 storey office building at the east and Franklin Street to the south.

The proposed development consists of an apartment building with 24 levels above ground and a 6 level stacking carpark at the rear. The apartment building footprint is approximately 14.5m wide by 26.1m long. The total building height is 85.7m above ground.

Figure 1 – Proposed south elevation of the development

The site is located in the centre of Adelaide CBD and is surrounded by medium to high rise buildings. Figure 2 shows the topography of Adelaide CBD and surrounding area.

This report outlines the basic wind analysis based on available wind data (at West Terrace Station) obtained from Bureau of Meteorology's website, Australian Standard AS/NZS 1170.2 and technical guidelines and publication on wind design. The wind effects on pedestrian at ground level will be

assessed and compared with acceptance criteria. Measures to minimise the wind effects are recommended at the end of this report.

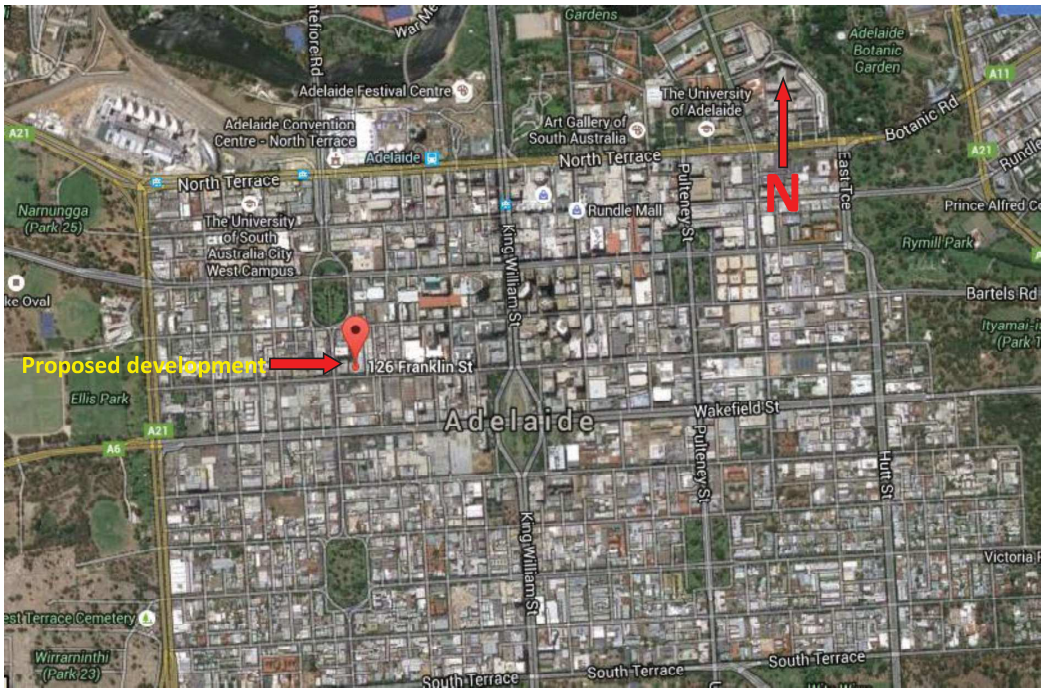

Figure 2 – Aerial view of Adelaide CBD (From Google Maps)

2.0 Analysis Methodology

Tall buildings generally induce changes in wind conditions in adjacent ground level areas. Those changes may create discomfort or even danger to pedestrians at ground level. In order to assess the effects of the new wind conditions due to a new high-rise development, the following factors are to be considered:

- The exposure of the proposed building to wind;
- The regional wind climate in the locality;
- The geometry and orientation of the proposed building; and
- The interaction of flows with adjacent buildings.

The wind effect is normally represented by gust wind speeds or mean wind speeds. The assessment criteria for comfort and safety in term of wind speeds are given in Tables 1 and 2. If the wind speeds are found to be exceeded the threshold values, wind control devices will be recommended. If complex air flow scenario is evident, MLEI will recommend wind tunnel modelling to accurately study the wind patterns and effectiveness of proposed wind control devices.

Annual maximum gust wind speed	Result on perceived pedestrian comfort
> 23m/s	Unsafe (frail pedestrians knocked over)
< 16m/s	Acceptable for walking (steady steps for most pedestrians)
< 13m/s	Acceptable for standing (window shopping, vehicle drop off, queuing)
< 10m/s	Acceptable for sitting (outdoor cafes, pool areas, gardens)

Table 1 – Recommended wind comfort and safety - gust criteria

Annual maximum mean wind speed	Result on perceived pedestrian comfort
> 15m/s	Unsafe (frail pedestrians knocked over)
< 10m/s	Acceptable for walking (steady steps for most pedestrians)
< 7m/s	Acceptable for standing (window shopping, vehicle drop off, queuing)
< 5m/s	Acceptable for sitting (outdoor cafes, pool areas, gardens)

Table 2 – Recommended wind comfort and safety - mean criteria

The recommended criteria for comfort are shown in Table 3.

Area	Recommended criteria
Footpath along Franklin Street	Acceptable for walking, standing or sitting
Balconies	Acceptable for walking, standing or sitting

Table 3 – Recommended application criteria

3.0 Wind Assessment

1.1. Site exposure

The proposed development at 124-126 Franklin is located in the Adelaide Central Business District. The local terrain is relatively flat. According to AS/NZS 1170.2, the terrain category for the site is 4 (inner city centre). Proposed building is surrounded by medium to high rise buildings. Therefore, the building is considered fully shielded.

1.2. Regional Wind Climate

The wind data for the proposed development is obtained from the Bureau of Meteorology's website at West Terrace Station. The charts in Figures 3 and 4 present the distribution of the wind speed (km/h) at 40m elevation in different directions.

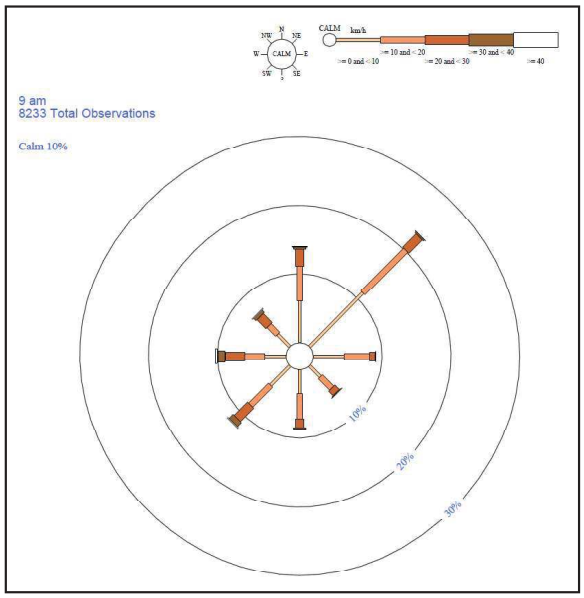

Figure 3 – Mean wind speed distribution at 9am (from Bureau of Meteorology)

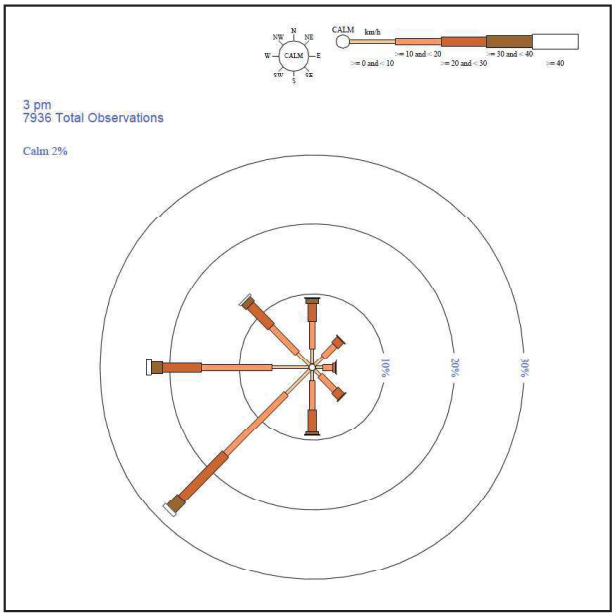

Figure 4 – Mean wind speed distribution at 3pm (from Bureau of Meteorology)

From the charts, north-easterly winds dominate in the morning and south-westerly winds dominate the afternoon. Stronger winds are expected in the north-easterly, south-westerly and westerly directions.

1.3. Geometry and Orientation of the Building

Figure 5 shows the ground floor plan and site plan of the proposed development. The front apartment building has a rectangular footprint of 14.5m wide by x 26.1m long. The building height is 85.7m above footpath level. The front entrance to the building is facing south (Franklin Street).

1.4. Flow Interaction of Flows with Adjacent Buildings

The proposed apartment building will be significantly taller than the surrounding buildings. As can be seen in Figure 5, there are more tall buildings to the east, north east and south east of the proposed building compared to the other directions. The south and west elevations of the building appears to be the most open to winds.

The influences of aerodynamic interactions can be significant for south-westerly wind, westerly wind, southerly wind and northerly wind. Northerly, Westerly and Easterly winds would increase the downwash effect on the adjacent buildings. South Westerly, Southerly, and South Easterly winds would potentially result in higher downwash effect on the footpath level along Franklin Street. As the area on the South elevation of the building is quite open, the tunnelling effect at footpath level along Franklin Street is expected to be not significant. It should be noted a high-rise building located in the southwest of the building on Grote Street is currently under construction. That building is expected to provide some degree of additional shielding to the proposed building.

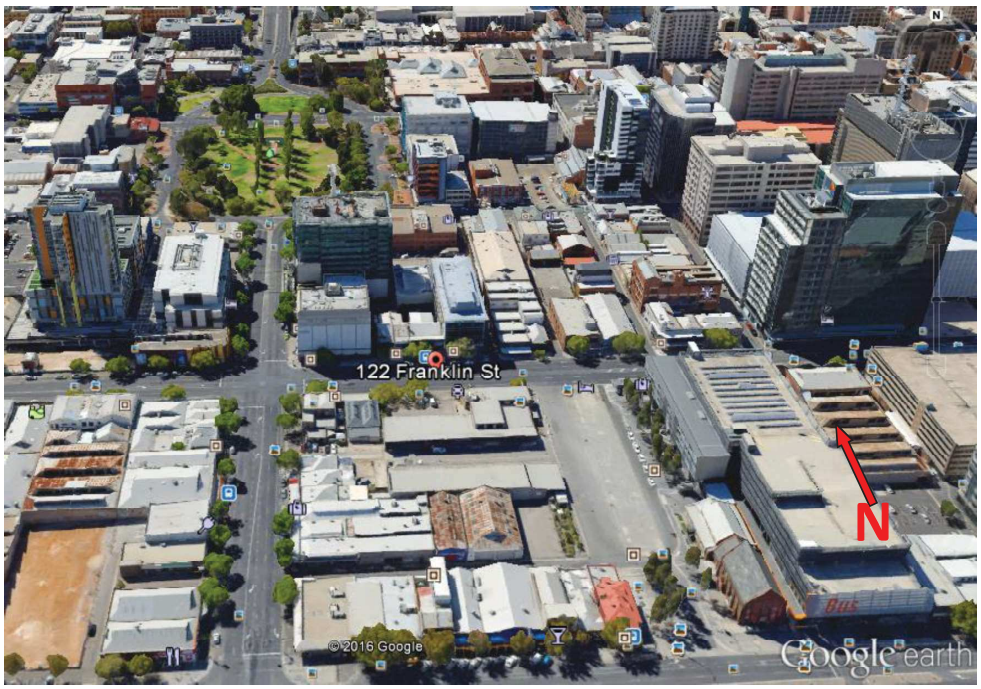

Figure 5 – 3-D view (from Google Earth)

Figure 6 – Flow interaction with adjacent buildings

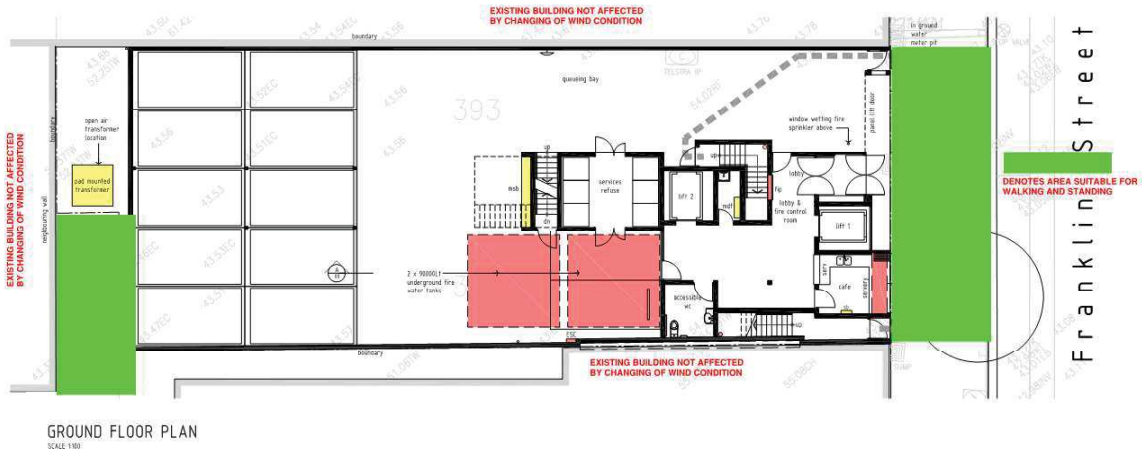

Figure 7 –Ground floor plan with recommended criteria overlaid

4.0 Recommendations

Just as any development would, this proposed development has the potential to impact on the current wind conditions along Franklin Street and in the surrounding areas. South-westerly winds and southerly winds are expected to be the most significant due to less shielding in those directions and will cause an increase in down-wash effects to the west and south elevations.

However, we do not expect that the proposed development will generate wind conditions that cannot be managed by careful consideration. Accordingly we expect that most of the ground level along Franklin Street would be close to or within the criterion for acceptability for walking, standing or sitting if a wide canopy are deployed along the south of the building. The balconies in the apartment levels will also assist with reducing the down-wash effects on the north and south elevations. Wind tunnel testing therefore would not be necessary.

Without wind amelioration, wind conditions exceeding sitting and standing criteria may be experienced in high level balconies and roof top area. Light weight items or loose furniture placed in those areas may be at risk of being removed by strong winds. Therefore, it is recommended that some wind break screens will be provided at roof top level. Loose furniture items shall be securely fixed to the floors as necessary.

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2019/12116/01

Ref No:
15071730

4 February 2020

Janaki Benson
Senior Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

janaki.benson@sa.gov.au

For the attention of the State Commission Assessment Panel.

124 Franklin Street, Adelaide

Further to the referral 020/A065/19 received 12 December 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments informed by the Design Review process for your consideration.

The project was presented to the Design Review panel on two occasions, over which period the design progressed. The proponent's positive engagement with the Design Review process is acknowledged.

I support the project team's aspiration to deliver a hotel development in this location, and the benefit the increased daily population could bring to the precinct. I am of the opinion that any development of this scale has a responsibility to deliver a high benchmark for good design. As such, my support will be contingent on achieving a high quality design outcome, particularly in terms of the form, massing, architectural expression, user amenity, public realm and streetscape contribution.

The 580 square metre site is bound by Franklin Street to the south and a narrow laneway to the north. The Franklin Street frontage is approximately 14.5 metres wide and the site is approximately 40 metres deep. Currently on site there exists a two level commercial building with an articulated concrete canopy over the Franklin Street footpath. The adjoining site to the east, with frontage to Franklin Street and Tatham Street is a four storey contemporary commercial building. This building has a predominantly glazed and tiled facade, with a high level continuous canopy of clear glass or solid cladding to Franklin Street. Tatham Street is a narrow and quiet street, devoid of pedestrian activity and primarily used for vehicle access to properties presenting to Waymouth and Franklin Streets, or on-street parking for adjoining businesses. To the west of the subject site is a two storey commercial building adjacent a narrow laneway. To the rear of the site is a two storey enclosed car park with access from Tatham Street. Further north of the enclosed car park structure is a small network of narrow laneways and open at grade car parking. A number of Local heritage places are located in the vicinity, however not in the immediate context.

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File No:
2019/12116/01

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The proposal is for a 26 storey hotel development with an above ground height of 86.8 metres to the top of the roof parapet. I note the proposed building height exceeds the 53 metre maximum height envisaged by the Development Plan for the site. My support for a development of this scale is contingent on achieving design excellence, a generous contribution to the public realm and streetscape, and meeting the intent of the over-height criteria of the Development Plan. I acknowledge the planning report describes the development's intent to meet the over-height criteria. The submitted material also includes the Ecologically Sustainable Development Submission that lists proposed sustainable measures including electrical fittings, hydraulic services and thermal performance. I am yet to be convinced that the proposal has fully explored the opportunities to incorporate the principles of ESD particularly given this is an over-height proposal. I request further demonstration of the depth of the slab edges to ensure effectiveness of integrated solar shading, the dimensions and details of the green wall including appropriate plant selection and maintenance strategy, and extent of solar panels to the roof.

The built form is proposed as a three level podium element with a set back singular tower element above. The proposed scale in the current and future context results in a high degree of visibility in 360 degrees. Therefore any development on this site must make a generous and positive contribution to the city skyline on all elevations. I support the design intent for a singular tower expression above a podium element. I also support the design intent for the modelling of the floor slabs and facade system to articulate the north and south facades. I support the additional articulation to the west elevation through inclusion of windows to the corridor spaces. While I acknowledge the intent to provide additional articulation to the corners of the east and west elevations, I remain concerned by the current presentation of these elevations. I recommend further review of opportunities to provide additional facade and material articulation on the east and west elevations that references the pattern, articulation and treatment of the north and south elevations and achieves a genuine building in the round. In my view, further exploration of the building's corner details with regard to material, in addition to colour, is critical to achieving an integrated design outcome and singular tower expression.

I acknowledge the long view perspectives and section drawings that appear to indicate the roof plant and lift overruns will be screened and not visible, which I support. I note and accept the stair structure that provides access to the roof will remain visible in long view perspectives.

The ground floor frontage to Franklin Street includes a hotel entrance, a new food and beverage tenancy, fire egress to the west boundary of the site, and fire and gas services. Back of House and additional services areas are generally proposed to the rear of the site. I commend the decision to exclude car parking from the proposal due to the site's prime city location and support the design intent to maximise activation of this narrow site. A mezzanine level is proposed to the rear of the site to provide a communal space with access to a north facing deck. I acknowledge the design intent to create visual links between the ground floor level and the mezzanine level through a double height volume. However, I recommend further review of the volumetric relationships, with the view to improve visual and physical connections between the ground and mezzanine levels and ensure a strong sense of arrival and clear wayfinding for guests and visitors.

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File No:
2019/12116/01

Ref No:
15071730

In regard to the overall built form composition, I support the inclusion of a podium element with setbacks to the tower element above, that in my view has the potential to provide a convincing built form streetscape relationship, modulate the scale of the overall building and improve pedestrian amenity at street level. The inclusion of the approximately three metre setback above the podium also affords slender proportions for the tower above. The height of the podium is proposed to mediate between the height datum of the existing buildings adjacent the east and west of the site, which I support in principle. The Franklin Street elevation of the podium is expressed with a three-sided protruding frame element with projecting folded canopy with timber-look aluminium lining. Above the folded canopy, the facade is infilled with aluminium clad panels and glazing that reference the materiality and architectural expression of the tower element above. Below the folded canopy, the predominant materiality of the ground floor is clear glazing, with aluminium clad panels proposed adjacent the protruding frame. I acknowledge the amendments since the Design Review session to address concerns regarding the expression of the podium, however I remain of the view that an opportunity exists to provide a clearer definition of the entrance and resolution of the podium element. I recommend further review of the expression of the podium in order to ground the building more convincingly. I also urge further exploration of opportunities to express the double height entrance volume. I recommend further information regarding the proposed material of the dark coloured protruding frame element be provided with the view to ensure a robust and high quality outcome. Additionally I request confirmation of the proposed material and colour of the east and west podium walls and relationship of the protruding element with these walls as there appear to be inconsistencies between the visualisations, plans and side elevations provided.

I acknowledge the proposed suspended signage below the canopy and anticipate as the design progresses, a signage and branding strategy will be developed. In my view, the signage should be an integral element of the overall architectural expression and a holistic lighting strategy should also be considered.

Above the podium are 23 levels with eight hotel rooms on each floor. I support the layouts of the hotel rooms, the inclusion of accessible rooms and provision of natural light to the lift lobbies and corridor spaces through the introduction of void recesses to the east and west elevations. I recommend review of opportunities to increase the depth of the recesses in anticipation of development on the adjoining site boundaries and to maximise access to quality natural light.

The proposed material palette includes an aluminium window and facade system to the north and south elevations, and precast concrete and insitu concrete with a Nawkaw light grey colour to the east and west elevations. I request further information regarding the proposed finish and colour of the precast concrete noted as material 1 on the materials legend to ensure a high quality design outcome. In my view, the quality of the finish and detailing of the precast concrete are important aspects of the project, particularly given the significant height and visibility of the project. I also recommend further review of the east and west facades with regard to built form and material articulation with the view to achieving a coherent outcome and a building in the round.

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Government of South Australia

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2019/12116/01

Ref No:
15071730

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

- Provision of further details of the depth of the slab edges to ensure delivery of the design intent for integrated solar shading, the dimensions and details of the green wall including appropriate plant selection and maintenance strategy, and extent of solar panels to the roof.
- Further review of opportunities to provide additional facade and material articulation that references the pattern, articulation and treatment of the north and south elevations and achieves a genuine building in the round.
- Further review of the expression of the podium in order to ground the building and define the entrance.
- Confirmation of the proposed material of the podium protruding frame element with the view to ensure a robust and high quality outcome.
- Confirmation of the proposed material and colour of the east and west podium walls and relationship of the protruding element with these walls.
- Confirmation of the proposed finish and colour of the precast concrete noted as material 1 to ensure a high quality design outcome.
- A high quality of external materials supported by a materials sample board.

Yours sincerely

Kirsteen Mackay
South Australian Government Architect

cc Belinda Chan ODASA belinda.chan@sa.gov.au

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Government of South Australia

Benson, Janaki (DPTI)

From: Chan, Belinda (DPTI)
Sent: Wednesday, 19 February 2020 3:25 PM
To: Benson, Janaki (DPTI)
Subject: RE: Alto

Dear Janaki,

This email is in response to the letter and updated drawing set received from the applicant on 17 February 2020.
We acknowledge a number of amendments have been made in response to concerns and queries raised by the Government Architect in the referral letter dated 4 February 2020.

We acknowledge and support the following:

- Provision of further details of the depth of the slab edges and design intent for integrated solar shading.
- Confirmation of the dimensions, details and plant selection of the green wall.
- Confirmation of the location and extent of solar panels.
- Provision of additional facade articulation of the east and west elevations. I note however, the axonometric image Gesture 7 on drawing DA12 Rev 01 does not yet reflect this amendment.
- Confirmation of the podium protruding frame material as precast concrete stained Nawkaw (charcoal).
- Increase in depth of the lift lobby and corridor recesses through relocation of the glazing line.

We remain of the views expressed in the original referral letter that the following elements of the proposal require further consideration or clarification:

- Further review of the expression of the podium in order to ground the building and define the entrance, acknowledging the additional landscaping proposed to the gas meter panel.
- Confirmation of the proposed finish and colour of the precast concrete noted as Material 1, to ensure a high quality design outcome. We acknowledge the east and west podium walls are proposed as Material 1.
- A high quality of external materials supported by a materials sample board.

On the whole, we are encouraged by the amendments, however our view is that the development would benefit from further refinement of the podium expression in order to achieve a high quality design outcome.

Kind regards,

CITY OF ADELAIDE

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Enquiries: Phil Chrysostomou 8203 7146
CoA Ref: S10/43/2019
SCAP Ref: 020/A065/19

8 January 2020

State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/43/2019
Applicant: ALTO ADELAIDE P/L
Address: 124-126 Franklin Street, ADELAIDE SA 5000
Description: Construction of a twenty-six (26) storey hotel

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

ROADS / FOOTPATHS ENGINEERING

- Any damage caused to CoA's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre development condition.
- Extent of make-good works to be agreed on site between City of Adelaide and contractor, then formally submit via email for CoA to accept, prior to works commencing.
- CoA will inspect the works after completion for standards and specification compliance. Any non-compliance will need to be rectified at the developers costs to Councils' satisfaction.
- Existing boundary (back of path) levels must not be modified. Finished floor levels and entry point levels should be based around retaining the existing back of path levels
- Footpath reinstatements associated with works will need to match surrounding materials and pavement composition

If footpath modifications/upgrades are proposed:

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

have a start-up meeting prior to commencing detailed design.

TORRENS & STORM WATER

- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to existing Council underground stormwater infrastructure located within Franklin Street.
- All stormwater pipes shall be adequately sized to ensure a suitable flow to the stormwater pipe network.
- Seek further advice from CoA to meet technical requirements as part of development's detailed design process, for CoA approval.

LIGHTING / ELECTRICAL / CCTV

- The proposed development works may impact on the public lighting within the proximity of the development site.
    - The existing streetlights installed on Franklin Street are owned and maintained by CoA.
    - There is underground cable that runs in front of the site that may be impacted during construction.
    - All works are required to maintain existing u/g clearances from top of footpath to meet AS3000 and CoA standards.
- All works to be undertaken to be fit for purpose in the public realm.
- All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Councils' requirements. The works shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- Obtrusive Lighting – Lighting design and installation to be fully compliant with Australian Standard - AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting.
    - Sign off by consultant required to confirm compliance.
    - In addition, provide relevant lighting calculation grid detailing property boundary lines for Councils review and records.
- The new canopy shall meet CoA's under veranda/awning lighting requirements.
- Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- All damage to CoA's infrastructure, including damage to public lighting and u/g ducting etc caused by projects works or loading of site crane onto pathways will be repaired to meet Councils requirements and the cost of the developer.
- If building mounted lit signage is to be installed onto the building, further review and approvals will be required by City of Adelaide.
- All assets to be handed over to CoA to own and maintain shall be constructed to Councils' requirements and applicable legislative

standards and requirements. All equipment gifted shall be Councils standards and applicable requirements.

URBAN ELEMENTS

- There is currently a parking sign out front of the development site, this may require relocation and parking changes to suit.

STREET TREES

- There is a tree located directly in front of the development site, on the plans it is indicated that it will remain.
- All works around street trees is done in accordance with AS 4970-2009 Protection of Trees on Development Sites
- Any requirement to prune CoA trees is to be done ONLY by CoA staff once permission is granted.
- Tree removal will only be allowed when all alternative development options have been exhausted.
- Tree removals will activate the application of the CoA Amenity Tree Valuation Formula. The resultant valuation will be added to all other tree removal/replacement costs to be borne by the developer.

TRAFFIC / TRANSPORT

- The black "frame" of the building as it meets the footpath should not protrude beyond the established building line. People using canes will shoreline along the building and this element would create a hazard for those users.
- Improved definition of the entrance or improved wayfinding for people with a vision impairment. People with a vision impairment could reasonably be expected to have difficulties in finding the entrance when travelling west as it is tucked away from the footpath edge, faces away from the pedestrian and appears similar to the other glazed panels along the front of the building.

ON STREET PARKING

- The current parking in this location comprises of 3 x 30-minute parking spaces and 3 x 15-minute parking spaces. The City of Adelaide can explore options to alter the parking controls through public consultation to provide 'No Parking' spaces that will assist with waste removal and help with short term pick up drop off.
- Any revised parking arrangements will not be dedicated to the development site.

WASTE

- The waste management plan provided is supported.
- The City of Adelaide does not offer the service scope or collection frequency required by the development proposal and by the constraints of the approved building design. Therefore, the development proposal would not be eligible for City of Adelaide waste collection services.

ENCROACHMENTS

Canopy

- The proposed canopy encroachment is supported, fulfilling the requirements of the City of Adelaide Encroachment Policy. It is advised that the canopy is constructed in accordance with City of Adelaide Under Veranda/Awning Lighting Requirements.
    - This document will be issued to SCAP outlining the required criteria to be met.

Aluminium frame

- The 3D graphic renders of the proposed development indicate that the black aluminium frame projects beyond the property boundary, into the public realm.
- It is stated on Page 14 of the Planning Report that the *"built form will maintain the current alignment with existing adjacent buildings"* which is consistent with relevant floor plans, elevations and sections. It is advised that if the frame is to project beyond the allotment boundary, this feature would not meet the requirements of the Encroachment Policy and is therefore not supported.

STAGING

- Section 4.5 of the Planning Report proposes staged Building Rules Consents with Stage 1 to comprise of demolition only. It is desired that Stage 1 also includes a commitment to the commencement of works e.g. substructure or footings etc.

Yours faithfully

Phil Chrysostomou

PLANNER – PLANNING ASSESSMENT

MASTERPLAN
TOWN + COUNTRY PLANNERS

17 February 2020

Janaki Benson – Development Officer
Department of Planning, Transport and Infrastructure
50 Flinders Street
ADELAIDE SA 5000

Dear Janaki

Re: Response to RFI for DA 020/A065/19 at 124-126 Franklin Street Adelaide

MasterPlan SA Pty Ltd is engaged to act on behalf of Alto Adelaide P/L, the applicant for DA 020/A065/19 of the proposed redevelopment at 124-126 Franklin Street.

We have received instructions to respond to the referral comments received by Adelaide City Council (9 January 2020) and ODASA (4 February 2020).

It is critical to note that the proposed plans have undergone amendments (**Attachment 1**) to address issues identified with the original documentation.

For clarity, the key amendments to the proposed plans to satisfy Council's concerns include:

- Amendment to 3D renders to ensure consistency with floor plans regarding external black framing to front elevation of building, and making it clear that the frame does not encroach over the footpath at ground level.

We note that the proposal will not create obtrusive lighting (as suggested by Council), particularly given the nature of the site's surrounding built form and character of the locality. Further, the current proposed staging of the development will not be altered as Stage 1 is to facilitate remediation works, therefore combining Stage 2 (sub-structure) is not appropriate.

For clarity, the key amendments to the proposed plans to satisfy ODASA's concerns include:

- additional Nawkaw 'checkerboard' pattern wrapping around the east and west façades as displayed on DWG DA09, DA10, DA11, DA14 and DA17;
- colour of podium framing altered to stained precast for enhanced design integration with proposed building as displayed on DWG DA11;
- side slot windows inset further to increase depth and articulation of façade;
- addition of a sun study to north façade as displayed on DWG DA12;
- 45 square metres of green walling which will run along the side of the stair connecting mezzanine and lobby as displayed on DWG DA13;
- roof plan amended to provide solar panels as displayed on DWG DA07; and
- alterations to 3D renders to display the above changes.

Additional documentation has been included in **Attachment 1** to address the concerns raised by ODASA. For clarity the amended set of plans now include the following:

• DA0	Cover Page – R1	14/02/2019;
• DA1	Demolition Plan – R1	14/02/2019;
• DA2	Context & Site Analysis – R1	14/02/2019;
• DA3	Floor Plans – R1	14/02/2019;
• DA4	Floor Plans – R1	14/02/2019;
• DA5	Floor Plans – R1	14/02/2019;
• DA6	Floor Plans – R1	14/02/2019;
• DA7	Floor Plans – R1	14/02/2019;
• DA8	Massing – R1	14/02/2019;
• DA9	Context-Scale & Massing – R1	14/02/2019;
• DA10	Context – Long Views – R1	14/02/2019;
• DA11	Elevations & Sections – R1	14/02/2019;

- DA12 Façade Composition & Sun Shading - R1 14/02/2019;
- DA13 Mezzanine & Green Wall Details – R1 14/02/2019;
- DA14 Perspectives – R1 14/02/2019;
- DA15 3D Visualisations – R1 14/02/2019;
- DA16 3D Visualisations – R1 14/02/2019;
- DA17 3D Visualisations – R1 14/02/2019; and
- DA18 3D Visualisations– – R1 14/02/2019;S

If there is anything additional required, please do not hesitate to contact our office directly.

Yours sincerely

Greg Vincent
MasterPlan SA Pty Ltd

CAPITAL CITY ZONE

Introduction

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

DESIRED CHARACTER

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

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

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

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

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

New development will achieve high design quality by being:

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

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

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

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

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

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

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

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

Adelaide's pattern of streets and squares

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

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

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

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

(b) King William Street will be enhanced as the City's principal north-south boulevard and will be reinforced as the City's commercial spine.

(c) Grote Street-Wakefield Street will be enhanced as the City's principal east-west boulevard and will be developed to provide a strong frame that presents a sense of enclosure to the street.

(d) East Terrace will be characterised by buildings that maximise views through to the Park Lands and provide a distinct City edge.

(e) West Terrace will be reinforced as the western 'gateway' to the City centre and will form an imposing frontage to the western City edge. Buildings will be constructed to the front and side boundaries, and designed to maximise views through to the Park Lands. Corner sites at the junctions of West Terrace and the major east-west streets will be developed as strongly defined visual gateways to the City. This will provide an imposing frontage to the western edge of the City, which comprises a mixture of commercial, showroom and residential development.

(f) Pulteney and Morphett streets are key north-south boulevards. A sense of activation and enclosure of these streets will be enhanced through mixed use development with a strong built form edge. Pulteney Street will include residential, office and institutional uses, and retail activities. These boulevards will become important tree-lined commercial corridors.

(g) Currie, Grenfell, Franklin and Flinders streets, as wider east-west boulevards provide important entry points to the City. Currie and Grenfell streets will become a key focus for pedestrians, cycling and public transport. These streets also provide long views to the hills as their closing vistas and these view corridors should remain uncluttered.

(h) Victoria, Hindmarsh and Light Squares will have a continuous edge of medium to high-scale development that frames the Squares and increases ground level activity.

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

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

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

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

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

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

OBJECTIVES

General

Objective 1: The principal focus for the economic, social and political life of metropolitan Adelaide and the State.

Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.

Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.

Objective 4: City streets that provide a comfortable pedestrian environment.

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

Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.

Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Affordable housing
Aged persons accommodation
Community centre
Consulting room
Convention centre
Dwelling
Educational establishment
Emergency services facility
Hospital
Hotel
Indoor recreation centre
Licensed entertainment premises
Library
Motel
Office
Pre-school

Personal service establishment
Place of worship
Serviced apartment
Restaurant
Residential flat building
Student accommodation
Shop or group of shops
Tourist accommodation

2 Land uses that are typically closed during the day should be designed to maximise daytime and evening activation at street level and be compatible with surrounding land uses, in particular residential development.

3 Low impact industries should be located outside the Central Business Policy Area and have minimal off-site impacts with respect to noise, air, water and waste emissions, traffic generation and movement.

4 Development listed as non-complying is generally inappropriate.

Form and Character

5 Development should be consistent with the Desired Character for the Zone.

Design and Appearance

6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.

7 Buildings should achieve a high standard of external appearance by:

(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;

(b) providing a high degree of visual interest though articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;

(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and

(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.

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

9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.

10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.

11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.

12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:

(a) relates to the scale and context of adjoining built form;

(b) provides a human scale at street level;

(c) creates a well-defined and continuity of frontage;

(d) gives emphasis and definition to street corners to clearly define the street grid;

(e) contributes to the interest, vitality and security of the pedestrian environment;

(f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and

(g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);

other than (h) or (i):

(h) in the Central Business Policy Area;

(i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.

13 Buildings north of Rundle Mall, Rundle Street, Hindley Street and Gouger Street should have a built form that incorporates slender tower elements, spaces between buildings or other design techniques that enable sunlight access to the southern footpath.

14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.

15 Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.

16 Development that exceeds the maximum building height shown in Concept Plan Figures CC/1 and 2, and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

The Squares (Victoria, Hindmarsh and Light)

17 Outdoor eating and drinking facilities associated with cafés and restaurants are appropriate ground floor uses and should contribute to the vitality of the Squares and create a focus for leisure.

18 Buildings fronting the Squares should:

(a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and

(b) reinforce the enclosure of the Squares with a continuous built-form with no upper level set-backs.

The Terraces (North, East and West)

19 Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.

20 Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.

Building Height

21 Development should not exceed the maximum building height shown in Concept Plan Figures CC/1 and 2 unless, notwithstanding its height, it has regard to the context that forms the positive character of the locality and is sympathetic to the desired character of the Zone or Policy Area and the anticipated city form expressed in Concept Plan Figures CC/1 and 2, and

(a) if the development incorporates the retention, conservation and reuse of a building which is a listed heritage place or an existing built form and fabric that contributes positively to the character of the local area; or

(b) more than 15% of dwellings are affordable housing; or

(c) only if:

(i) at least three of the following are provided:

(1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjacent Zone, Policy Area or building height area on Concept Plan Figures CC/1 and 2;

(2) high quality open space that is universally accessible and is directly connected to, and well integrated with, public realm areas of the street;

(3) high quality, safe and secure, universally accessible pedestrian linkages that connect through the development site;

(4) no on site car parking is provided;

(5) active uses are located on at least 75% of the public street frontages of the building, with any above ground car parking located behind;

(6) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;

(7) the building is adjacent to the Park Lands;

(8) the impact on adjacent properties is no greater than a building of the maximum height on Concept Plan Figures CC/1 and 2 in relation to sunlight access and overlooking; and

(ii) at least three of the following sustainable design measures are provided:

(1) a communal useable garden integrated with the design of the building that covers the majority of a rooftop area supported by services that ensure ongoing maintenance;

(2) living landscaped vertical surfaces of at least 50 square metres supported by services that ensure ongoing maintenance;

(3) passive heating and cooling design elements including solar shading integrated into the building;

(4) higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of dwellings;

(5) solar photovoltaic cells on the majority of the available roof area, supported by services that ensure ongoing maintenance.

22 Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown on Concept Plan Figures CC/1 and 2, or 28 metres in the Central Business Policy Area, except where one or more of the following applies:

(a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;

(b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;

(c) the site is adjacent to a heritage place, or includes a heritage place;

(d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

Interface

23 Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.

24 Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.

25 Parts of a development that exceed the prescribed maximum building height shown on Concept Plan Figures CC/1 and 2 that are directly adjacent to the City Living, Main Street (Adelaide) or the Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like

Movement

26 Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding Zones and giving a variety of north-south and east-west links.

27 Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.

28 Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with Map Adel/1 (Overlay 2A).

29 Car parking should be provided in accordance with Table Adel/7.

30 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:

(a) within any of the following areas:

(i) the Core Pedestrian Area identified in Map Adel/1 (Overlays 2, 2A and 3)

(ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;

(b) where they conflict with existing or projected pedestrian movement and/or activity;

(c) where they would cause undue disruption to traffic flow; and

(d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in Map Adel/1 (Overlay 1).

31 Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on Map Adel/1 (Overlays 2, 2A and 3).

32 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

(a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;

(b) complement the surrounding built form in terms of height, massing and scale; and

(c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

Advertising

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

34 In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.

35 There should be an overall consistency achieved by advertisements along individual street frontages.

36 In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.

37 Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:

(a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.

(b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

PROCEDURAL MATTERS

Complying Development

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

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

(a) Other than in relation to a State heritage place, Local heritage place (City Significance), or Local heritage place, work undertaken within a building which does not involve a change of use or affect the external appearance of the building;

(b) Temporary depot for Council for a period of no more than 3 months where it can be demonstrated that appropriate provision has been made for:

(i) dust control;

(ii) screening, including landscaping;

(iii) containment of litter and water; and

(iv) securing of the site.

(c) Change in the use of land from a non-residential use to an office, shop or consulting room (excluding any retail showroom, adult entertainment premises, adult products and services premises or licensed premises).

Non-complying Development

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

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

Amusement machine centre

Advertisements involving any of the following:

(a) third party advertising except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Street and Pulteney Street, or temporary advertisements on construction sites;

(b) advertisements located at roof level where the sky or another building forms the background when viewed from ground level;

(c) advertisements in the area bounded by West Terrace, Grote Street, Franklin Street and Gray Street;

(d) animation of advertisements along and adjacent to the North Terrace, King William Street and Victoria Square frontages.

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

Vehicle parking except:

(a) where it is ancillary to an approved or existing use;

(b) it is a multi-level car park located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3); or

(c) it is within an existing building located outside the Core Pedestrian Area as indicated on Map Adel/1 (Overlay 2, 2A and 3).

Public Notification

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

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

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

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

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

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

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

Council Wide

Visual Privacy

1 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.

2 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**.**

Environmental

Crime Prevention Through Urban Design

OBJECTIVES

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

(a) ensures that land uses are integrated and designed to facilitate natural surveillance;

(b) promotes building and site security; and

(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

3 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.

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

Design Technique *(this is ONE WAY of meeting the above Principle)*

83.1 *Residential development adjacent to public or communal open space or streets having at least one habitable room window facing such areas with a sill height no greater than 1.5 metres.*

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

6 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.

7 Public toilets should be designed and located to:

(a) promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;

(b) limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;

(c) avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and

(d) maximise surveillance through location near public transport links, pedestrian and cyclist networks.

Noise Emissions

OBJECTIVES

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

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

Noise Receivers

8 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.

9 Noise sensitive development in mixed use areas should not unreasonably interfere with the operation of surrounding non-residential uses that generate noise levels that are commensurate with the envisaged amenity of the locality.

Waste Management

OBJECTIVE

Objective 28: Development which supports high local environmental quality, promotes waste minimisation, re-use and recycling, encourages waste water, grey water and stormwater re-use and does not generate unacceptable levels of air, liquid or solid pollution.

PRINCIPLES OF DEVELOPMENT CONTROL

10 A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.

11 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.

12 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.

13 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.

Design Technique *(this is ONE WAY of meeting the above Principle)*

104.1 *Ventilation equipment built in accordance with Australian Standard 1668.2-2002: 'The Use of Ventilation and Airconditioning in Buildings - Ventilation Design for Indoor Air Contaminant Control'.*

Contaminated Sites

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

14 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.

Note: Information of the suitability of land for the proposed land use should be provided as part of the development application and should include:

(a) the provision of a report of the land use history and condition of the site;

(b) where the report reveals that contamination is suspected or identified, a detailed site assessment report that determines whether site contamination poses an actual or potential risk to human health and the environment, either on or off the site, of sufficient magnitude to warrant remediation appropriate to the proposed land use;

(c) where remediation is warranted, a remediation and/or management strategy prepared in consultation with an independent Environmental Auditor, Contaminated Land, endorsed by the EPA;

(d) a site audit report, prepared by an independent Environmental Auditor, Contaminated Land, endorsed by the EPA, that states that in the opinion of the Auditor, the site is suitable for the intended uses(s), or for certain stated uses(s) and also states any conditions pertaining to the use(s).

Energy Efficiency

OBJECTIVE

Objective 30: Development which is compatible with the long term sustainability of the environment, minimises consumption of non-renewable resources and utilises alternative energy generation systems.

PRINCIPLES OF DEVELOPMENT CONTROL

All Development

15 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;

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

(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.

Design Techniques *(these are ONE WAY of meeting part of the above Principle)*

106.1 *In relation to Principle 106(a), facing the length of the development to the north to maximise solar access with day living areas incorporating a window that faces between 20º west and 30º east of true north; or*

106.2 *In relation to Principle 106(b):*

(a) grouping rooms with similar uses and heating and cooling needs;

(b) incorporating doors between living areas and other rooms and corridors; and

(c) placing utility areas such as bathrooms, toilets and laundries as buffer zones to the west.

106.3 *In relation to Principle 106(c):*

(a) dwellings and additions (other than minor additions) having a total window area (including glass doors) of less than 30 percent of the total wall area of the dwelling;

(b) dwellings and additions (other than minor additions) having a total window area facing east and west not exceeding 50 percent of the total window area of the dwelling to avoid heat gain during the summer months and reduce heat loss during the winter months;

(c) shading of north facing windows to allow winter sun access but providing complete shading during summer, such as by eaves overhang, awnings, adjustable louvres, pergola's, shutters or planting of deciduous trees and vines;

(d) external shading is provided to west facing windows; and

(e) designing skylights and high level windows with adjustable louvres, double glazing and shading to minimise heat gain or loss.

106.4 *In relation to Principle 106(d):*

(a) positioning windows and doors to encourage cross ventilation for summer cooling as illustrated below.

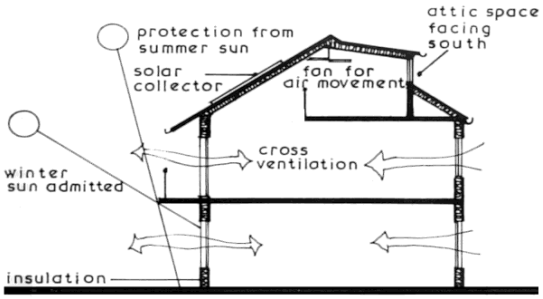

Figure 106.1 - appropriate orientation and design for residential development

106.5 *In relation to Principle 106(h):*

(a) using appropriate landscaping to assist in microclimatic management of a site by:

(i) planting of evergreen trees along the eastern and western boundaries to protect from eastern and western sun providing it poses no undue risk of damage to footings; or

(ii) incorporating low shrubs, lawns, ponds and pools to cool summer breezes.

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

17 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.

Design Techniques *(these are ONE WAY of meeting part of the above Principle)*

108.1 *In relation to Principle 108(b) (refer Figure 108.1):*

(a) shading for all windows except for south facing elevation against summer sun penetration, by means such as vegetation, external louvres, external blinds, structural overhangs, low emittance glazing, spectrally-selective glazing and/or window films;

(b) maximising natural daylight while limiting glare through the incorporation of narrow floor plates, light shelves, shaded skylights, light shafts and/or atriums with daylight sensing control of electric lighting;

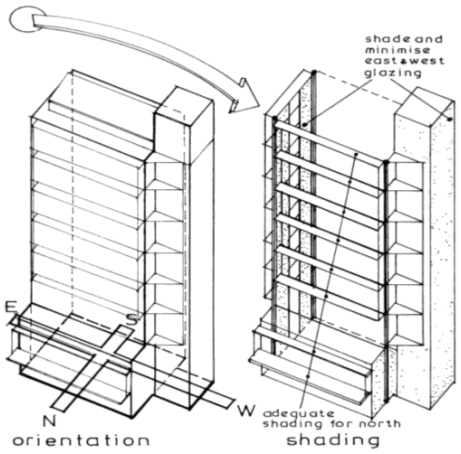

Figure 108.1 - appropriate orientation and shading for commercial buildings.

(c) integration of solar shading with solar energy collection technology such as solar heat pumps and photovoltaic cells; and/or

(d) use of high performance glazing.

108.2 *In relation to Principle 108(c):*

(a) night purging and fan assisted thermal chimneys to remove heat stored in the building during the day and the recirculation of warm air during winter; and

(b) adjustable air flow rates for high, but variable, occupancy rates (ie office and conference areas).

108.3 *In relation to Principle 108(f):*

(a) use of materials and light colours that reflect rather than absorb solar radiation, whilst ensuring reflective material avoids transferring heat and glare to adjoining properties and/or the pedestrian environment;

(b) use of well insulated materials; and

(c) light coloured internal walls and ceilings to assist with effective distribution of daylight.

108.4 *In relation to Principle 108(g), geoxchange heating and cooling systems including closed loop and open loop systems.*

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

Design Techniques *(these are ONE WAY of meeting the above Principle)*

109.1 *A roof incorporating an area of at least 10 square metres which:*

(a) faces between 30° east and 20° west of north respectively; and

(b) has a pitch of greater than 18°.

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

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

Design Techniques *(these are ONE WAY of meeting part of the above Principle)*

111.1 *Design solutions may include:*

(a) a structural grid which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building;

(b) the alignment of structural walls, columns and service cores between floor levels;

(c) minimisation of internal structural walls;

(d) higher floor to floor dimensions on the ground and first floor;

(e) knock-out panels between dwellings to allow two adjacent dwellings to be amalgamated;

(f) design for disassembly by selecting systems/materials that can be deconstructed at the end of the projects useful life; and/or

(g) the use of products with high post-consumer recyclable content.

21 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.

Design Techniques *(these are ONE WAY of meeting part of the above Principle)*

112.1 *The use of:*

(a) oil based floor sealers; and/or

(b) natural materials for floor linings such as plywood flooring, linoleum and wool carpet.

Micro-climate and Sunlight

OBJECTIVES

Objective 33: Buildings which are designed and sited to be energy efficient and to minimise micro-climatic and solar access impacts on land or other buildings.

Objective 34: Protection from rain, wind and sun without causing detriment to heritage places, street trees or the integrity of the streetscape.

PRINCIPLES OF DEVELOPMENT CONTROL

22 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.

23 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.

24 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.

25 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

122.1 *Design solutions may include:*

(a) reducing the quantity of glass used by having a higher proportion of masonry or other non-reflective materials in the building exterior;

(b) recessing glass into the building;

(c) shading or angling the glass;

(d) selecting glass that has a low level of reflection; and/or

(e) avoiding the use of large expanses of highly reflective materials.

26 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.

27 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.

28 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.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

125.1 *Methods to reduce the potential for a wind tunnel effect may include:*

(a) a podium built at the base of a tall tower and aligned with the street to deflect wind away from the street;

(b) substantial verandahs around a building to deflect downward travelling wind flows; and/or

(c) placing one building windward of another building.

Built Form and Townscape

OBJECTIVES

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

(a) high rise development framing city boulevards, the Squares and Park Lands

(b) vibrant main streets of a more intimate scale that help bring the city to life

(c) unique and interesting laneways that provide a sense of enclosure and intimacy.

Objective 47: Buildings should be designed to:

(a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;

(b) maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings;

(c) contribute to pedestrian safety and comfort; and

(d) provide for a transition of building heights between Zone and Policy Areas where building height guidelines differ.

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

PRINCIPLES OF DEVELOPMENT CONTROL

29 Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

Height, Bulk and Scale

PRINCIPLES OF DEVELOPMENT CONTROL

30 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.

31 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).

32 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.

33 Where possible, large sites should incorporate pedestrian links and combine them with publicly accessible open space.

34 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.

Composition and Proportion

35 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.

36 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

37 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.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

182.1 *Design solutions may include:*

(a) defining a base, middle and top related to the overall proportion of the building;

(b) expressing key horizontal lines within the townscape by using cornices, a change in materials or building setback;

(c) expressing the internal layout of the building by using for example, vertical bays or its structure, such as party wall divisions;

(d) expressing the variation in floor to floor height, particularly at the lower levels;

(e) articulating building entries with awnings, porticos, recesses, blade walls and projecting bays;

(f) using a variety of window types to create a rhythm or express the use of the building;

(g) incorporating architectural features which give human scale to the design of the building at street level such as entrance porches, awnings and colonnades;

(h) designing facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls;

(i) expressing important corners by giving visual prominence to parts of the facade, for example, a change of building articulation, material or colour, roof expression or increased height;

(j) using a variation of contrasting surface finishes, textures, colours or patterns; or

(k) avoiding unbroken building elevations of more than 15 metres on a vertical plan;

(l) using recessed balconies and deep windows to create articulation and define shadows thereby adding visual depth to the facade;

38 Balconies should be designed to give shelter to the street or public space at first floor levels.

39 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.

40 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.

41 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

42 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.

43 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

44 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.

45 Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

Sky and Roof Lines

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

46 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.

47 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.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

193.1 *Design solutions may include:*

(a) articulating form and surface by large, simple features that can be recognised from a distant view point;

(b) tapering towers by stepping back floor plates;

(c) integrating plant and fixtures within the roof top design; and/or

(d) incorporating an architectural roof feature within the design of the building by:

(i) creating a feature that forms part of its overall architectural form and composition;

(ii) ensuring visual compatibility with nearby towers and other structures whilst maintaining architectural distinction;

(iii) providing sky line features capable of being viewed over great distances;

(iv) including modelled parapets;

(v) ensuring compatibility of podia height at street alignment; and/or

(vi) incorporating roof top gardens and terraces.

48 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.

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

(a) rainwater tanks for water conservation;

(b) roof surfaces orientated, angled and of suitable material for photovoltaic applications; and/or

(c) "green" roofs (ie roof top gardens structurally capable of supporting vegetation) or water features.

Active Street Frontages

OBJECTIVES

Objective 50: Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.

Objective 51: Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:

(a) enlivening building edges;

(b) creating welcoming, safe and vibrant spaces;

(c) improving perceptions of public safety through passive surveillance; and

(d) creating interesting and lively pedestrian environments.

PRINCIPLES OF DEVELOPMENT CONTROL

50 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.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

196.1 *Design solutions may include:*

(a) Well designed and legible entrances, lobbies and commercial uses at ground level.

(b) Window displays of merchandise or open shopfronts, well lit panel displays, corporate identity and/or artworks.

(c) Avoiding vast expanses of blank walls presenting flat surfaces without detailing, openings or activity.

(d) Orientating active parts of a building to the street frontage.

(e) Incorporating uses such as retailing, food and drink outlets, counter services and cafés/restaurants particularly with outdoor seating areas.

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

Design Techniques *(these are ONE WAY of meeting the above Principle)*

197.1 *Design solutions may include:*

(a) Providing views into and out of buildings.

(b) Providing interesting and active window displays.

(c) Providing external light fittings, particularly where street lighting is blocked eg under verandahs.

(d) Using transparent glass, open mesh or transparent security shutters that allow views into and out of the building.

(e) Illuminating shop windows until 12.00pm.

(f) Incorporating detailed architectural facade treatment.

52 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.

Design Techniques *(these are ONE WAY of meeting the above Principle)*

198.1 *Design solutions may include:*

(a) Providing well designed legible entrances and lobbies that address the street.

(b) Creating richness and detail at street level through methods such as artwork (including animating spaces with water), use of high quality materials and variation in materials, wall and window detailing and decoration.

(c) Locating lively interior activities along street frontages so they are visible from outside e.g. employee canteens or reception areas oriented towards the street;

(d) Cafés and restaurants utilising footpath space; and/or

(e) Providing designs which incorporate places for people to sit and watch.

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

Design Techniques *(these are ONE WAY of meeting the above Principle)*

199.1 *Design solutions may include:*

(a) Using transparent glass along street frontages.

(b) Maximising the number of windows and doors.

(c) Enlivening building edges with balconies, bays, porches, awnings or other projections.

(d) Designing interesting and innovative fencing and walls.

(e) Incorporating transparent fencing and walls that enable presentation of the building to the street eg use of mesh fencing rather than blank solid walls.

(f) Avoiding blank high walls and elevations unbroken by architectural detail which prevents community interaction and resident surveillance of the street.

(g) Avoiding car parking in front of buildings.

(h) Addressing housing on corner sites to both street frontages by establishing prominent entrances and/or windows at the apex of buildings.

(i) Incorporating compatible non-residential uses such as home offices, art/craft workshops and galleries at ground floor level.

Demolition

OBJECTIVE

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.

PRINCIPLES OF DEVELOPMENT CONTROL

54 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.

Advertising

OBJECTIVE

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

(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;

(b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and

(c) not create a hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

55 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:

(a) the scale, type, design, location, materials, colour, style and illumination of any advertisements should be compatible with the design and character of the buildings and land to which it is related, and should be in accordance with provisions for the Zone and Policy Area in which it is situated and any relevant adjacent Zones or Policy Areas;

(b) advertisements should be integrated with the architectural form, style and colour of buildings and wherever possible, requirements for advertisements should be considered in the design of new buildings;

(c) advertisements should be artistically interesting in terms of graphics and construction with intricacy and individuality in design encouraged while maintaining consistency in design and style where co-ordinated advertisements are appropriate;

(d) structural supports should be concealed from public view or of minimal visual impact;

(e) advertisements on individual premises should be co-ordinated in terms of type and design and should be limited in number to minimize visual clutter;

(f) advertisements should be displayed on fascia signs or located below canopy level;

(g) advertisements on buildings or sites occupied by a number of tenants should be co-ordinated, complementary and the number kept to a minimum; and

(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.

56 Advertisements are inappropriate on premises used for a dwelling. This does not include business plates associated with a home activity which does not exceed 0.2 square metres.

57 In the City Living Zone, the Adelaide Historic (Conservation) Zone or the North Adelaide Historic (Conservation) Zone, advertisements should not detrimentally affect residential amenity and advertisements at roof level where the building forms the backdrop (i.e. plant room) are inappropriate.

58 Product advertisements illustrating products sold on the premises in conjunction with the business name should not exceed 25 percent of the area of any advertisement.

59 Development of vending machines, automatic teller machines and fast food outlets should:

(a) be consistent with the relevant Zone and Policy Area provisions;

(b) maintain the character and continuity of activity along street frontages;

(c) maintain good visibility from the street or public places for security; and

(d) not impede pedestrian movement.

60 Advertisements relating to vending machines and automatic teller machines should be restrained in size and style.

61 Advertisements should not endanger public safety or detrimentally affect the amenity of adjacent premises by reason of their location, position, construction or design and should:

(a) not emit excessive glare or reflection from internal or external illumination;

(b) not obscure road users' and pedestrians' views of vehicles, pedestrians or potentially hazardous road features;

(c) not cause confusion with, or reduce the effectiveness of traffic control devices;

(d) have a clearance between the footpath and base or underside of projecting signage of at least 2.5 metres for permanent advertisements and 2.3 metres for temporary advertisements, and between the kerb face and outside edge of the sign of at least 600 millimetres; and

(e) permit safe and convenient pedestrian movement.

62 Temporary advertisement hoardings or shrouds required for the screening of construction sites or for creating visual interest should occur only where they are:

(a) of a high standard of design;

(b) displayed only during the period of construction;

(c) comprised of high quality opaque, solid and non-reflective material that is durable, low maintenance and appropriate to the City context;

(d) required to conceal wiring and conduits; and

(e) do not create undue risk to public or private safety.

Transport and Access

Access and Movement

OBJECTIVE

Objective 60: Access to and movement within the City that is easy, safe, comfortable and convenient with priority given to pedestrian and cyclist safety and access.

PRINCIPLES OF DEVELOPMENT CONTROL

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

64 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.

Bicycle Access

OBJECTIVES

Objective 64: Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.

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

PRINCIPLES OF DEVELOPMENT CONTROL

65 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.

66 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.

67 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.

68 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.

69 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.

Design Technique *(this is ONE WAY of meeting the above Principle)*

237.1 *In relation to Principle 237(a):*

(a) avoid unnecessary vehicular crossing points, particularly with potential reversing movements from motor vehicles; and

(b) utilise the shortest, most direct route for cycles to reach the destination bicycle parking

237.2 *In relation to Principle 237(c), a minimum clearance of 2 metres for new, permanent structures.*

70 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

OBJECTIVES

Objective 68: Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).

Objective 69: An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.

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

PRINCIPLES OF DEVELOPMENT CONTROL

71 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.

72 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.

Design Technique *(this is ONE WAY of meeting the above Principle)*

242.1 *Commercial vehicle facilities in compliance with the requirements recommended in Australian Standard AS 2890:2: Off-Street Parking - Part 2: Commercial Vehicle Facilities.*

73 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**.**

74 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.

75 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.

76 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.

77 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.

78 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).

79 Access roads within residential development should:

(a) provide convenient access for emergency vehicles, visitors and residents;

(b) enable vehicles to enter and leave a site in a forward direction;

(c) provide a comfortable and safe pedestrian environment; and

(d) be well lit.

80 Access roads within residential development for older people and people with disabilities should:

(a) include platforms across roadways at pedestrian crossing points;

(b) not have steep gradients; and

(c) have level surface passenger loading areas.

Car Parking

OBJECTIVES

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.

Economic Growth and Land Use

OBJECTIVES

Objective 73: The role of the City enhanced as:

(a) the community, civic and cultural heart of South Australia and as a driving force in the prosperity of the State;

(b) the State centre for business, administration, services, employment, education, political and cultural activities, government and public administration;

(c) a welcoming, secure, attractive and accessible meeting place for the people of metropolitan Adelaide and beyond for leisure, entertainment, civic and cultural activity, specialty shopping, personal and community services;

(d) a centre for education and research built on key academic strengths and on the excellent learning environment and student accommodation available in the City;

(e) a supportive environment for the development of new enterprises drawing on the cultural, educational, research, commercial and information technology strengths of the City centre;

(f) the gateway to the attractions of South Australia for international and interstate visitors by developing a wide range of visitor accommodation, facilities and attractions, particularly attractions which showcase the particular strengths of South Australia; and

(g) a great place to live, with a growing diversity of accommodation for different incomes and lifestyles.

Objective 74: A business environment which encourages investment from domestic and foreign sources, business development and employment.

Objective 75: Development which reinforces clusters and nodes of activity and distinctive local character.

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

PRINCIPLES OF DEVELOPMENT CONTROL

81 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.

82 The Institutional Zones should develop:

(a) with a function and quality in providing leisure, transport, cultural, government, educational and health facilities in an "Institutional" setting on land in public ownership;

(b) by being characterised by a transition of fine public buildings in a landscaped setting between the intense built form marking the edge of the Capital City Zone on the southern side of North Terrace to the Torrens Valley in the Park Lands Zone;

(c) with commercial activities being ancillary to the cultural and institutional functions of the Zones; and

(d) with improved pedestrian movement and integration across North Terrace.

83 Development is encouraged to develop and expand upon the existing or create new tourism activities to maximise employment and the long-term economic, social and cultural benefits of developing the City as a competitive domestic and international tourist destination.

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

85 Development located either abutting, straddling or within 20 metres of a Zone or Policy Area boundary should provide for a transition and reasonable gradation from the character desired from one to the other.

86 Development should not unreasonably restrict the development potential of adjacent sites, and should have regard to possible future impacts such as loss of daylight/sunlight access, privacy and outlook.