

Citify Pty Ltd & BFC Pty Ltd

Demolition of an existing building and construction of a multi-storey mixed-use building (ground plus 6 levels above ground), comprising retail and residential uses and associated basement car park.

69-71 Melbourne Street, North Adelaide

020/A097/18



TABLE OF CONTENTS

	PAGE NO
AGENDA REPORT	1-33
ATTACHMENTS	
1: PLANS	
a. ARCHITECTURAL PLANS – Gemma Lea Design Studio	34-43
b. LANDSCAPE PLANS – LCS Landscapes	44-46
2: APPLICATION DOCUMENTS	
a. DEVELOPMENT APPLICATION	47-48
b. PLANNING REPORT – Future Urban Group	49-88
c. DESIGN REPORT – Gemma Lea Design Studio	89-109
d. TRAFFIC & PARKING REPORT - CIRQA	110-136
e. WASTE MANAGEMENT PLAN – Colby Industries	137-155
f. STORMWATER MANAGEMENT PLAN – TMK Consulting Engineers	156
3: AGENCY COMMENTS	
a. MINISTER FOR HOUSING AND URBAN DEVELOPMENT	157-158
b. GOVERNMENT ARCHITECT	159-162
4: COUNCIL TECHNICAL ADVICE – City of Adelaide	163-171
5: REPRESENTATIONS	172-183
6: RESPONSE TO REPRESENTATIONS & REFERRALS	
a. RESPONSE TO REPRESENTATIONS – Future Urban Group	184-189
b. RESPONSE TO GOVERNMENT ARCHITECT – Future Urban Group	190-194
c. RESPONSE TO COUNCIL – Future Urban Group	195-197
d. TRAFFIC RESPONSE – CIRQA	198-205
e. DESIGN RESPONSE – Citify, Guildhouse & Botten + Bowser	206-215
f. LANDSCAPE RESPONSE – LCS Landscapes	216
7: ADDITIONAL INFORMATION	
a. CAR PARK STACKER BROCHURE – Hercules Carparking Systems	217-219
b. FURTHER COMMENTS – Government Architect	220-221
c. AFFORDABLE HOUSING LMA	222-234
d. UPDATED PLAN (late submission) – Gemma Lea Design Studio	235
8: DEVELOPMENT PLAN PROVISIONS	236-292

OVERVIEW

Application No	020/A097/18
Unique ID/KNET ID	2018/23793/01
Applicant	City Pty Ltd & BFC Pty Ltd
Proposal	Demolition of an existing building and construction of a multi-storey mixed-use building (ground plus 6 levels above ground), comprising retail and residential uses and associated basement car park.
Subject Land	69-71 Melbourne Street, North Adelaide
Zone/Policy Area	Main Street (Melbourne East) Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	11 December 2018
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan – consolidated 7 June 2018
Type of Development	Merit
Public Notification	Category 1
Representations	N/A
Referral Agencies	Government Architect, Minister for Housing & Urban Development
Report Author	Elysse Kuhar, Senior Planner
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The applicant is seeking Development Plan Consent for the demolition of an existing building and construction of a multi-storey mixed-use building (ground plus 6 levels above ground / 24.45m), comprising retail and residential uses and associated basement car park.

The proposal is a merit, Category 2 form of development. Referral agencies included the Government Architect and the Minister for Housing and Urban Development. The City of Adelaide was an informal referral.

The primary planning issues relate to building height, access to light, storage, traffic impact and overshadowing. The policies seek 6 storeys and a height of 22 metres.

Five representations were received with concerns including the overall height of the development, overlooking, overshadowing, traffic impacts (including the use of Colley Street for all vehicle movements), noise, stormwater, hours of operation of the commercial premises, odour/rubbish, construction impacts and character of the locality.

It is noted that the applicant has signed a Land Management Agreement for the purposes of providing affordable housing.

With the exception of one outstanding concern, the applicant responded to all issues raised by the Government Architect. It is noted that neither Council nor the Government Architect raised any objection to development (after taking account of these amendments).

Overall it is considered that the proposal is sufficiently consistent with Development Plan policy to grant Development Plan Consent subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

In March 2012, the Minister for Planning rezoned land in the City of Adelaide to increase envisaged building heights and provide additional development opportunities that would help enliven the city. As part of this initiative, policies were introduced that provide for a more performance based planning approach and place a stronger emphasis on the overall planning and design merit of an individual proposal.

On 30 May 2017 the Minister for Planning approved the Capital City Policy Review (Design Quality) Development Plan Amendment, the purpose of which was to introduce new policy intended to:

- reinforce design quality for new development;
- establish additional requirements for over-height development including zone interface treatments and triggers for over-height allowances; and
- strengthen the Desired Character Statement along Rundle Street to recognise its important character and provide guidance in regard to contextual building design.

1.2 Pre-Lodgement Process

The proposal did not go through the DPTI pre-lodgement service.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

A summary of the proposal is as follows:

Land Use Description	<i>Mixed-use incorporating residential and retail uses.</i>
Building Height	<i>7 Storeys – 23.7m to parapet, 24.45m overall height</i>
Description of levels	<p>Basement:</p> <ul style="list-style-type: none"> - 34 residential parking spaces - 3 commercial tenant parking spaces - 38 residential bike parks - car elevator <p>Ground:</p> <ul style="list-style-type: none"> - 2 x retail tenancies with GLA of 79m² and 160m² respectively - 5 x commercial tenant car parks - 8 x commercial & visitor bike parks - Bin room - Fire pump & services <p>Level 1-5:</p> <ul style="list-style-type: none"> - 1 x 1 bed apartment per floor - 2 x 2 bed apartment per floor - 2 x 3 bed apartment per floor <p>Level 6:</p> <ul style="list-style-type: none"> - 2 x 3 bed apartment <p>Total of 27 apartments.</p>

Apartment floor area (excluding balconies)	5 x 1 bedroom: 60m ² 10 x 2 bedroom: 78-88m ² 12 x 3 bedroom: 117-152m ²
Site Access	<i>Via a free and unrestricted right of way connecting to Colley Street.</i>
Car and Bicycle Parking	<i>34 residential parking spaces, 8 commercial tenancy parking spaces, 38 residential bike parks, 8 commercial tenancy bike parks.</i>
Encroachments	<i>N/A</i>
Staging	<i>Stage 1: demolition and earthworks, Stage 2: Construction</i>

3. SITE AND LOCALITY

3.1 Site Description

The site consistent of 2 allotments is described as follows:

Lot No	Street	Suburb	Hundred	Title Reference
Lot 92 in FP 162340	Melbourne Street	North Adelaide	Yatala	CT 5301/449
Lot 94 in FP 162342	Melbourne Street	North Adelaide	Yatala	CT 5301/200

The subject site is located on the south-eastern side of Melbourne Street, between Arthur and Dunn Streets.

The site has frontage of 18.3m to Melbourne Street with an area of 664.3m² and currently accommodates a single storey building which is built boundary to boundary, and a small informal car park to the rear of the site.

The site is accessed via an existing free and unrestricted right of way over other privately owned land which connects to Colley Street.

There are no Regulated or Significant Trees on the site.

3.2 Locality

The locality accommodates a mix of uses with properties fronting Melbourne Street being typically commercial in nature with more residential uses to the south-east.

The subject site is abutted by the Himalayan Kitchen to the south-west, and the Lord Melbourne Hotel to the north-east. To the rear of the subject site is predominantly residential town houses and apartments, with 2 allotments separating the rear of the site from the neighbouring North Adelaide Historic (Conservation) Zone. There is a Local Heritage place adjacent (73 Melbourne Street).

Car parking is permitted in front of the subject site, limited to 1 hour from 9-5.30pm weekdays and 9-12pm on Saturdays, with a bus stop approximately 10m to the south-west of the site.

Figure 1 – Location Map



4. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

4.1 Government Architect

The Government Architect (GA) is a mandatory referral for development within the area of the Corporation of the City of Adelaide for which the State Commission Assessment Panel (SCAP) is the relevant authority in accordance with Schedule 8 of the *Development Regulation 2008*. The SCAP must have regard to this advice.

The GA, in their original comments, advised that they could not support the proposed building in its current form, and identified the following particular aspects of the project that may benefit from protection as part of the assessment:

- Review of the built form composition to the rear of the site to manage the interface with the North Adelaide (Historic Conservation) Zone
- Reconfiguration of the residential entry sequence with the view to improve the quality of arrival experience
- Further detail of the feature concrete wall design, including scale, pattern repetition, colour and contrast
- Review of finishes to the non-feature concrete walls
- Review of access and maintenance strategy for the vertical green elements
- Review of apartment configurations on levels one to five
- Further information regarding the access management of publicly accessible ground floor parking spaces
- Resolution of the encroaching structure over the footpath.

The applicant provided a response to the Government Architects referral comments including amended plans.

Overall, the proposed changes were supported, with only one outstanding concern regarding apartment configurations that rely on shared light wells. The applicant's genuine attempt to improve the development outcome by responding to the issues raised in the referral letter was acknowledged.

4.2 Minister for Housing and Urban Development

The Minister for Housing and Urban Development is a mandatory referral for development that purports to be for the purposes of the provision of affordable housing in accordance with Schedule 8 of the *Development Regulations 2008*. The SCAP must have regard to this advice.

The SA Housing Authority, on behalf of the Minister for housing and Urban Development, has advised that the applicant has indicated that affordable housing will be supplied as part of the development as all five of the one bedroom dwellings will be proposed for eligible buyers within the affordable housing market for a period of up to, but not exceeding 30 days. This amounts to approximately 18.5% of the overall dwelling mix within the proposed development.

A Land Management Agreement (LMA) to secure the commitment has not been entered into with the Developer (with the owner's consent) or the owner. In order for an application to adequately purport for the inclusion of affordable housing within a development application, a LMA is required to be entered into. It is noted that applicant has signed a LMA.

It is recommended that a reserve matter seeking a copy of the final signed LMA will be attached to any consent granted this application.

5. COUNCIL TECHNICAL ADVICE

5.1 City of Adelaide

There is no mandatory referral to Council pursuant to Regulation 38 (4a) of the *Development Regulations 2008*. The application was informally referred to the City of Adelaide.

Council has made the following comments on the proposed development:

- The subject site relies on a right of way over portions of the land accessible from Colley Street. Case law precedent has been set that the use of a ROW cannot be increased beyond that which was originally intended when the ROW was originally granted.
- The canopy of the proposed development encroaches on to Melbourne Street. The canopy is to meet Council's minimum height requirements.
- 3 bike parks, a Parking sign and an Australia post Letterbox may be impacted by the development.
- The current plans do not indicate the columns, power boxes or operation panels. Selection of car lift and stacker system products must be able to fit with the demonstrated swept paths and general parking layout to operate in the manner shown.
- Recommended relocation of fire booster and gas metre.
- The masonry parapet to the shops is higher than the parapets of the adjacent three local heritage places.
- Recommend increased setbacks to Melbourne Street to reduce visual impact.

Council have no objection to the proposal with regard to roads/footpaths, stormwater, lighting/electrical/CCTV, urban elements or waste subject to the attachment of recommended conditions or notes to any approval afforded this application.

The applicant responded to Council comments as follows:

- The canopy complied with Council's encroachment policy at the time the application was lodged. Note that the encroachment policy has now been amended.
- The canopy on the north-western side of the proposed building will not necessitate in the relocation of the bike racks.
- The columns associated with the canopy have been spatially rearranged to ensure that they do not interfere with the Letter Box in question.
- The fire booster and gas gauges have been shifted 6.1m to the north-east of the opening to the entrance foyer in order to minimise their impact on the streetscape.
- Confirmed that the columns are plotted on the plans and captured in cross-sections.
- Provided a pamphlet highlighting key dimensions and features of the proposed car park stacker.
- Lowered the height of the podium by 500mm in order to complement the strong parapet line that has been established by the neighbouring building to the south-west of the site.
- Chose not to alter that external appearance of the podium as the Government Architect is supportive of the current composition.
- Setback the side walls of Type B and Type D apartments a further 1.15m.
- Clarification of building height at 23.7m.

6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to PDC 32 of the Main Street (Melbourne East) Zone in the Adelaide (City) Development Plan which lists development as Category 2 where the site of the development is adjacent land to land in the North Adelaide Historic (Conservation) Zone and it exceeds two storeys in height. It is considered that the Right of Way forms part of the 'site' and is therefore adjacent to land in the North Adelaide Historic (Conservation) Zone.

Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) and 5 representations were received.

Rep ID	Issue	Applicant's Response
<i>R1</i>	<i>Overlooking/Privacy and inability to use outdoor private open space (privacy diminished)</i>	<ul style="list-style-type: none"> • <i>Disagree overlooking will be an issue</i> • <i>R1 and R5 are occupied by tenants who have not objected to this development</i> • <i>Screening is proposed to avoid overlooking into habitable rooms (refer to Drwg PL.08)</i>
	<i>Request use of opaque glass on windows facing properties on Colley St</i>	<i>No specific response provided</i>
	<i>Not in keeping with neighbourhood character</i>	<i>No specific response provided</i>
	<i>Noise – particularly from the car elevator</i>	<ul style="list-style-type: none"> • <i>R1 is located 18.9 metres to the south-east of the opening to the system which is orientated to the S-W, not to the S-E.</i>

Rep ID	Issue	Applicant's Response
		<ul style="list-style-type: none"> There will be two precast concrete walls between R1 and the opening to the system which should minimise the transfer of noise. According to its manufacturer, the car stacker makes very little noise due to the buffering of the hydraulic cylinders. It is not in the clients' best interests to install a system that generates a significant amount of noise that would impact residents of the proposed building.
	Traffic congestion Traffic movements on Colley St	<p>A response provided by a qualified and independent traffic engineer (see attachments).</p> <ul style="list-style-type: none"> Colley Street comprises a 5.5 m wide carriageway, facilitating two-way vehicle movements. Such a width is appropriate in order to facilitate two-way vehicle movements. Approximately six on-street (parallel) parking spaces are provided along the length of Colley Street. The parking spaces occupy approximately 2.3 m of the road width, leaving 3.2 m for drivers to manoeuvre their vehicles past parked vehicles. Such a width exceeds the minimum width of 3.0m required adjacent a parked vehicle by the Australian Road Rules (which includes consideration of access requirements for service and emergency services vehicles). With regard to manoeuvring, given that Colley Street is a straight section of roadway, appropriate sight distances can be achieved when negotiating around parked vehicles. The separation between the two groups of parking spaces (2 by 3 car parks) would facilitate the temporary storage of a vehicle while another vehicle passes (in the infrequent event that two vehicles were to be travelling in opposite directions simultaneously). The proposed development, when compared to the existing fitness and Pilates studio, will generate an additional eight trips during the morning peak hour period and an additional 13 trips during the afternoon peak hour period. Such an increase is considered by the traffic consultant to be low and unlikely to have a detrimental impact upon the representors' amenity. No change is required to the hierarchical classification or function of Colley Street (a local road).
	Odour & noise from waste storage area Overflow from bin storage area Noise and diminished comfort from number of garbage collections	<p>An updated Waste Management Plan was provided with the following advice:</p> <ul style="list-style-type: none"> the Council's clear preference is for all forms of waste to be collected via Colley Street, as this will negate the need for the existing bus stop and loading zone on the south-eastern side of Melbourne Street to be relocated elsewhere; small and medium rigid vehicles are presently reversed along Colley Street in order to collect all forms of waste from the Himalayan Kitchen, Club Rhythm and the Lord Melbourne Hotel all waste collections will occur between the hours of 7:00 am and 7:00 pm on weekdays and Saturdays, and between the hours of 9:00 am and 7:00 pm on Sundays, as required by the Local Nuisance and Litter Control Act, 2016 the maximum number of collections per day and per week has dropped from four to three and from 17 to 11 respectively as a direct result of the alterations that have

Rep ID	Issue	Applicant's Response
		<p>been made to the internal dimensions of the waste enclosure, and the reduction in the overall number of bedrooms within the proposed building</p> <ul style="list-style-type: none"> the bins will come equipped with lids and deodorised bags, and be stored in a sealed space which means that these representors should not be adversely affected by way of odours.
	Overshadowing	The proposed building will not cast a shadow over the habitable room windows or private open spaces of Units 1, 11 or 12 until 3:00 pm, 4:00 pm and 1:00 pm respectively (refer to Drwg PL.10). This exceeds the Development Plan's expectation that adjacent habitable room windows and POSs will to continue to receive direct access to sunlight for not less than three hours and two hours respectively on the winter solstice.
	Loss of privacy & security with increased use of Colley St	No specific response provided
	Exacerbation of existing stormwater problem Damage to roads and potentially property as a result of increased	<ul style="list-style-type: none"> Council has already advised the Department that runoff from the balconies and roof of the proposed building must only be discharged to Melbourne Street. <p>Do not object to a condition which requires all of the runoff from the balconies and roof of the proposed building to be discharged to Melbourne Street</p>
	Hours of operation of commercial tenancy Proposed pot plants will not provide adequate screening	No specific response provided
R2	Access to Colley St & McKinnon Pde to remain regular and free during demolition and construction of the proposed building.	<p>A construction management plan is being prepared which will confirm that:</p> <ul style="list-style-type: none"> the remains of the existing building will be removed via Melbourne Street all goods will be delivered to the site via Melbourne Street a city works permit will be sought from the Council for the crane which will need to be positioned atop the footpath on the south-eastern side of Melbourne Street. <p>It is understood that the builder's sub-contractors will be able to park their vehicles at the south-eastern end of the site once the ground and first floor slabs have been poured.</p>
R3	Noise	Refer above
	Traffic congestion	Refer above
	Odour & noise from rubbish collection	Refer above
	Overshadowing	Refer above
	Building Height	<ul style="list-style-type: none"> Overall height of the building has been reduced by 400mm from 24.1m to 23.7m and now only exceeds the height by 1.7m. The applicant considers the impacts from the additional height to be negligible from a building that was 6 levels The 6th level will not be visible from the POS on the norther western sides of property for R3 and R5 (refer to drwg PL.08). The GA gave in principle support to the height given it is amalgamated and the width of the frontage. The 6th floor

Rep ID	Issue	Applicant's Response
		<p>level will be setback 2m further south from the N-W (front) boundary than the balconies below it.</p> <ul style="list-style-type: none"> • The 6th floor will also be setback twice the recommended distance from the S-E (rear) boundary and approximately 14.8m from R3 and R5 • The trellised mesh on the N-W side of the proposed building and the precast concrete bands on the S-E side of the proposed building have been deliberately incorporated to emphasise those floor levels that are situated below the podium and the sixth floor level. • No adjacent habitable room windows or POS will be overlooked or overshadowed to an unreasonable degree. • The additional height allows one dwelling on each floor level to be set aside for eligible buyers within the affordable housing market
R4	Minimisation of disruption to businesses	Refer above
	Damage by the excavation associated with the basement	It is most unlikely that the excavation associated with the basement will affect the stability of Unit 12 given that the basement will be located approximately 8.7m to the N-W. However there is nothing preventing these representors from obtaining a dilapidation report at their own expense to safeguard their asset.
	Rectification of potential party wall issues (the N-E façade of the building which R4 occupies may need to be demolished and subsequently replaced with a new party wall)	<ul style="list-style-type: none"> • The demolition and construction processes are likely to conclude before 5:00 pm on weekdays which is when their restaurant opens to the public • The existing building on the site does not, to the best of our knowledge, share a party wall with the adjoining restaurant to the south-west of the site • A party wall will not be required in this instance, as the proposed building has been designed to abut the south-western (side) boundary of the site.
R5	Building height	Refer above
	Overlooking of bedrooms, living areas and patio	Refer above
	Overshadowing	Refer above
	Traffic congestion, including rubbish collection and during construction Noise	Refer above
	Out of character for the area	Refer above

Figure 2 – Representation Map



All 5 representors wish to be heard by the State Commission Assessment Panel.

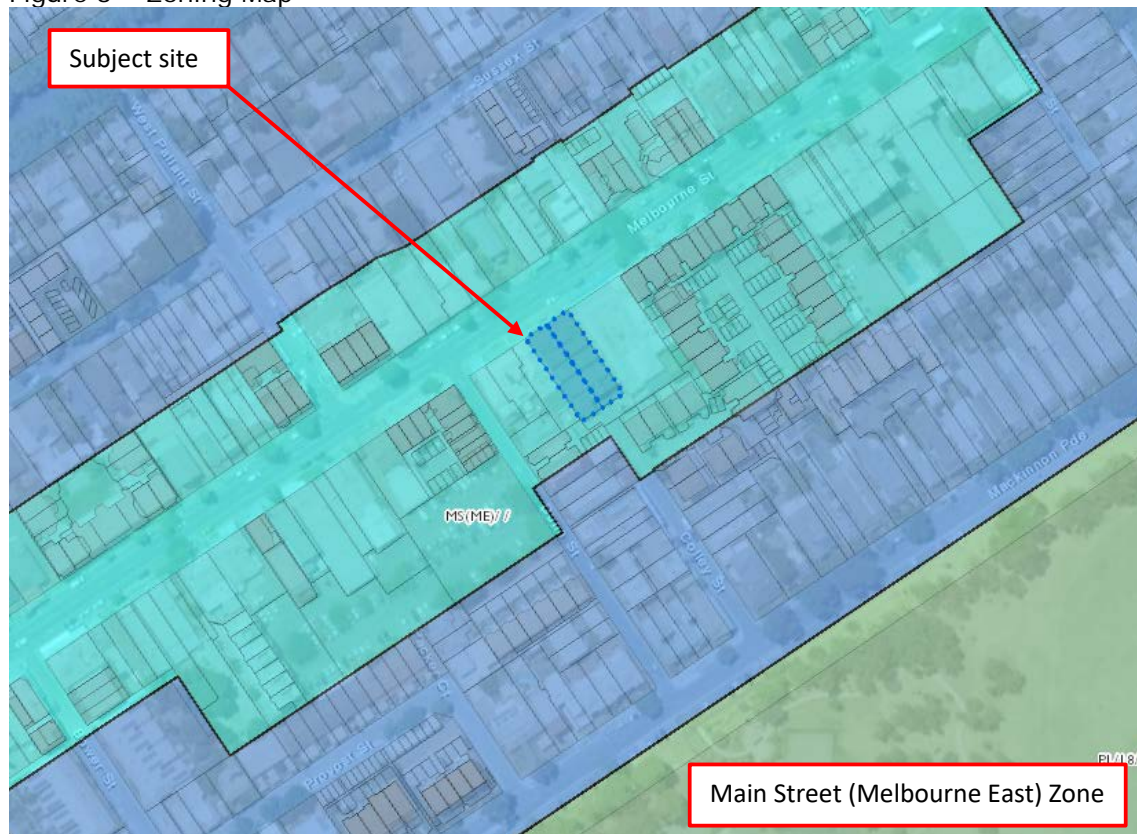
A copy of each representation and the applicant's response is contained in the ATTACHMENTS

7. POLICY OVERVIEW

The subject site is within the Main Street (Melbourne East) Zone as described within the Adelaide (City) Development Plan Consolidated 7 June 2018.

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

Figure 3 – Zoning Map



7.1 Zone

The Main Street (Melbourne East) Zone is the focus for neighbourhood shopping, leisure, commercial activity and community facilities primarily to service the needs to the lower North Adelaide residential community.

The zone seeks a mix of complementary land uses what extend activity into the evening to enhance the vibrancy and safety of the area and provide visual interest after hours.

7.2 Council Wide

Council wide provisions of relevance to the proposal seek medium and high rise development that accommodates a mix of uses with a human scale at ground level and internal designs that facilitate adaptive reuse and quality residential amenity.

Buildings should be designed so that their main façade faces the primary street frontage and should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages to vehicle parking areas.

Development should be designed to activate street frontages should be designed to activate street frontages including features that attract people; minimising the frontage for fire escapes, service doors, plant and equipment hatches; avoiding under-croft parking that is visible from the street and; using colour, vertical and horizontal elements, roof overhangs and other design techniques that create visual interest and reduce massing.

7.3 Overlays

7.3.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.3.2 Noise and Air Emissions

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

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	Street wall height with a setback then up to 6 storeys (a maximum of 22m)	7 storeys 24.45m	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	While a street wall and setback is provided, the building is proposed at 7 storeys, which does not achieve the requirement sought by the Development Plan. This is discussed in section 8.3 below.
Car Parking	1/dwelling up to 200m ² plus 3/100m ² GLA 27 residential, 7 commercial Total: 34	34 residential/ 7 commercial. Total: 42	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Car parking is provided at a rate marginally greater than the minimum sought by the Development Plan and therefore <u>will not be discussed</u> further below
Disability Access Car Parking	1/15 car parks Total: 3	1	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	The proposal does not achieve the minimum accessible parking requirement sought by the Development Plan. This is discussed further in section 8.7.2 below.
Bicycle Parking	1/dwelling up to 150m ² , 2/dwelling over 200m ² , plus 1/300m ² GLA 28 residential, 1 commercial Total: 29	38 residential, 8 commercial. Total: 46	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Bicycle parking is provided at a rate greater than the minimum sought by the Development Plan and is safely and conveniently located; and therefore <u>will not</u>

				<u>be discussed further below.</u>
Private Open Space	<ul style="list-style-type: none"> • Studio – no requirement • 1 bedroom – 8m² • 2 bedroom – 11m² • 3 bedroom – 15m² 	<ul style="list-style-type: none"> • 1 bed – 14-24m² • 2 bed – 11-24m² • 3 bed – 23-152m² 	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	All private open space areas are above the minimum floor area sought by the Development Plan and therefore <u>will not be discussed further below.</u>
Apartment Size	<ul style="list-style-type: none"> • Studio – 35m² • 1 bed – 50m² • 2 bed - 65m² • 3 bed - 50m² (plus 15m² for every bedroom over 3 bedrooms) 	<ul style="list-style-type: none"> • 1 bed – 60m² • 2 bed – 78-121m² • 3 bed – 146-152m² 	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	All apartments are above the minimum floor area sought by the Development Plan and therefore <u>will not be discussed further below.</u>
Storage	<ul style="list-style-type: none"> • Studio – 6m³ • 1 bed – 8m³ • 2 bed – 10m³ • 3 bed – 12m³ 	3.71-5.39m ² designated storage area	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	The proposal does not achieve the minimum storage requirement sought by the Development Plan. This is discussed in section 8.5.1.2 below

Where quantitative requirements have been met, they will not be discussed further below.

8.2 Land Use

Council Wide provisions generally seek the provision of a variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of all existing and future resident.

The Main Street (Melbourne East) Zone objectives seek a shopping and commercial main street supported by medium density residential development. Residential flat buildings are specifically envisaged in Principle of Development Control 1.

The subject site is also subject to the affordable housing overlay.

The proposal for is a mixed-use building comprising retail and residential uses. The applicant has signed a Land Management Agreement for the provision of affordable housing.

It is considered that the proposed land use is acceptable.

8.3 Building Height

The zone provisions call for a maximum building height of 6 storeys and up to 22m on Melbourne Street.

The proposed building is 7 storeys with a parapet height of 23.7m and an overall height of 24.45m including the lift overrun.

The upper level is inset above the lower levels 2m to the rear, 3.2m to the sides and a minimum of 2.5m to the front.

The Government Architect in their referral comments, gave in principle support for the height given the amalgamated site size and width of the frontage, noting that the setting back of the top floor built form aids in reducing the impact of the over-height elements. This support was contingent on the proposal offering significant merits above and beyond the minimum requirements, including for apartment amenity, which at the time was not successfully demonstrated.

Subsequent amendments to the proposal, including a slight reduction in the height of the building (previous parapet height of 24.1m) generally drew support from the Government Architect with the exception of the use of light-wells.

Also of importance when considering the acceptability of an over-height building is whether the site can accommodate the further intensification of development. In this instance it is important to note that ceiling heights are generally acceptable at 2.7m above ground floor and 3m at ground floor, and the proposal accommodates an acceptable level of car parking.

While the proposed building is taller than the maximum height sought by the Development Plan, the setting back of the upper level mitigates the impacts of the over-height elements of the building, and the site acceptably accommodates for a further intensification of development in its ability to provide adequate car parking and adequately sized apartments and private open space areas.

At approximately 2.4m over the maximum height sought by the Development Plan this aspect of the application is not considered to be detrimental to the overall scheme and is generally acceptable.

8.4 Setbacks

Zone provisions do not provide specific guidance with regard to setbacks, however Principle of Development Control 67 of the Council wide section provides that a habitable room window, balcony, roof garden, terrace or deck should be set back from boundaries with adjacent sites at least 3m to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

The proposed building generally complies with this policy with the exception of corner balconies, which utilise opaque glazing to manage privacy. The light voids are set in 3.2m.

This aspect of the application is generally considered acceptable.

8.5 Design and Appearance

8.5.1 Apartment Amenity

Council Wide policy generally seeks that medium to high scale residential development has a high standard of amenity and environmental performance, comprises functional internal layouts, is adaptable to meet a variety of accommodation and living needs and includes well-designed and functional recreation and storage areas.

8.5.1.1 Access to Light and Ventilation

Principles of Development Control 50 through 58 provide guidance with regard to access to light and ventilation generally seeking that opportunities to facilitate natural ventilation and capitalise on natural

daylight be maximised, with ceiling heights that promote the use of taller windows and natural cross ventilation of habitable rooms.

The maximum distance of a habitable room from a window should be 8m in order to gain access to natural light and light-wells higher than 18m should have a minimum horizontal dimension of 6m or 9m if overlooked by bedrooms.

While all habitable rooms are within 8m of a window, the apartments rely on shared light-wells to bedrooms (5 bedrooms per level). The light-wells do not meet the minimum dimensions sought by the Development Plan.

In response to referral comments from the Government Architect, the dimensions of the proposed light-wells were increased. The Government Architect remains concerned about the apartment configurations on levels 2-5 that rely on shared light-wells.

With the exception of the reliance on shared light-wells to bedrooms, the proposal generally meets Development Plan provisions seeking that apartments gain good access to light and ventilation. This departure from the policy is not considered detrimental to the overall scheme.

8.5.1.2 Storage

Council Wide Principles of Development Control 80 and 81 provide guidance regarding storage including the minimum rates sought by the Development Plan which are as follows:

- Studio – 6m³
- 1 bedroom – 8m³
- 2 bedroom – 10m³
- 3 bedroom – 12m³

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

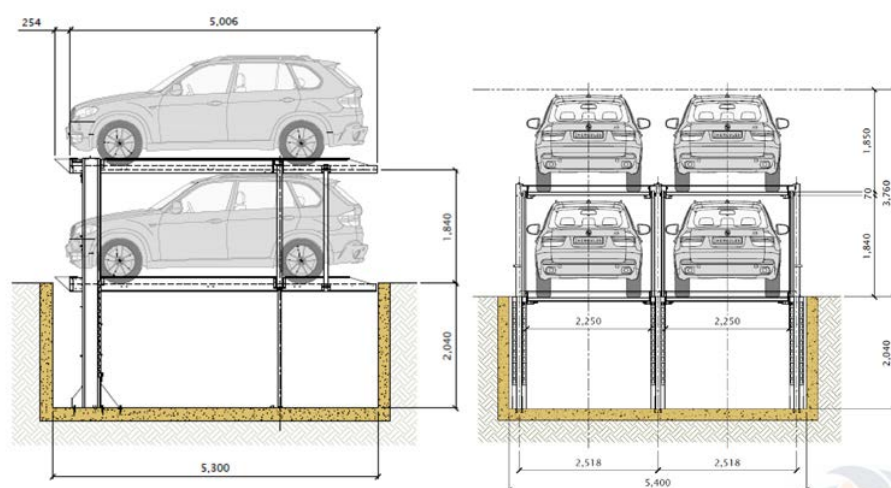
The design report, prepared by Gemma Lea Design Studio, breaks the storage down as follows:

	Type A	Type B	Type C	Type D	Type E	PH nth	PH sth
Bedrooms	3	3	2	2	1	3	3
Kitchen/ Pantry	5.35	6.28	5	4.3	4.5	14.04	12.06
Linen	1.09	1.22	1.62	0.49	0.97	2.7	1.62
Store cpd	0.89	2.19	0.51	0.89	1.78	1.08	0.72
Over bonnet	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Robes	14.58	16.2	9.56	8.42	5.18	22.5	16.92
TOTAL	25.77	29.09	19.89	17.3	15.63	43.52	34.52

While the policy is silent on whether storage is to be provided within non-habitable rooms, ordinarily kitchen/pantry, linen and robes would not be considered to count toward the storage figure. Based on that interpretation of the policy the figures would be as follows:

	Type A	Type B	Type C	Type D	Type E	PH nth	PH sth
Bedrooms	3	3	2	2	1	3	3
Store cpd	0.89	2.19	0.51	0.89	1.78	1.08	0.72
Over bonnet	3.2	3.2	3.2	3.2	3.2	3.2	3.2
TOTAL	4.09	5.39	3.71	4.09	4.98	4.28	3.92

This leaves the storage heavily reliant on the over bonnet storage. There is no detail on the plans, nor the car stacker pamphlet that shows how over bonnet storage would be accommodated.



While it is noted that with the exception of apartment Type D all apartments have either a separate laundry or a walk-in robe, both of which are considered to provide a generous area for storage; a request for further justification of the storage and detail of the over bonnet storage has been put to the applicant. The applicant's position is outlined below:

"At the risk of sounding facetious, what would you ordinarily consider as storage? I don't know what you use your pantry, kitchen joinery, robes and/or linen cupboards for but most people would clearly use theirs to store domestic goods.

I think you need to keep in mind that the one bedroom dwellings exceed the minimum floor area guideline by 10 square metres, the two bedroom dwellings exceed the minimum floor area guideline by 13 to 23 square metres, and the three bedroom dwellings exceed the minimum floor area guideline by 37 to 72 square metres, which is very rare to see in the City these days.

This leaves the prospective residents with a lot of wriggle room to install their own forms of storage which, as you know, do not require planning consent and, therefore, are rarely captured on the conceptual drawings".

Regardless of the above, while it is considered that there is a deficiency in storage, given the extra generosity provided by the laundries and walk-in robes, and that the apartments meet the minimum size requirements sought by the Development Plan, this is not considered to be detrimental to the overall scheme, provided that detail outlining how the over bonnet storage can be achieved is provided. Without further detail, it is considered that the proposal does not meet the storage provision requirements of the Development Plan.

8.5.2 Materials, colours and finishes

Council wide policy generally seeks that 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.

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.

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

The proposal includes the following materials:

- Brick Veneer – bagged recycled brickwork or similar (podium)
- Prefinished CFC cladding in dark grey (lift overrun)
- Chain link mesh café on steel frame with planting (north façade)
- Black steel framed balustrade with clear glass (balconies – general)
- Opaque glazed balustrade to 1700 (first floor south facing balcony)
- Precast concrete feature wall – mural (east and west façade)
- Precast concrete – titanium with oxide (south facing balconies – general)

The Government Architect is supportive of the masonry character of the podium and the intent to create visual interest on the side concrete walls. Concern was raised in the referral comments regarding the success of the proposed patterning. The applicant amended the proposal to include murals instead of the previous proposed patterned concrete which was generally supported.

The proposal is considered to meet the requirements of the Development Plan with regard to materials, colours and finishes and has adequately responded to concerns raised by the Government Architect. This aspect of the proposal is considered acceptable subject to a condition requiring a material sample board.

8.5.3 Streetscape and public realm

Council wide policy generally seeks development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character. Promotion of pedestrian activity and a high quality experience for City residents, workers and visitors is encouraged.

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 with retail frontages designed to provide interest to passing pedestrians at street level and relief to building mass.

In response to referral comments from the Government Architect, amendments were made to the proposal which widened the residential entry with an angled wall, widened the entry corridor, relocated the services infrastructure to a less central position and relocated the bike storage room to avoid conflict with the lift access. These measures were supported.

The Government Architect supports the provision of commercial tenancies on the Melbourne Street frontage, and sleeving the rear car parking with an active use. The ambition to avoid the requirement for including a new transformer on the main Street frontage by upgrading an existing off-site transformer is also strongly supported.

The Government Architect supports the podium height as it responds to the built form scale of Melbourne Street in the immediate locality, including the parapet wall of the adjoining Local heritage place.

The proportion and expression of the proposed pergola structure is supported and, in the Government Architects view, will provide a positive contribution to the public realm and improve the amenity of the high street pedestrian traffic

8.5.4 Landscaping

Council wide policy generally seeks water conserving landscaping that enhances the local landscape character and creates a pleasant, safe and attractive living environment. Landscaping should be selected and designed for water conservation; form an integral part of the design of development; and be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.

The balconies and the north-western and south-eastern facades of the proposed building will be landscaped.

In response to concerns raised in the Government Architects referral comments, LCS Landscapes has advised that the landscape design incorporates low maintenance and hardy trees and plants that provide maximum amenity within the raised garden beds. Species have been selected for their success in these types of projects in the Adelaide Metropolitan Area.

The Melbourne Street façade landscape treatment has been incorporated to help soften the built form through the use of climbing plant *Trachelosperum Jasminoides*, a hardy plant well suited for the northern aspect. In order to spread across the façade, the incorporation of tensile web net mesh and brackets are proposed to be fixed horizontally and vertically to the building façade.

Regular maintenance of the climbing plants can be achieved by access at each level. LCS Landscapes have advised that this would be a straightforward exercise.

It is considered that the proposal generally meets landscaping policies in the Development Plan. This aspect of the application is considered to be acceptable.

8.6 Heritage

Council Wide Principle of Development Control 162 seeks that development on land adjacent to land containing a Heritage place should demonstrate design consideration of the relationship with the Heritage place. This can be achieved by establishing compatible scale, bulk, setbacks; proportion and composition of design elements; form and visual interest; width of frontage and boundary setback pattern; vehicle access and parking arrangements. Further guidance is provided by Principle of Development Control 165 seeking that development that is visible from the street match the building levels and storey heights of adjacent Heritage places.

Council sought reduction in the height of the podium to respond to the parapet height of the adjoining Local heritage place. The applicant responded by lowering the podium height. This was also supported by the Government Architect.

No concerns have been raised regarding this aspect of the application and is generally considered acceptable with regard to the adjacent Heritage Places.

8.7 Traffic Impact, Access and Parking

8.7.1 Access

Principles of Development Control 25-27 in the Main Street (Melbourne East) Zone seek that access be via minor streets or lanes provided there is no unreasonable impact on residential amenity. Development should not result in additional crossovers on Melbourne Street, parking should be provided away from the primary frontages and be designed to minimise its impacts on residential amenity.

The proposal gains access from Colley Street via an existing free and unrestricted right of way.

Four representors raised concerns regarding increased traffic movements on Colley Street, with at least one suggesting this access should enter onto Melbourne Street. Main concerns were with regard to number of traffic movements and street width.

The applicant has provided a response to the representations received which notes the expected am peak hour movements at 26 and pm peak hour movements at 31. The existing gym use has an applicable rate of 18 peak hour movements. Cirqa, on behalf of the applicant has provided that, the increase in movements is low and would be readily accommodated on Colley Street, and that the additional movement will not change the hierarchical classification or function of Colley Street as a Local Road.

Cirqa maintains that Colley Street currently accommodates two-way vehicle movements and commercial movements (refuse and deliveries) and there is no proposed change to the existing compliant carriageway.

Council, in their technical advice, noted a common law precedent that the use of a Right of Way cannot be increased beyond that which was originally intended when the Right of Way was originally granted. Ultimately, it would be up to a court to decide what that reasonable use was. This is not a consideration as part of the development approval process and would be considered a civil matter. It is also noted that, advised by Cirqa, the road classification will not change as a result of this development.

Beyond comments regarding the potential increased use of the Right of Way, Council have not objected to the proposal with regard to traffic and access.

The Government Architect had no comments regarding traffic and access.

While there would be an increase in traffic movements along Colley Street, it is considered by virtue of the height sought in the zone (6 storeys) and provisions seeking that traffic gain access via minor streets, that an increase of traffic in these minor streets is contemplated in the Development Plan policy. While the amount of on-site car parks will significantly increase, the amount of peak movements will be comparably less of an increase to the existing gym use on the subject site.

On balance, this aspect of the proposal is considered to be acceptable.

8.7.2 Accessible Car Parking

Table Adel/7 of the Adelaide (City) Development Plan seeks the provision of 1 disability access car park to be provided for every 15 spaces provided in any form of development. The proposal includes provision for 34 residential spaces and 7 non-residential spaces and would therefore require 3 accessible car parks. The proposal has included only one accessible car park.

It is understood that this is over and above what would be required by the Building Code of Australia.

Neither the Government Architect nor Council provided comment on this matter.

While the proposal does not meet the requirement for accessible parking sought by the Development Plan, it is not considered detrimental to the overall scheme.

8.8 Waste Management

Council Wide Principle of Development Control 101 seeks that a dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.

Furthermore, 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.

Colby Phillips have prepared a Waste Management Plan for the proposal. The following table provides the estimated waste and recycling volumes for the proposal:

Waste/Recycling Service	Apartments	Commercial	
	Residential	Retail	Light Café*
	L/week	L/week	L/week
General Waste	1,680	212	1,411
Dry Comingled Recycling	1,400	50	378
Cardboard (Loose)		50	630
Food Waste	560		1,344
Hard waste	392	12	24
E-waste	70	1	2
Lighting waste	Not Estimated (Minimal Volumes)		
Printer Cartridges/Batteries	Not Estimated (Minimal Volumes)		
TOTAL	4,102	325	3,789

Residents are to access the bin storage room from their apartments via lift to lobby then through the car parking area. Collection access would be via the Garage door at the rear of the property.

Commercial dry retail tenancy waste and commercial light café tenancy waste is to be stored in-tenancy or back-of-house area. The tenant would present bin/waste at kerbside on Melbourne Street on the Council designated collection day. There is provision for a commercial contractor to provide any service beyond Council collections as necessary.

The following table identifies the waste storage and bin schedule recommended for the proposed development:

Waste Storage Area(s)	Location	Routine Service	Estimated Waste / Recycling Volumes (L/week)	Provider	Collection Frequency (Up to Events/week)	Max. Bins/Items Stored & Collected (per Event)		
						No.	Size (L)	Type
1. Apartments	Ground Level	General Waste	1680	Council Rear-lift Skip bin	Weekly	2	1,100	Skip
		Dry Comingled Recycling	1400		Weekly	2	1,100	Skip
		Food Waste	560		Weekly*	1	660*	Skip
2. Retail Tenancy G.01 (Dry Retail)	In-tenancy, back-of-house/storage area	General Waste*	212	Council kerbside	Weekly	1	140	MGB
				Private*	Weekly*	1*	140*	MGB
		Dry Comingled Recycling	50	Council kerbside	Fortnightly	1	240	MGB
		Cardboard (Flat-packed)	20	Council Business Cardboard	1	1	18	Flat-packed Cardboard
3. Retail Tenancy G.02 (Light Cafe)	In-tenancy, back-of-house/storage area	General Waste	1411	Private	3**	1	660	Skip
		Dry Comingled Recycling	378		2***	1	360	MGB
		Cardboard (Flat-packed)	252	Council Business Cardboard	1	1	252	Flat-packed Cardboard
		Food Waste	1344	Private***	3**,***	2	240	Skip

Colby Phillips has advised that based on the current plans, requirements for transfer pathways in the development appear to be generally satisfied.

Collection frequency and times for the two waste collection points (Colley Street collection point at rear of building and Kerbside collection point on Melbourne Street):

Colley St

- Residential/Apartment Building
 - Weekly per routine service or 3 collection events per week
 - 5-10 minutes per building per collection
 - Collections scheduled by Council
- Commercial (tenancy) waste
 - Collection frequency dependant on the service and type of tenancy and provided to the Light Café tenant
 - Recommend the Body Corporate engage a common waste contractor across both commercial tenancies to minimise collection events.
 - Assuming a common waste contractor, services could be between 8 and 14 collection events per week.
 - Each collection even should be scheduled could be 5-10 min each depending on number of bins emptied or collected.
 - Collections should be scheduled during daytime hours (7am-7pm) on weekdays and Saturdays (and 9am-7pm on Sundays if required) to minimise impacts on residents, neighbours, site car parking access, and traffic on Colley Street.

Melbourne Street

- The collection frequencies and times at this location would be scheduled by Council.

It is considered that the proposal meets provisions regarding waste management in the Development Plan. This aspect of the application is considered to be acceptable.

8.9 Interface

8.9.1 Overlooking

Council wide policy generally seeks that 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.

The following measures to mitigate overlooking have been incorporated into the proposal:

- Obscure glass to a height of 1.8m to the windows oriented toward internal light-wells
- Obscure glass to a height of 1.8m to the windows oriented toward the north-east of the site
- Planter boxes at a height of 1.2m along the south-eastern edge of south-east facing balconies to discourage direct downward views into private open space and habitable room windows. The proposed box hedge will be maintained at a height of approximately 600mm.
- The sixth floor is to be set back almost twice the recommended distance from the south-eastern (rear) boundary.

Overlooking was a concern raised by representors during the public notification period.

Given that zone policies contemplate buildings of 6 storeys and that the upper level is generously setback from the rear boundary, the above measures are considered to appropriately mitigate the potential for overlooking and satisfy

relevant Development Plan policy. This aspect of the proposal is considered to be acceptable.

8.9.2 Overshadowing

Council wide provisions generally seek that development be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly the lunch time hours.

The proposed building is adjacent mostly 1-2 storey development to the south also within the Main Street (Melbourne East) Zone. Whilst not adjoining a City Living or Historic Conservation Zone, if it did policy would require that development in that adjoining zone maintain at least 2 hours of direct sunlight between 9am and 3pm either to the northern façade or at least one ground floor habitable room window and to at least 20% of that properties private open space.

Three representors raised concern with potential overshadowing during the public notification period. All of whom live in the Parklane Apartments on Colley Street to the south east of the subject site.

Overshadowing diagrams illustrate that while properties will be impacted by overshadowing, each will be afforded at least these minimum requirements. Furthermore, zone policy allows for a building height of 6 storeys and 22m. The additional 2.45m arguably does not further impact the closest properties with overshadowing to any measurable degree.

While it is acknowledged that the proposed building will result in overshadowing of the properties to the south, it meets the relevant policies of the Development Plan.

8.10 Environmental Factors

Development within the Council area should be designed to ensure that community safety and security are maintained, micro-climatic impacts are minimised and the development is compatible with the long term sustainability of the environment. The following sections detail the proposed development's performance against Development Plan policy of relevance to environmental conditions and considerations.

8.10.1 Crime Prevention

General Section policy recommends development designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers, in association with materials that are resistant to vandalism and graffiti.

The development would introduce a considerable residential population which compared to the existing use, which would be expected to substantially increase levels of activity and visitation to the site.

Clear glazed facades proposed for the 2 ground floor retail tenancies at the Melbourne Street frontage complimented with opportunities for outdoor dining and increased passive surveillance from upper level balconies and adjacent living areas are expected to contribute to a well monitored and exposed environment that would not be conducive to anti-social behaviour.

A secure storage room would be provided for bicycle parking on the ground floor, with associated secure entry systems incorporating swipe/key system associated

with entry to lifts and stairwells and an automatic perforated roller door to the car park accessible from Colley Street, intended to prevent unauthorised access.

The proposed security measures and overall configuration of the development are therefore expected to assist in mitigating risks to user safety and security and deterring overt criminal activity as encouraged by Development Plan policy related to crime prevention.

8.10.2 Noise Emissions

Development Plan policy encourages noise-sensitive development incorporating adequate noise attenuation measures to provide occupants with reasonable amenity when exposed to noise sources such as entertainment premises, commercial centres and activities contemplated nearby.

The applicant recognises the development would be proximate to entertainment facilities, namely the Lord Melbourne Hotel at 61 Melbourne Street and the Lion Hotel further to the southwest. While no acoustic report was provided as part of the application, the expected noise generators of relevance would be traffic from Melbourne Street and the Lord Melbourne Hotel given its occasional use as a live music venue.

The proposed construction materials including use of precast concrete panels and recycled brick are likely to contribute to attenuation of sound in combination with internal wall cavities featuring thickened insulation and window frames and sliding doors fitted with double glazing, meeting the intent of Council Wide (Noise Emissions) PDC 95.

Vehicle movements associated with waste collection are unlikely to exceed noise levels of the nature that currently occur from waste collection and private vehicle use along Colley Street. The applicant has responded to concerns raised by a representor related to noise to be generated by the proposed car stacker system, by outlining there would be sufficient separation between the affected premises and the car stacker (in the order of 19 metres) combined with shielding of 2 precast concrete walls to be constructed between the stacker and the representor's property which would help minimise noise transfer.

Although there is potential for occasional impacts on residential amenity arising from live music events in the locality this is not considered unreasonable given the anticipated range of land uses in the Zone and the applicant's intent to construct the building using insulating materials which are expected to mitigate unwelcome noise ingress.

8.10.3 Energy Efficiency

Development should be sited and designed to conserve energy and be energy and water efficient. A summary of environmentally sustainable design principles applied in the design of the development and specification of equipment follows below:

- installation of double-glazed windows and thickened insulation to reduce demand for artificial climate control,
- ample access to natural light and ventilation, with living areas within the majority of dwellings benefiting from north-facing outlook;
- use of recycled brickwork at the ground floor frontage to Melbourne Street;
- use of water efficient tapware, fixtures and fittings;

- energy efficient downlights and high efficiency air-conditioning units;
- vertical planting on north and south elevations using chain-link mesh cages mounted on steel frames, and custom planter boxes on balconies contributing to natural shade and reductions in thermal gains adjacent living areas;
- paints, sealants, adhesives, carpets and other coverings specified with low volatile organic compounds and off-gassing properties;
- allowance for future installation of rooftop-mounted solar photovoltaic panels to provide options to power community areas and resident purchase of a 5 kilowatt system with battery storage pack; and
- provision of secure storage areas for bicycles in excess of minimum recommended by Development Plan Table Adel/6 (Bicycle Parking Provisions), encouraging a sustainable alternative to private vehicle travel.

Application details adequately substantiate the applicant's intent to provide a development which would meet the Development Plan's energy efficiency provisions, and contribute to environmentally sustainable outcomes more generally.

8.10.4 Wind Analysis

Multi-storey buildings within the Council area should minimise detrimental micro-climatic impacts on adjacent land and buildings including unwelcome effects of wind.

Council Wide (Environmental) PDC 125 establishes that development of 21 metres or more in building height built at the street frontage should minimise the risk of wind tunnelling effects by adopting design approaches such as a podium at the base of a tower to deflect wind away from the street, or substantial verandas to deflect downward travelling wind flows over pedestrian areas.

A 3 metre-tall overhead canopy encroaching 3 metres over the Melbourne Street footpath is likely to provide adequate shelter and protection from undesirable wind conditions for pedestrians, and the proposed indented balcony spaces over the north elevation and built form setback of 1.2 metres above level 1 are also expected to provide some interruption to wind tunnelling effects, meeting the intent of the applicable policy.

8.10.5 Stormwater Management

General Section (Natural Resources) policy encourages development that makes adequate provision to control stormwater over-flow runoff from the subject land and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

The applicant engaged TMK Consulting Engineers to undertake an initial assessment of the proposed development on the understanding a complete stormwater management plan would be prepared at the detailed design phase.

TMK indicated the proposed stormwater infrastructure would ensure Stormwater discharge from the development would not exceed existing discharge flows, with any additional volumes to be detained on site via above ground or underground detention vessels.

All finished floor levels and drainage systems would be designed such that during a major storm event all rainwater flows would be directed overland and out to

the street without impacting on any proposed or existing buildings or adjacent land.

Council raised no objection to the applicant's proposed stormwater management approach, other than to advise runoff from the development is to be discharged to Melbourne Street. The applicant has indicated it is prepared to adhere to a condition requiring stormwater runoff to be discharged to Melbourne Street, which TMK considers would be achievable through connection to an existing 450mm underground pipe on the south side of Melbourne Street.

Subject to the assignment of an appropriately worded condition to any consent granted, the development would be expected to effectively manage stormwater flows in accordance with the Council's requirements and in doing so satisfy the relevant Development Plan policy.

8.10.6 Site Contamination

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

The application provided no evidence of any measures undertaken to ascertain whether potential exists for site contamination caused by previous use of the land. Having said this, the existing built form covers the land in its entirety, and the proposed development would also occupy the entire site. It is on this basis that any concerns relating to site contamination would be addressed.

A standard condition is proposed to be assigned to any consent requiring provision of a statement from an appropriately qualified environmental engineer confirming suitability of the site for its intended use, prior to the commencement of construction.

8.11 Signage

Advertisements in the Council area should use simple graphics and be restrained in their size, design and colour to present an overall consistency of signage along individual street frontages.

The location and dimensions of the proposed signage are considered to be generally consistent with the requirements of the Development Plan as the lettering is simple, restrained, sympathetic to the overall design and logically placed on the building façade. On this basis the proposed development is considered to generally satisfy the relevant Development Plan policy in this regard.

8.12 Staging

The proposed building is to be carried out across two consecutive stages. The first will involve the demolition of the existing building, as well as the preparatory earthworks which are required to facilitate the construction of the proposed building.

The second and final stage will involve the construction of the proposed building.

An advisory note to this effect will be attached to any consent granted this application.

9. CONCLUSION

The proposed land use is consistent with the zone's envisaged uses and is providing affordable housing in accordance with the Adelaide (City) Development Plan Affordable Housing Overlay.

The proposal does exceed the policy guidance in respect to building height, and falls short of the minimum storage areas, however, the extent of departure is considered to be acceptable based on the overall design merit. It is accepted that a new development cannot avoid certain impacts (i.e. overshadowing) when the policy seeks a general uplift for an area (i.e. buildings of up to 22m in height), which is reflected in this proposal.

It is noted that a number of amendments were made to the proposal to ensure better alignment with both planning and design guidelines and are supported. The proposal is considered to be, on balance, consistent with the Development plan and Development Plan Consent is recommended.

A number of conditions have been recommended for attachment to any approval granted this application, including a number of Council requirements.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Adelaide (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Citify Pty Ltd and BFC Pty Ltd for Demolition of an existing building and construction of a multi-storey mixed-use building (ground plus 6 levels above ground), comprising retail and residential uses and associated basement car park at 69-71 Melbourne Street, North Adelaide subject to the following 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 following plans submitted in Development Application No 020/A097/18.

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

2. Prior to Development Approval for Stage 2, 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.

3. 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 superstructure works.

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

4. 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.

5. 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.

6. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.

Reason for condition: to ensure off-street car parking facilities are designed to adhere to the necessary standards.

7. All bicycle facilities shall be designed in accordance with AS/NZS 2890.3:2015.

Reason for condition: to ensure bicycle facilities are designed to adhere to the necessary standard.

8. The development will comply with noise level criteria specified in Environmental Protection (Noise) Policy 2007 (under the Environmental Protection Act). This includes noise from roof-level plant and equipment and the air-conditioning units with consideration given to the adjacent properties. Noise attenuation devices and visual screening will be implemented as necessary.

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

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

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

10. 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 proposed landscaping is established and consistent with the landscaping concept.

ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following: 1. If the level difference between top of kerb and back of path is less than 50 mm 2. If the existing cross fall(s) exceed 4% (1:25)

If any of the above conditions exist for any footpath infrastructure that services the perimeter of the site boundary then please contact the Lead Asset Consultant Streets prior to setting finished floor levels.

- e. Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.
- f. The canopy on the proposed development encroaches on to Melbourne Street a public Road. The canopy is to meet CoA's minimum height requirements.
- g. Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to Melbourne Street. Council cannot approve discharge of stormwater on private property.
- h. Council supports and prefers the installation of underground stormwater property connections to council stormwater infrastructure, where suitable council infrastructure is available within the road. The City of Adelaide has a 450mm diameter stormwater pipe on the south side of Melbourne Street which would be the ideal connection location. Please note that it the property owner's responsibility to verify the location of services within the public realm to ensure any proposed stormwater property connections can be constructed.
- i. The levels of any proposed grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level assumed to be top of kerb level adjacent to the stormwater discharge point in Melbourne Street.
- j. Council's stormwater management systems (minor and major rainfall events) have been designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Councils stormwater management systems to equivalent gravitational flows.

- k. Any collected seepage water from a basement groundwater collection system must be either discharged to sewer or a proposed building recycled water system. Collected untreated groundwater seepage must not be discharged to the property stormwater system.
- l. Property boundary levels of the proposed basement carpark driveway ramp in Colley Street must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to 100mm above spoon drain invert adjacent to the driveway ramp in Colley Street, to ensure adequate flooding protection to the basement.
- m. Any collected irrigation seepage water from landscape areas, green walls, planter boxes or rooftop gardens must be either discharged to sewer or an irrigation recycled water reuse system. Collected seepage water should not be discharged to the building stormwater system. "Seepage" water does not include stormwater runoff from landscaped areas which can be discharged to the property stormwater system.
- n. 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 and all costs borne directly by the developer.
- o. 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.
- p. 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.
- q. If new canopies are to be constructed as part of these works, then lighting shall meet CoA's under veranda/awning lighting requirements.
- r. Existing underground services shall be identified and marked in the locality prior to undertaking any excavation works.
- s. 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.
- t. Any temporary removal or relocations of these urban element's assets shall meet Councils' requirements shall be carried out to meet Councils' requirements and all costs borne directly by the developer.

Final location of equipment will be determined by CoA considering existing site constraints etc.
- u. Any traffic control devices shall comply with AS1742.
- v. It is recommended that communications with the Public Transport Division of DPTI and Council's On-Street Parking team be maintained for future required parking changes on Melbourne Street.



Elysse Kuhar
SENIOR PLANNING OFFICER
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

PLANNING APPLICATION - 69-71 MELBOURNE STREET, NORTH ADELAIDE SA 5006



SHEET LIST		
NO.	SHEET NAME	REV
PL.01	COVER & DEVELOPMENT SUMMARY	PA2
PL.02	PROPOSED SITE & CONTEXT	PA2
PL.03	FLOOR PLANS 01	PA2
PL.04	FLOOR PLANS 02	PA2
PL.05	FLOOR PLANS 03	PA2
PL.06	ELEVATIONS 01	PA2
PL.07	ELEVATIONS 02	PA2
PL.08	DESIGN SECTION 01	PA2
PL.09	DESIGN SECTION 02	PA2
PL.10	SHADOW DIAGRAMS	PA2

BUILDING AREAS	
DESCRIPTION	AREA
1ST FLOOR	120 m ²
2ND FLOOR	175 m ²
3RD FLOOR	165 m ²
4TH FLOOR	165 m ²
5TH FLOOR	165 m ²
6TH FLOOR	155 m ²
7TH FLOOR	145 m ²
GROUND FLOOR	177 m ²
	1107 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
GROUND FLOOR			
RETAIL G.01	RETAIL G.01	AREA TBA	79 m ²
GROUND FLOOR			
RETAIL G.02	RETAIL G.02	AREA TBA	160 m ²
GROUND FLOOR			
GROUND FLOOR			239 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
1ST FLOOR			
APT TYPE A			
1ST FLOOR	APT TYPE A	3 BED, 2 BATH, STUDY	142 m ²
1ST FLOOR	APT TYPE A	BALCONY	35 m ²
			176 m ²
APT TYPE B			
1ST FLOOR	APT TYPE B	2 BED, 2 BATH, STUDY	105 m ²
1ST FLOOR	APT TYPE B	BALCONY	18 m ²
			123 m ²
APT TYPE C			
1ST FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
1ST FLOOR	APT TYPE C	BALCONY	21 m ²
			109 m ²
APT TYPE D			
1ST FLOOR	APT TYPE D	2 BED, 1 BATH	63 m ²
1ST FLOOR	APT TYPE D	BALCONY	24 m ²
			87 m ²
APT TYPE E			
1ST FLOOR	APT TYPE E	1 BED, 1 BATH	52 m ²
1ST FLOOR	APT TYPE E	BALCONY	24 m ²
			76 m ²
1ST FLOOR			572 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
2ND FLOOR			
APT TYPE A			
2ND FLOOR	APT TYPE A	3 BED, 2 BATH, STUDY	142 m ²
2ND FLOOR	APT TYPE A	BALCONY	33 m ²
			175 m ²
APT TYPE B			
2ND FLOOR	APT TYPE B	2 BED, 2 BATH, STUDY	105 m ²
2ND FLOOR	APT TYPE B	BALCONY	11 m ²
			116 m ²
APT TYPE C			
2ND FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
2ND FLOOR	APT TYPE C	BALCONY	14 m ²
			103 m ²
APT TYPE D			
2ND FLOOR	APT TYPE D	2 BED, 1 BATH	63 m ²
2ND FLOOR	APT TYPE D	BALCONY	14 m ²
			77 m ²
APT TYPE E			
2ND FLOOR	APT TYPE E	1 BED, 1 BATH	52 m ²
2ND FLOOR	APT TYPE E	BALCONY	14 m ²
			66 m ²
2ND FLOOR			526 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
3RD FLOOR			
APT TYPE A			
3RD FLOOR	APT TYPE A	3 BED, 2 BATH, STUDY	142 m ²
3RD FLOOR	APT TYPE A	BALCONY	23 m ²
			165 m ²
APT TYPE B			
3RD FLOOR	APT TYPE B	2 BED, 2 BATH, STUDY	105 m ²
3RD FLOOR	APT TYPE B	BALCONY	11 m ²
			116 m ²
APT TYPE C			
3RD FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
3RD FLOOR	APT TYPE C	BALCONY	14 m ²
			103 m ²
APT TYPE D			
3RD FLOOR	APT TYPE D	2 BED, 1 BATH	63 m ²
3RD FLOOR	APT TYPE D	BALCONY	14 m ²
			77 m ²
APT TYPE E			
3RD FLOOR	APT TYPE E	1 BED, 1 BATH	52 m ²
3RD FLOOR	APT TYPE E	BALCONY	14 m ²
			66 m ²
3RD FLOOR			526 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
4TH FLOOR			
APT TYPE A			
4TH FLOOR	APT TYPE A	3 BED, 2 BATH, STUDY	142 m ²
4TH FLOOR	APT TYPE A	BALCONY	23 m ²
			165 m ²
APT TYPE B			
4TH FLOOR	APT TYPE B	2 BED, 2 BATH, STUDY	105 m ²
4TH FLOOR	APT TYPE B	BALCONY	11 m ²
			116 m ²
APT TYPE C			
4TH FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
4TH FLOOR	APT TYPE C	BALCONY	14 m ²
			103 m ²
APT TYPE D			
4TH FLOOR	APT TYPE D	2 BED, 1 BATH	63 m ²
4TH FLOOR	APT TYPE D	BALCONY	14 m ²
			77 m ²
APT TYPE E			
4TH FLOOR	APT TYPE E	1 BED, 1 BATH	52 m ²
4TH FLOOR	APT TYPE E	BALCONY	14 m ²
			66 m ²
4TH FLOOR			526 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
5TH FLOOR			
APT TYPE A			
5TH FLOOR	APT TYPE A	3 BED, 2 BATH, STUDY	142 m ²
5TH FLOOR	APT TYPE A	BALCONY	23 m ²
			165 m ²
APT TYPE B			
5TH FLOOR	APT TYPE B	2 BED, 2 BATH, STUDY	105 m ²
5TH FLOOR	APT TYPE B	BALCONY	11 m ²
			116 m ²
APT TYPE C			
5TH FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
5TH FLOOR	APT TYPE C	BALCONY	14 m ²
			103 m ²
APT TYPE D			
5TH FLOOR	APT TYPE D	2 BED, 1 BATH	63 m ²
5TH FLOOR	APT TYPE D	BALCONY	14 m ²
			77 m ²
APT TYPE E			
5TH FLOOR	APT TYPE E	1 BED, 1 BATH	52 m ²
5TH FLOOR	APT TYPE E	BALCONY	14 m ²
			66 m ²
5TH FLOOR			526 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
6TH FLOOR			
PENTHOUSE NORTH			
6TH FLOOR	PENTHOUSE NORTH	3 BED, 2 BATH	135 m ²
6TH FLOOR	PENTHOUSE NORTH	BALCONY	91 m ²
			232 m ²
PENTHOUSE SOUTH			
6TH FLOOR	PENTHOUSE SOUTH	3 BED, 2 BATH	132 m ²
6TH FLOOR	PENTHOUSE SOUTH	BALCONY	192 m ²
			324 m ²
6TH FLOOR			3452 m ²

REVISIONS		
NO.	DATE	DESCRIPTION
PA1	20/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD

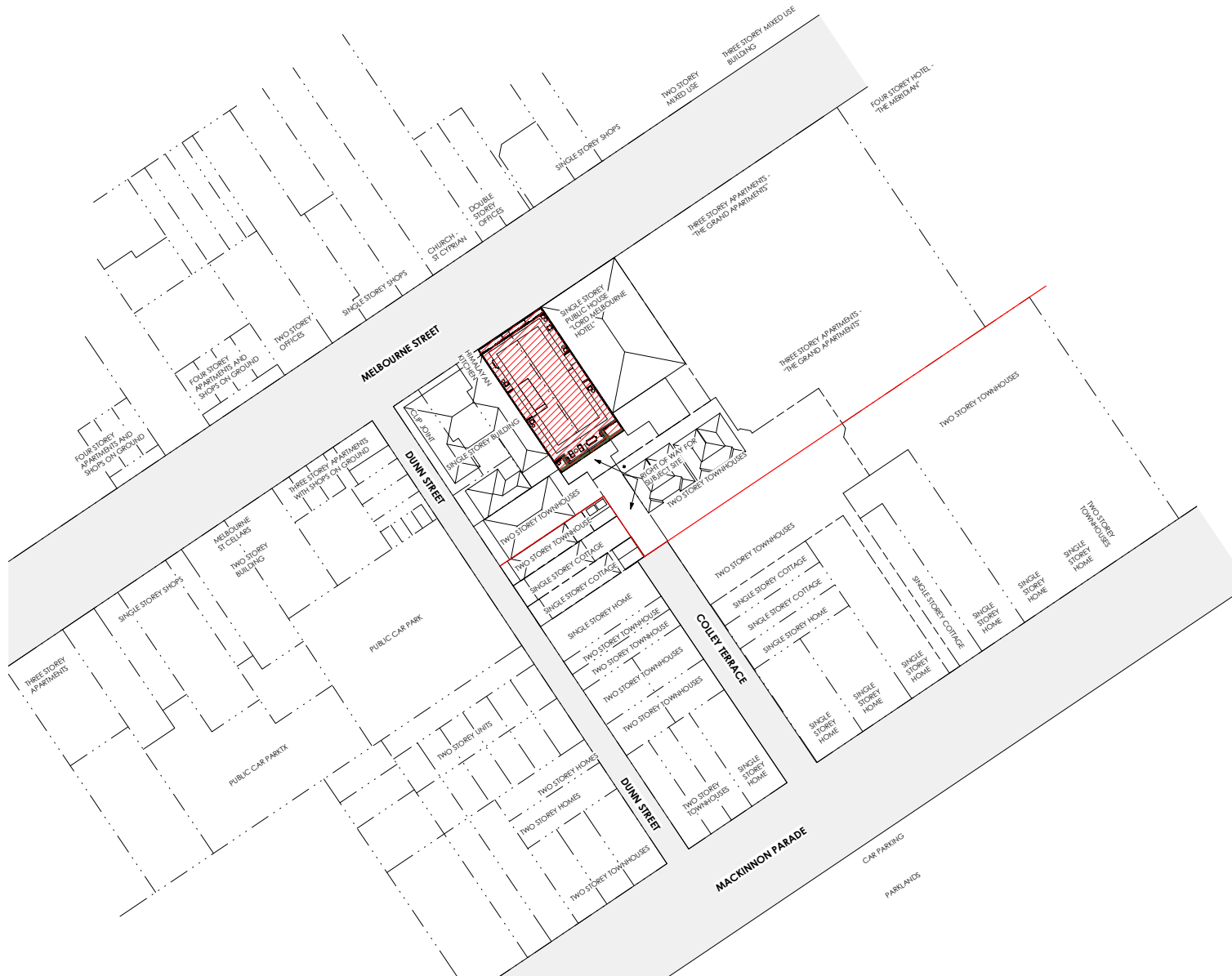


SHEET
COVER & DEVELOPMENT SUMMARY
PL.01

AUTHOR
GB
ISSUE
RESPONSE TO REFERRALS

19/03/2019
1808A16 69M5
NOT FOR CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO



REVISIONS		
NO.	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

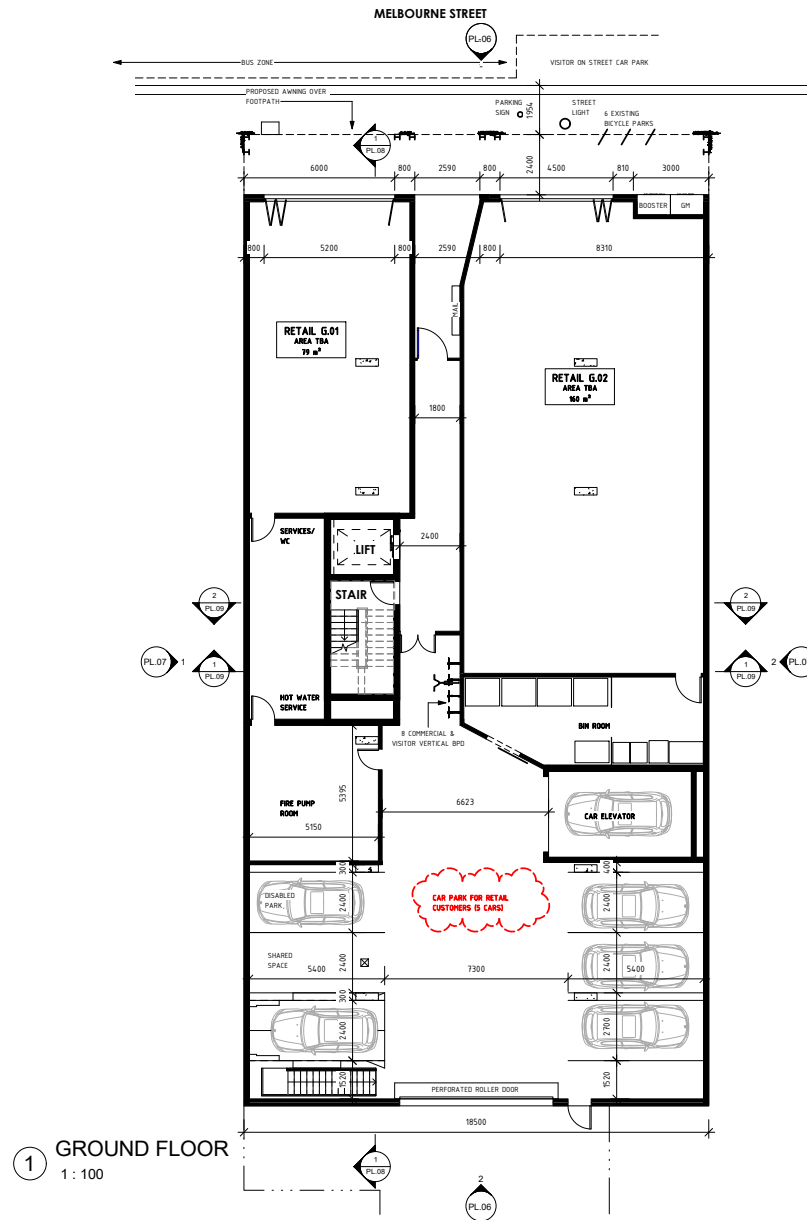
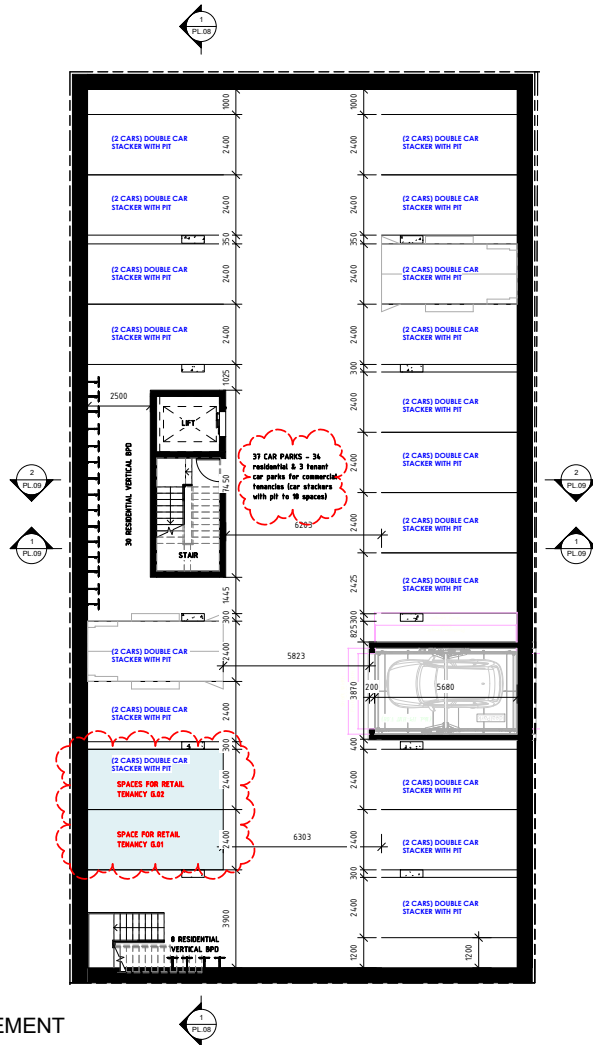
PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD
CITIFY **bfc**

SHEET
PROPOSED SITE &
CONTEXT
PL.02

AUTHOR
GB
19/03/2019
1808A16 69MS
ISSUE
RESPONSE TO REFERRALS
NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 30 300 300



REVISIONS	
NO.	DESCRIPTION
PA1	20/11/2018 ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019 RESPONSE TO REFERRALS
PA3	21/05/2019 CAR PARKING ALLOCATION ADJUSTMENT

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD

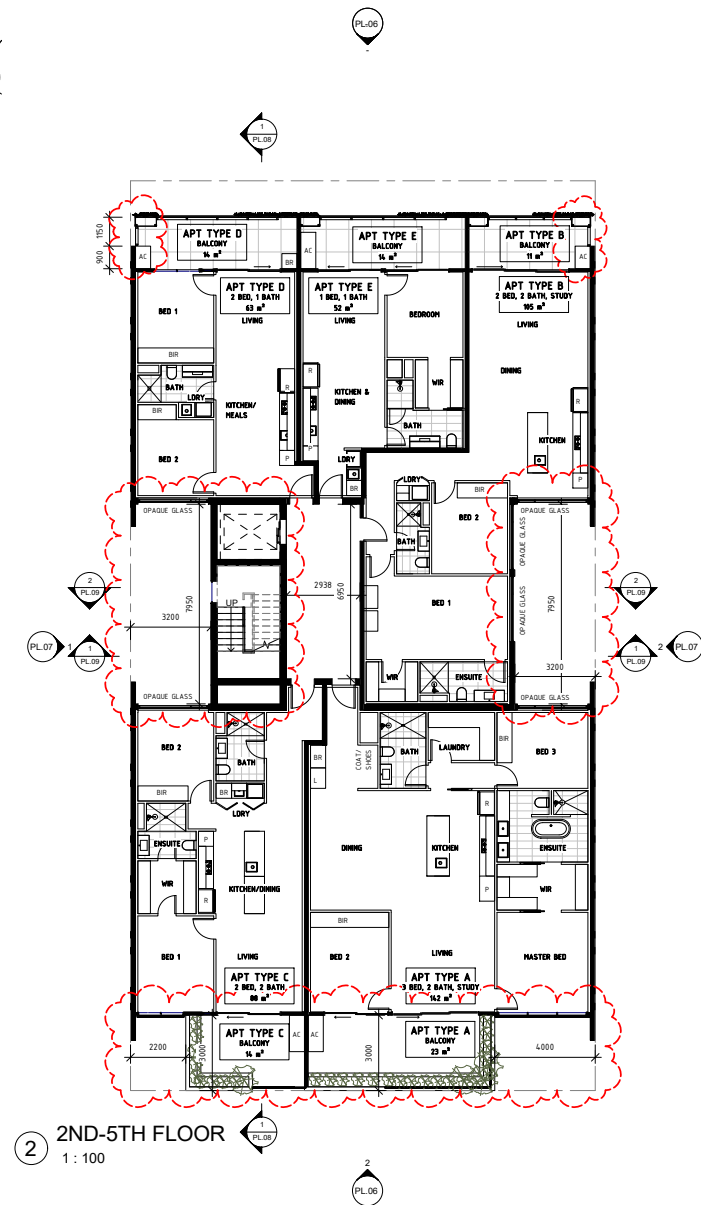
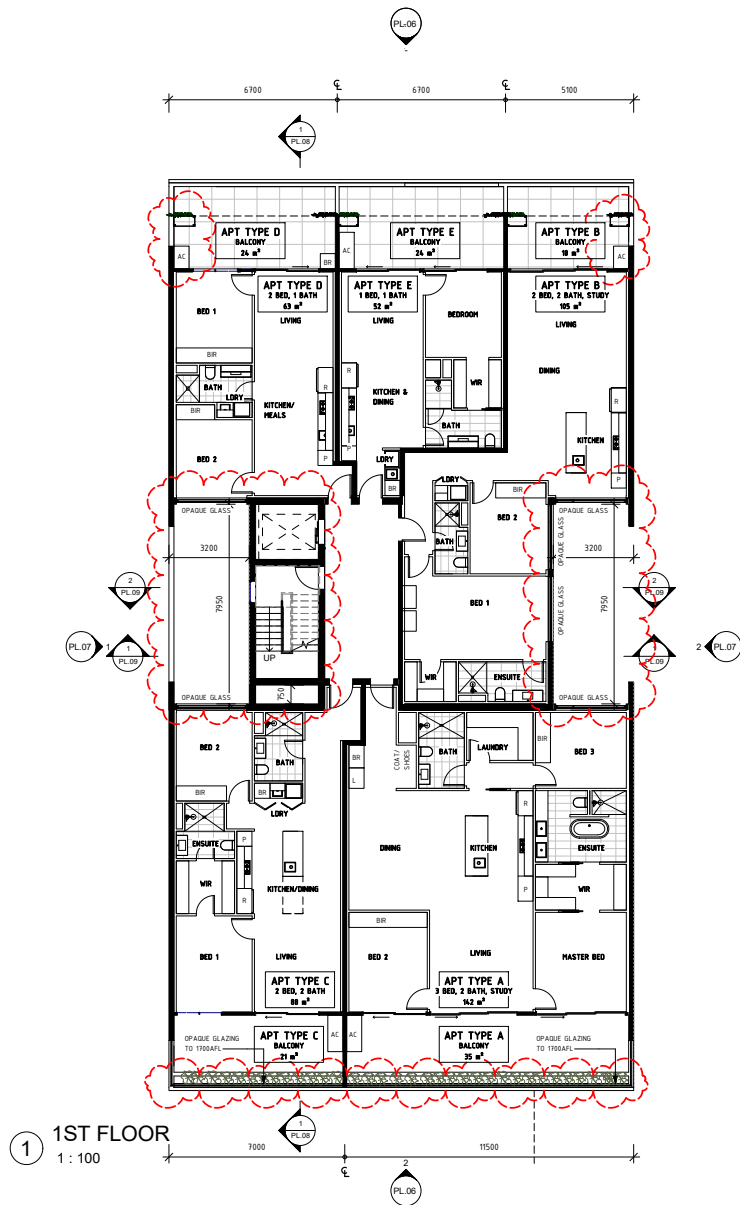


SHEET
FLOOR PLANS 01
PL.03

AUTHOR
GB
ISSUE
CAR PARKING
ALLOCATION
ADJUSTMENT

21/05/2019
1808A16 69MS
**NOT FOR
CONSTRUCTION**

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 39 393 393



REVISIONS			
NO.	DATE	DESCRIPTION	
PA1	04/11/2019	ISSUE FOR PLANNING APPROVAL	
PA2	19/03/2019	RESPONSE TO REFERRALS	

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD

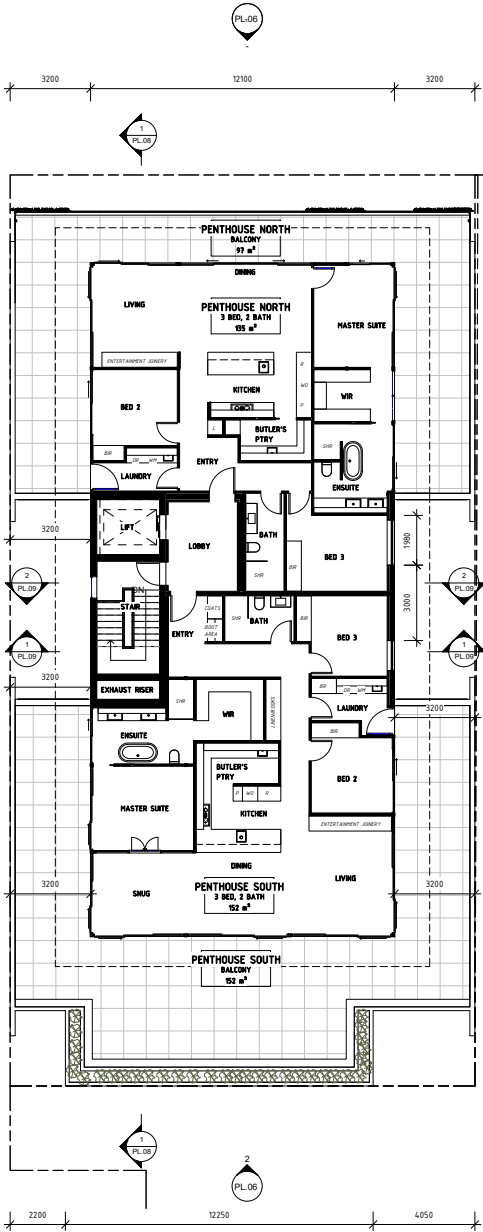


SHEET
FLOOR PLANS 02
PL.04

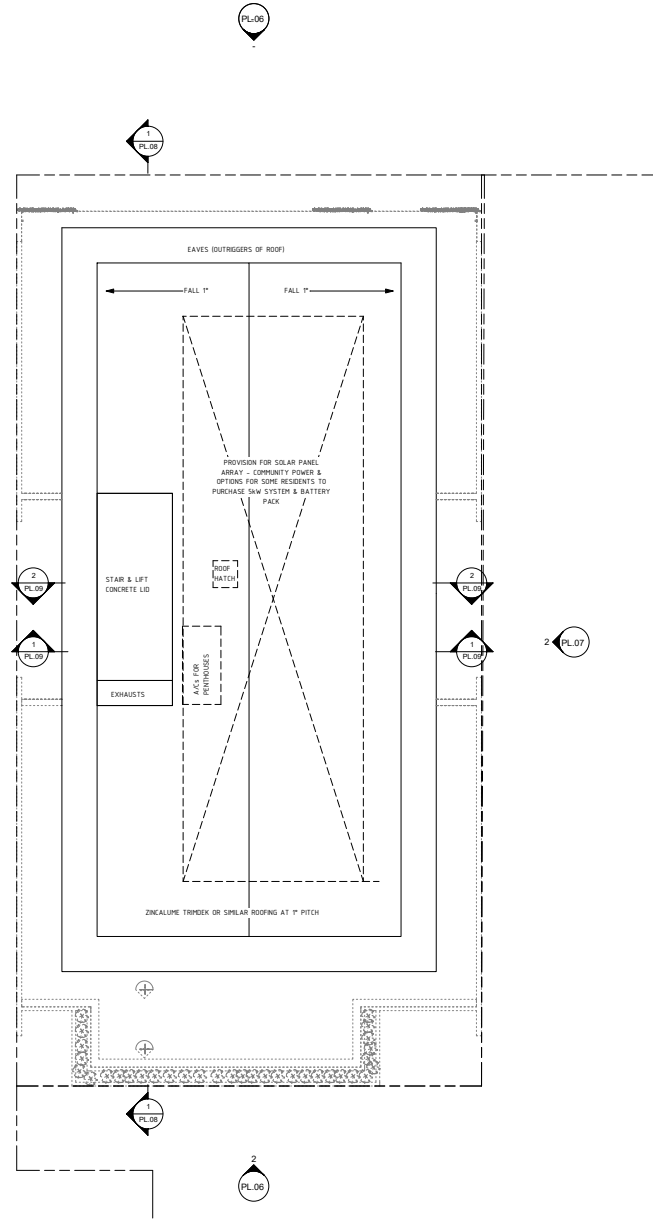
AUTHOR
GB
19/03/2019
180BA16 69MS
ISSUE
RESPONSE TO REFERRALS
NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 30 300 300 000

1 6TH FLOOR
1 : 100



2 ROOF
1 : 100



REVISIONS		
NO.	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

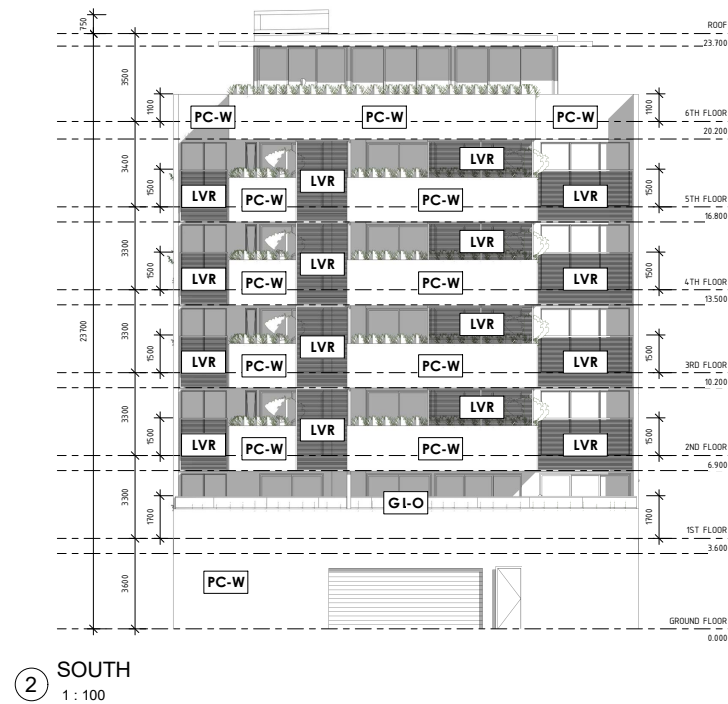
CLIENT
CITIFY & BFC PTY LTD
CITIFY **bfc**

SHEET
FLOOR PLANS 03
PL.05

AUTHOR
GB
19/03/2019
1808A16 69MS
ISSUE
RESPONSE TO REFERRALS
NOT FOR
CONSTRUCTION

GEMMA | **LEA**
DESIGN STUDIO
www.gemmaldea.com.au
gemma@gemmaldea.com.au
0800 30 300 000

WALL SCHEDULE	
KEYNOTE	DESCRIPTION
BV	Brick veneer podium - bagged recycled brickwork or similar
CFC	Prefinished CFC cladding in dark gray - express joint
CM	Thin link mesh cage on steel frame with planting as per LGS L-and-case documentation
GL	Black steel framed balustrade - clear glass
GL-O	Opaque glazed balustrade to 1100 AFL on first floor south facing balcony
PC-F	Precast concrete - feature wall - mural - concept by Art Goldhouse
PC-W	Precast concrete - titanium white oxide



REVISIONS		
NO.	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
49-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD



SHEET
ELEVATIONS 01
PL.06

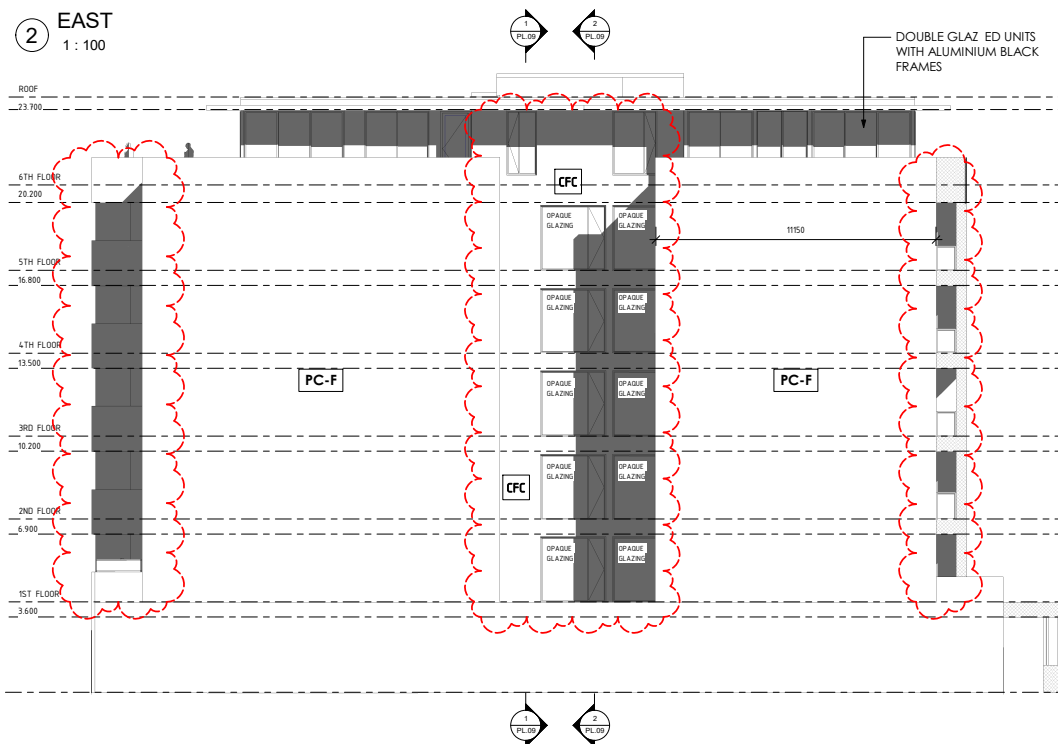
AUTHOR
GB
ISSUE
RESPONSE TO REFERRALS

19/03/2019
1808A16 69M5
NOT FOR
CONSTRUCTION

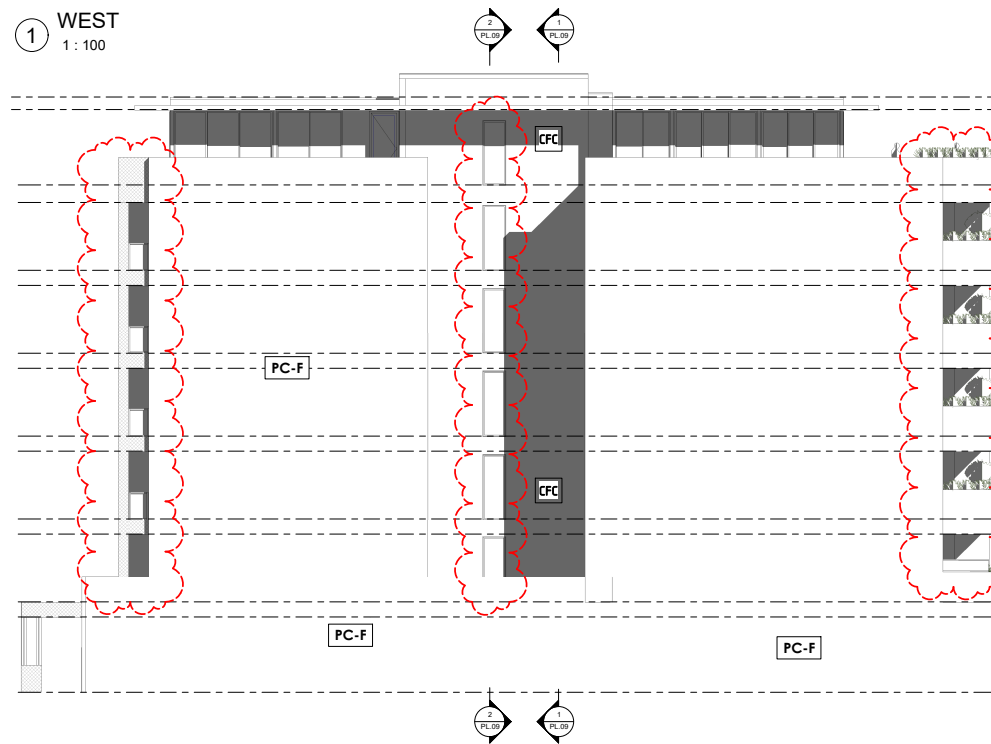
GEMMA | LEA
DESIGN STUDIO

WALL SCHEDULE	
KEYNOTE	DESCRIPTION
BU	Brick veneer podium - lagged recycled brickwork or similar
CFC	Prefinished CFC cladding in dark gray - egress joint
CM	Chain link mesh cage on steel frame with planting as per LES
	Landscape documentation
GL	Black steel framed balustrade - clear glass
GL-G	Opaque glazed balustrade to 1100 AFL on first floor south facing balcony
PC-F	Precast concrete - feature wall - mural - concept by Art Galleryhouse
PC-W	Precast concrete - titanium white oxide

2 EAST
1 : 100



1 WEST
1 : 100



REVISIONS	
NO.	DESCRIPTION
PA1	20/11/2018 ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019 RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD
www.citify.com.au
6461 30 300 393 038

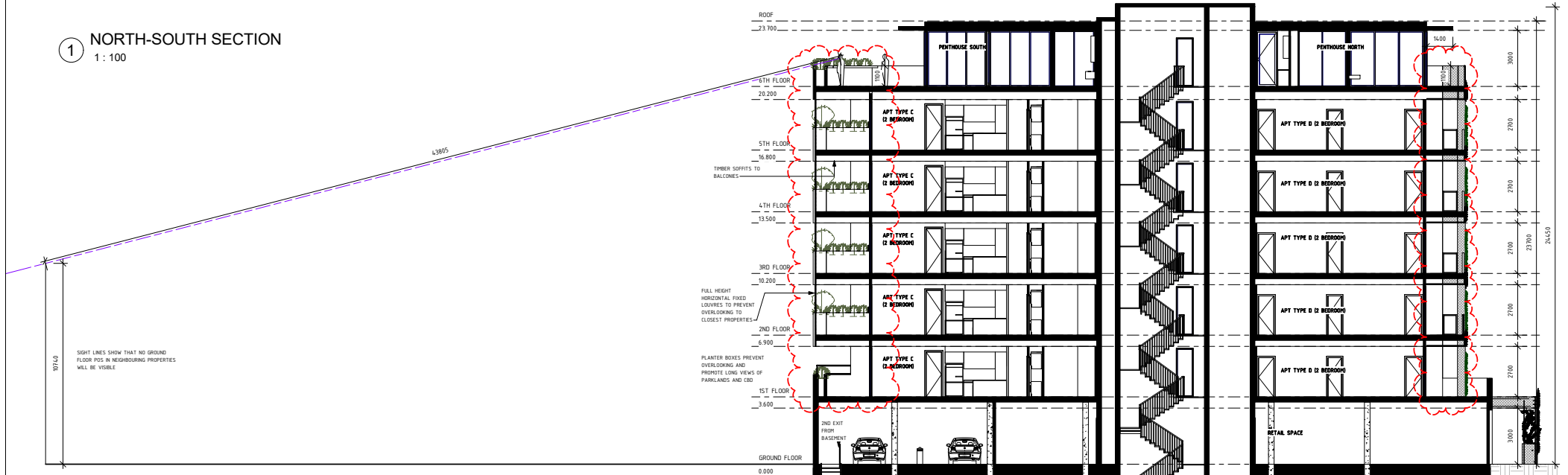


SHEET
ELEVATIONS 02
PL.07

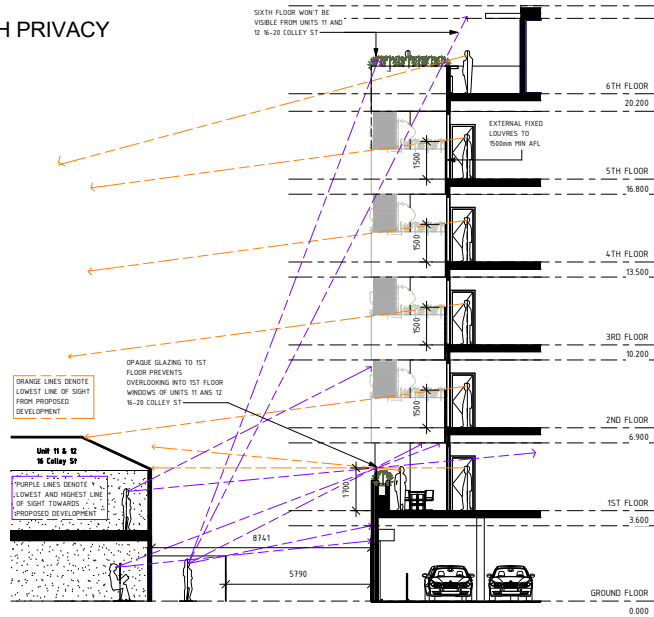
AUTHOR
GB
19/03/2019
1808A16 69MS
ISSUE
RESPONSE TO REFERRALS
NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO
www.gemmalea.com.au
gemma@gemmalea.com.au
6461 30 300 393 038

1 NORTH-SOUTH SECTION 1:100



2 NORTH-SOUTH PRIVACY SECTION 1:100



3 SOUTH FACING VIEWS 1:100



REVISIONS	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

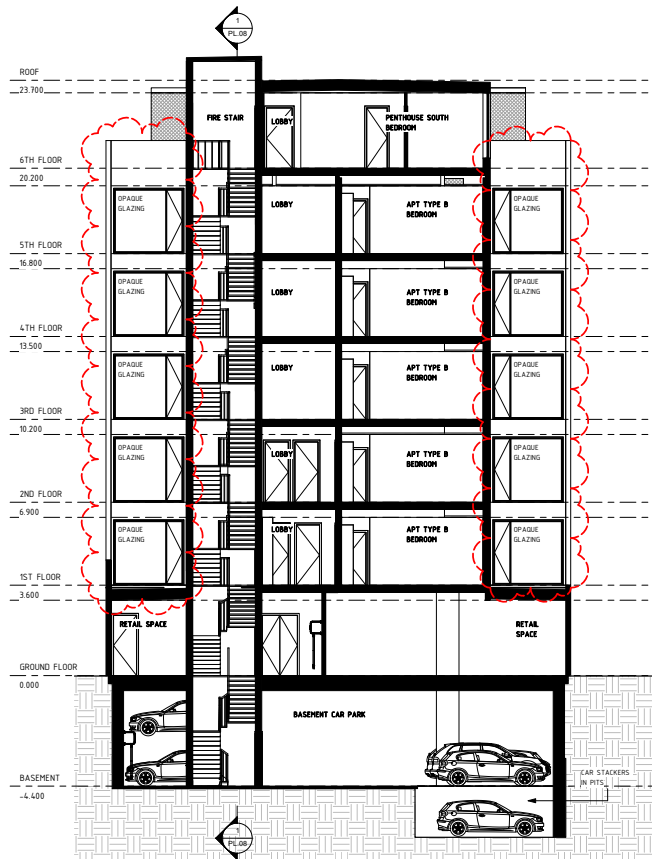
CLIENT
CITIFY & BFC PTY LTD



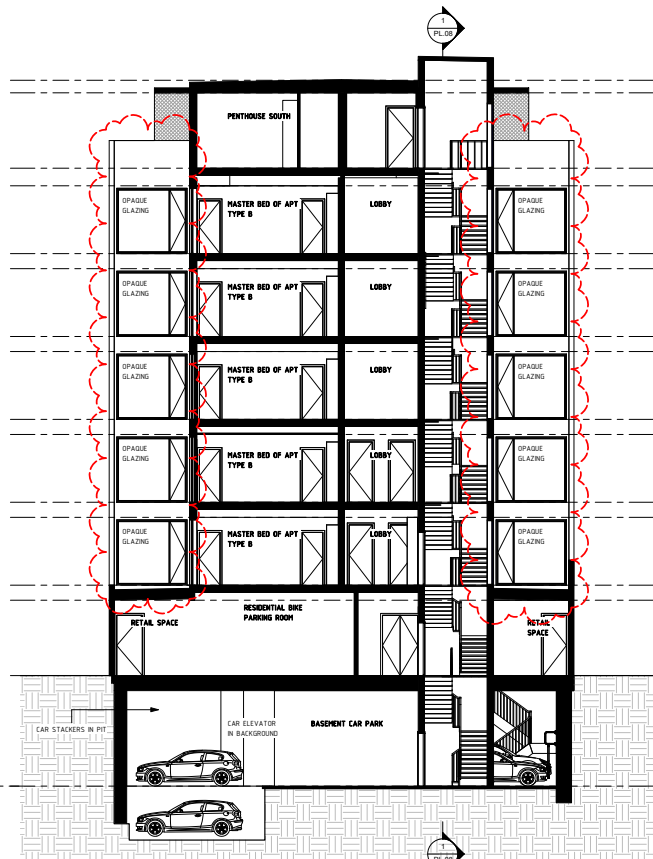
SHEET
DESIGN SECTION 01
PL.08

AUTHOR
GB
19/03/2019
1808A16 69M4S
ISSUE
RESPONSE TO REFERRALS
NOT FOR
CONSTRUCTION

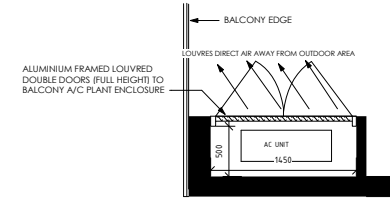
GEMMA | LEA
DESIGN STUDIO



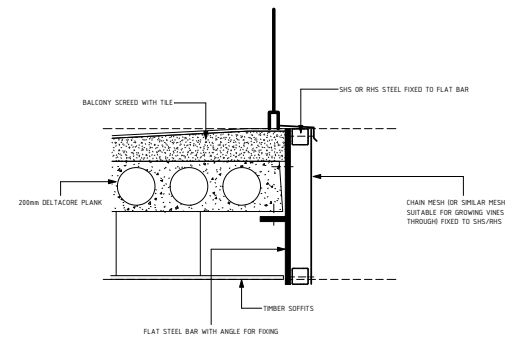
1 WEST-EAST SECTION
(FACING NORTH)
1:100



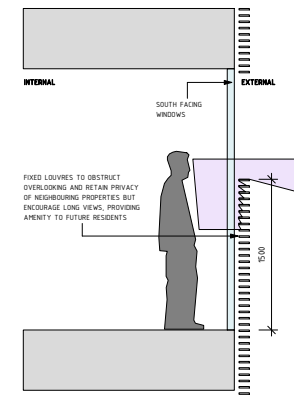
2 EAST-WEST SECTION
(FACING SOUTH)
1:100



3 TYPICAL AC ENCLOSURE
1:25



4 MESH BALCONY FRONT
1:10



5 PRIVACY SLATS TO SOUTH
1:25

REVISIONS	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

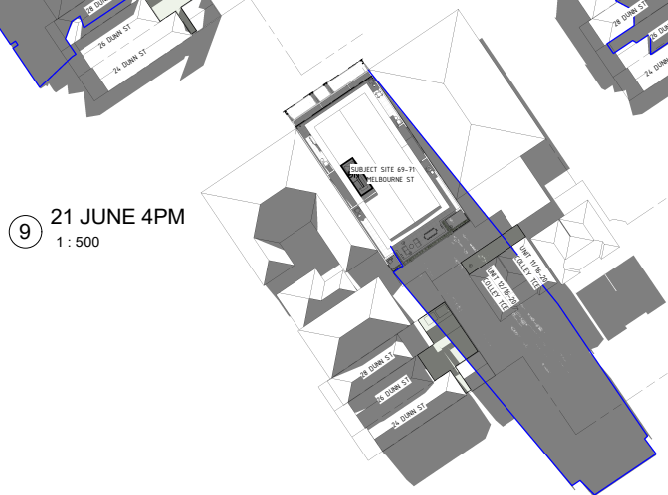
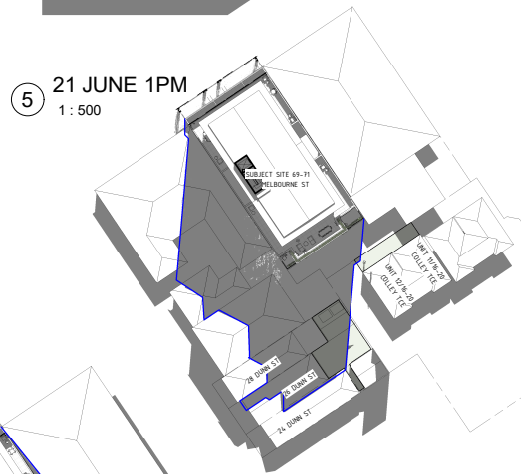
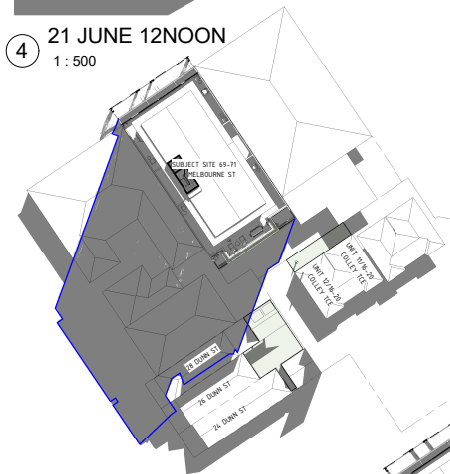
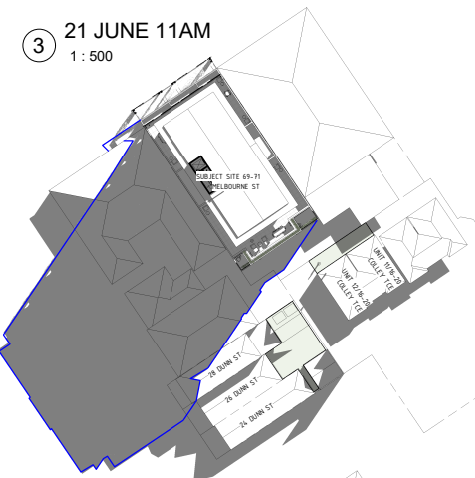
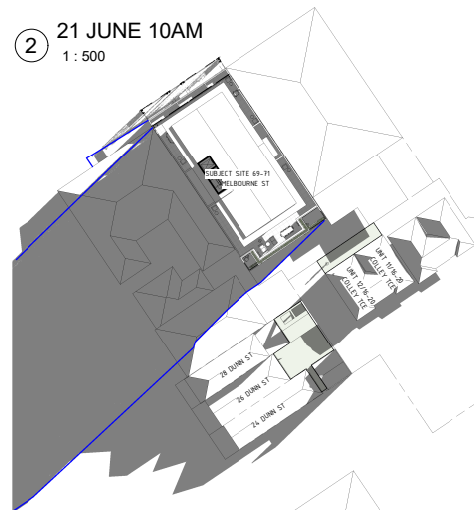
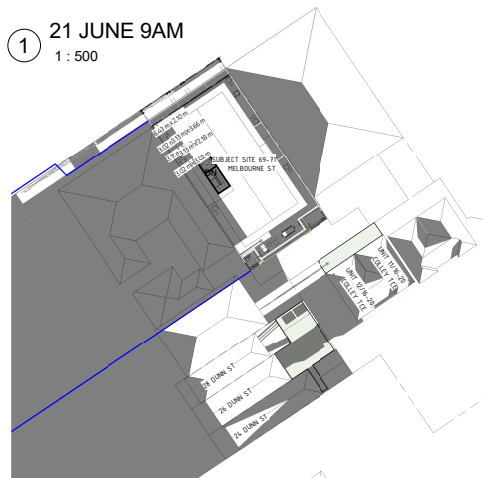
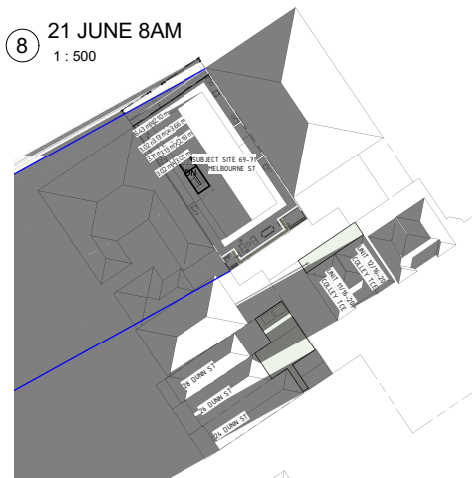
CLIENT
CITIFY & BFC PTY LTD



SHEET
DESIGN SECTION 02
PL.09

AUTHOR
GB
19/03/2019
1808A16 69MS
ISSUE
RESPONSE TO REFERRALS
NOT FOR CONSTRUCTION





OVERSHADOWING COMPLIES WITH ACC DEVELOPMENT PLAN
WINTER SOLSTICE - HOURS PROPOSED DEVELOPMENT DOES NOT OVERSHADOW NEIGHBORING PROPERTIES

	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	TOTAL	
28 DUNN ST	NS	NS	NS	NS	PS	OS	OS	OS	PS	4-5 HOURS NS (NOT IN SHADOW)	3-4 HOURS OS (IN SHADOW)
26 DUNN ST	NS	NS	NS	NS	NS	PS	OS	OS	PS	5-6 HOURS NS (NOT IN SHADOW)	2-3 HOURS OS (IN SHADOW)
24 DUNN ST	NS	NS	NS	NS	NS	NS	OS	OS	PS	6 HOURS NS (NOT IN SHADOW)	2-3 HOURS OS (IN SHADOW)
12/16-20 COLLEY ST	NS	NS	NS	NS	NS	NS	PS	OS	OS	7 HOURS NS (NOT IN SHADOW)	2-3 HOURS OS (IN SHADOW)
11/16-20 COLLEY ST	NS	NS	NS	NS	NS	NS	NS	NS	OS	8 HOURS NS (NOT IN SHADOW)	1 HOUR OS (IN SHADOW)

NS PROPOSED DEVELOPMENT DOES NOT PUT POS IN SHADOW
PS PROPOSED DEVELOPMENT PARTIALLY PUTS POS IN SHADOW
OS PROPOSED DEVELOPMENT PUTS POS IN SHADOW

REVISIONS	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD



SHEET
SHADOW DIAGRAMS

PL.10

AUTHOR
GB

ISSUE
RESPONSE TO REFERRALS

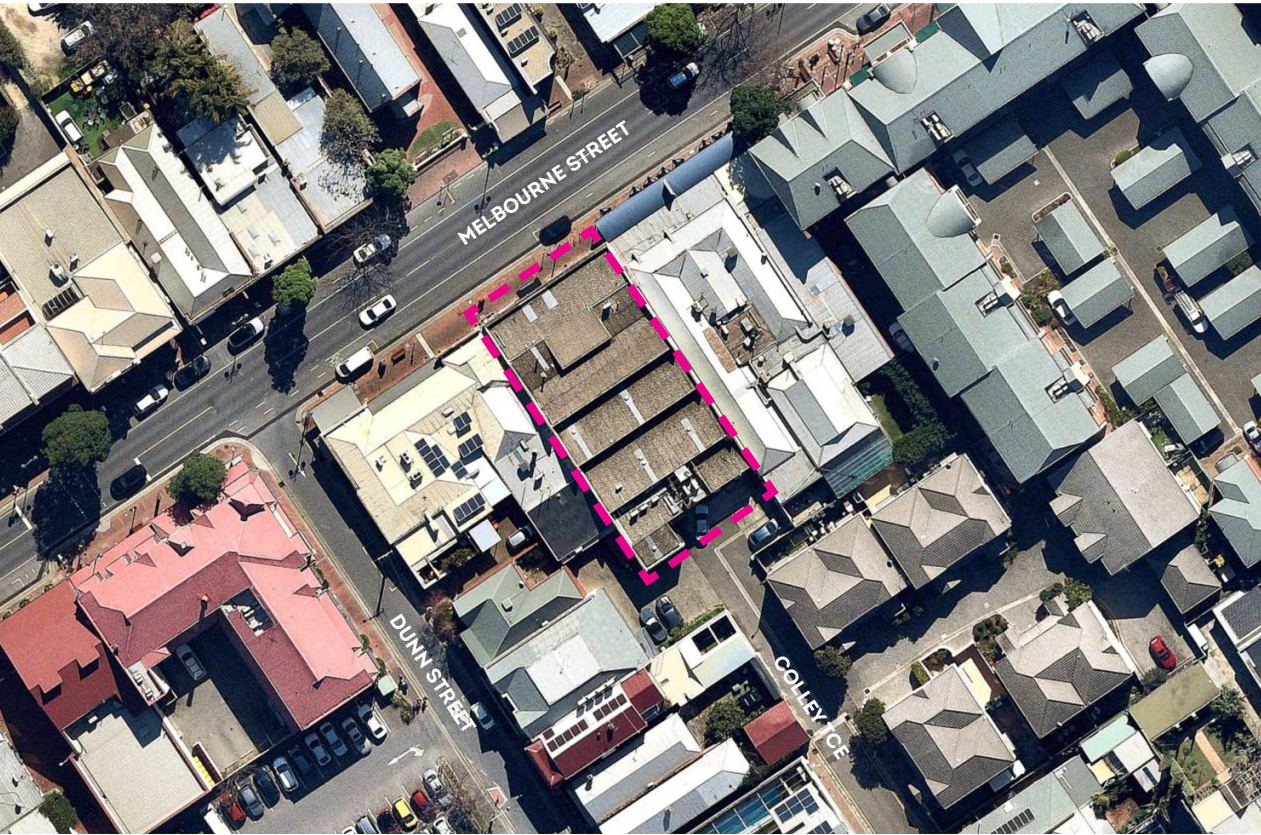
19/03/2019
1808A16 69MS

NOT FOR
CONSTRUCTION



CITIFY : 69-71 MELBOURNE STREET, ADELAIDE

PROJECT : MELBOURNE STREET DEVELOPMENT
CLIENT : CITIFY
DATE : 03.04.2019
REVISION : B



PLANTING SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZE	INDICATIVE SIZE (Height x Spread)
LOW/ MEDIUM SHRUBS + STRAPPYS				
Ag	Anigozanthos 'Gold Velvet'	Kangaroo Paw	140mm	600mm x 500mm
Dc	Daniella caerulea 'Silver Streak'	Silver Streak	140mm	500mm x 900mm
Dr	Daniella Revoluta	Flax Lily	140mm	500mm x 500mm
Dt	Daniella tasmanica 'Tas red'	Flax Lily	140mm	500mm x 500mm
Ls	Lomandra 'Seascape'	Matt rush	140mm	600mm x 700mm
Lp	Limonium perezii	Sea lavender	140mm	600mm x 600mm
Nm	Nandina Domestica 'Moonbay'	Heavenly Bamboo	140mm	600mm x 700mm
Wa	Westringia 'Aussie Box'	Coastal Rosemary	140mm	600mm x 900mm
Ws	Westringia fruticosa 'Smoke'	Coastal Rosemary	140mm	500mm x 900mm
FEATURE PLANT				
Zf	Zamia Furfuracea	Cardboard Palm	140mm	700mm x 900mm
CLIMBER/GROUNDCOVER				
Ad	Alternanthera dentata	Little Ruby	140mm	300mm x 600mm
Tj	Trachelospermum jasminoides	Star Jasmine	140mm	500mm x 2m
TREES				
La	Lagerstromia indica 'Sioux'	Crape Myrtle	45L	4.5m x 3m

LOCATION PLAN
NOT TO SCALE

DRAWING LIST

LS.007.18.001 - LEVEL 1 & LEVEL 6 - BALCONY LANDSCAPE PLAN
LS.007.18.002 - ELEVATIONS & ELEMENTS





LEVEL 1 TYPICAL BALCONY LANDSCAPE PLAN

SCALE 1:100 AT A1

PLANTING SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZE	INDICATIVE SIZE (Height x Spread)
LOW/ MEDIUM SHRUBS + STRAPPYS				
Dc	Dianella caerulea 'Silver Streak'	Silver Streak	140mm	500mm x 900mm
Dt	Dianella tasmanica 'Tas red'	Flax Lily	140mm	500mm x 500mm
Lp	Limonium perreii	Sea lavender	140mm	600mm x 600mm
Wa	Westringia 'Aussie Box'	Coastal Rosemary	140mm	600mm x 900mm
Ws	Westringia fruticosa 'Smoke'	Coastal Rosemary	140mm	500mm x 900mm
FEATURE PLANT				
Zf	Zamia Furfuracea	Cardboard Palm	140mm	700mm x 900mm
CLIMBER/GROUNDCOVER				
Tj	Trachelospermum jasminoides	Star Jasmine	140mm	500mm x 2m



LEVEL 6 PENTHOUSE BALCONY LANDSCAPE PLAN

SCALE 1:100 AT A1

PLANTING SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZE	INDICATIVE SIZE (Height x Spread)
LOW/ MEDIUM SHRUBS + STRAPPYS				
Ag	Angioanthos 'Gold Velvet'	Kangaroo Paw	140mm	600mm x 500mm
Ls	Lomandra 'Seascape'	Matt rush	140mm	600mm x 700mm
Wa	Westringia Aussie Box	Coastal Rosemary	140mm	600mm x 900mm
FEATURE PLANT				
Zf	Zamia Furfuracea	Cardboard Palm	140mm	700mm x 900mm
CLIMBER/GROUNDCOVER				
Ad	Alternanthera dentata	Little Ruby	140mm	300mm x 600mm
TREES				
La	Lagerstromia indica 'Sioux'	Crepe Myrtle	45L	4.5m x 3m



LCS LANDSCAPES
Defining Spaces

Project:
69-71 MELBOURNE STREET
ADELAIDE

Client:
JOEL WILKINSON
CITIFY GROUP
PO BOX 576 WELLAND SA 5007

Drawing:
LEVEL 1 & LEVEL 6
BALCONY LANDSCAPE PLAN

Scale: 1:100@ A1

Drawn: ME

Checked: SK

Date: 03/04/2019

Dwg no: LS.07718.001

Sheet: 2 OF 3

Rev: B

This drawing is copyright and remains the exclusive property of LCS Landscapes. All rights reserved. Reproduction or use without written permission is prohibited.

3 Crossed Road Longueville NSW 2108
PO Box 504 Longueville NSW 2108
Tel: 02 951 9299
Fax: 02 951 9344
www.lcslandscapes.com.au
www.lcslandscapes.com.au

Landscape Construction Services Pty.
Bulimba Queensland 4225 (07) 5511 1888



NORTHERN ELEVATION (MELBOURNE STREET)

SCALE 1:100 AT A1

PLANTING SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZE	INDICATIVE SIZE (Height x Spread)
LOW/ MEDIUM SHRUBS + STRAPPYS				
Ag	Anigozanthos 'Gold Velvet'	Kangaroo Paw	140mm	600mm x 500mm
Dc	Dianella caerulea 'Silver Streak'	Silver Streak	140mm	500mm x 900mm
Dr	Dianella Revoluta	Flax Lily	140mm	500mm x 500mm
Dt	Dianella tasmanica 'Tas red'	Flax Lily	140mm	500mm x 500mm
Ls	Lomandra 'Seascape'	Matt rush	140mm	600mm x 700mm
Lp	Limonium perezii	Sea lavender	140mm	600mm x 600mm
Nm	Nandina domestica 'Moonbay'	Heavenly Bamboo	140mm	600mm x 700mm
Wa	Westringia 'Aussie Box'	Coastal Rosemary	140mm	600mm x 900mm
Ws	Westringia fruticosa 'Smoke'	Coastal Rosemary	140mm	500mm x 900mm
FEATURE PLANT				
Zf	Zamia Furfuracea	Cardboard Palm	140mm	700mm x 900mm
CLIMBER/GROUNDCOVER				
Ad	Alternanthera dentata	Little Ruby	140mm	300mm x 600mm
Tj	Trachelospermum jasminoides	Star Jasmine	140mm	500mm x 2m
TREES				
La	Lagerstromia indica 'Sioux'	Crepe Myrtle	45L	4.5m x 3m

ELEMENTS



SOUTHERN ELEVATION

SCALE 1:100 AT A1



TENSILE WEBNET MESH SECURED TO BUILDING FACADE



FEATURE CLIMBER TRACHELOSPERMUM JASMINOIDES



WESTRINGIA AUSSIE BOX



ZAMIA FURFURACEA



DIANELLA REVOLUTA



WESTRINGIA FRUTICOSA 'SMOKE'



ALTERNANTHERA DENTATA



NANDINA DOMESTICA




FEATURE TREE LAGERSTROMIA INDICA 'SIOUX'



LIMONIUM PEREZII



GRC PLANTERS



LCS LANDSCAPES

Defining Spaces

Project:
69-71 MELBOURNE STREET
ADELAIDE

Client:
JOEL WILKINSON
CITYFURY GROUP
PO BOX 576 WELLAND SA 5007

Drawing:
LEVEL 1 & LEVEL 6
BALCONY LANDSCAPE PLAN

Scale: 1:100@ A1

Drawn: KE

Checked: SK

Date: 03/04/2019

Dwg no: LS.07718.002

Sheet: 3 OF 3

Rev: B

This drawing is copyright and remains the exclusive property of LCS Landscapes. All rights reserved. Reproduction or use without written permission is prohibited.

3 Crowded Road Long Horne SA 5038
PO Box 504 Port Adelaide SA 5007
Tel: 08 8357 9999
Fax: 08 8357 9104
www.lcslandscapes.com.au

Landscape Construction Services Pty.
Builder Licence: B12207671 - 0886 58 922 925 180

DEVELOPMENT APPLICATION FORM

AUTHORITY: THE STATE COMMISSION ASSESSMENT PANEL

APPLICANT: CITIFY PTY LTD AND BFC PTY LTD

Postal Address: C / – FUTURE URBAN PTY LTD
GPO BOX 2403, ADELAIDE, SOUTH AUSTRALIA, 5001

OWNER: GAMI FAMILY PTY LTD

Postal Address: PO BOX 971
KENSINGTON GARDENS, SOUTH AUSTRALIA, 5068

BUILDER: TO BE CONFIRMED

Postal Address: _____
 Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION:

Name: MR FABIAN BARONE
 Telephone: (08) 8221 5511
 Email: FABIAN@FUTUREURBANGROUP.COM
 Mobile: 0423 490 724

EXISTING USE:

BOUTIQUE FITNESS AND PILATES STUDIO

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

	Decision	Fees	Receipt No	Date
Planning:	YES			
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT:

DEMOLISH THE EXISTING FITNESS AND PILATES STUDIO, AND CONSTRUCT A SEVEN STOREY, MIXED USE BUILDING CONTAINING TWO RETAIL TENANCIES, FIVE, ONE BEDROOM DWELLINGS, 10, TWO BEDROOM DWELLINGS AND 12, THREE BEDROOM DWELLINGS

LOCATION OF PROPOSED DEVELOPMENT:

House No: 69 – 71 Lot No: 92 Road: MELBOURNE STREET Town/Suburb: NORTH ADELAIDE

Section No (full/part): _____ Hundred: YATALA Volume: 5301 Folio: 449

House No: _____ Lot No: 94 Road: MELBOURNE STREET Town/Suburb: NORTH ADELAIDE

Section No (full/part): _____ Hundred: YATALA Volume: 5301 Folio: 200

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?

YES: ☐ NO: ☒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?

YES: ☐ NO: ☒

DEVELOPMENT COST (Do not include any fit-out costs): \$12,000,000

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

SIGNATURE:



Dated: 24 NOVEMBER 2018

ON BEHALF OF CITIFY PTY LTD AND BFC PTY LTD

DEVELOPMENT REGULATIONS 2008

Form of Declaration

(Schedule 5, Clause 2A)

To: The State Commission Assessment Panel

From: Citify Pty Ltd and BFC Pty Ltd

Date of Application: Saturday, 24 November 2018

Location of Proposed Development:

House Number:	69 - 71	Lot Number:	92
Road:	Melbourne Street	Town/Suburb:	North Adelaide
Section No (full/part):		Hundred:	Yatala
Volume:	5301	Folio:	449

House Number:	69 - 71	Lot Number:	94
Road:	Melbourne Street	Town/Suburb:	North Adelaide
Section No (full/part):		Hundred:	Yatala
Volume:	5301	Folio:	200

Nature of Proposed Development:

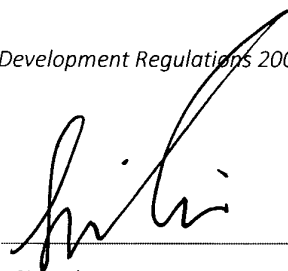
Demolish the existing fitness and pilates studio, and construct a seven storey, mixed use building containing two retail tenancies, five, one bedroom dwellings, 10, two bedroom dwellings and 12, three bedroom dwellings.

I, Joel Wilkinson, in my capacity as a representative of the Applicants, declare that the proposed development involves the construction of a building which would, if constructed in accordance with the accompanying drawings, not be contrary to the regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.

I make this declaration under Clause 2A(1) of Schedule 5 of the *Development Regulations 2008*.

Saturday, 24 November 2018

Date


Signed



PLANNING REPORT

SEVEN STOREY, MIXED USE BUILDING CONTAINING TWO RETAIL TENANCIES AND 27 DWELLINGS

69 – 71 MELBOURNE STREET, NORTH ADELAIDE

Prepared for:
Citify Pty Ltd and BFC Pty Ltd

Date:
24.11.2018



© Future Urban Pty Ltd, 2018

Proprietary Information Statement

The information contained in this document produced by Future Urban Pty Ltd is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and Future Urban Pty Ltd undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Future Urban Pty Ltd.

Document Control

Revision	Description	Author	Date
V1	DRAFT	FAB	23/11/2018
V2	FINAL	FAB	24/11/2018



CONTENTS

1.	INTRODUCTION	1
2.	THE SITE	2
3.	THE LOCALITY	3
4.	THE PROPOSAL	4
4.1	Design Philosophy	4
4.2	Demolition	4
4.3	Orientation	4
4.4	Siting	4
4.5	Land Use Mix	4
4.6	Basement	5
4.7	Ground Floor Level	5
4.8	First Floor Level	5
4.9	Second Floor Level	6
4.10	Third Floor Level	7
4.11	Fourth Floor Level	7
4.12	Fifth Floor Level	8
4.13	Sixth Floor Level	9
4.14	Floor to Ceiling Heights	9
4.15	Building Height	10
4.16	External Materials	10
4.17	Access	10
4.18	Bicycle Parking	10
4.19	Car Parking	10
4.20	Stormwater	11
4.21	Waste	11
4.22	Landscaping	11
4.23	Letter Box	11
4.24	Services	12
4.25	Encroachments	12
4.26	Environmental Sustainability	12
4.27	Staging	12
5.	PROCEDURAL MATTERS	13
5.1	The Relevant Authority	13
5.2	The Relevant Development Plan	13
5.3	Form of Development	13
5.4	Category of Development	13
6.	ASSESSMENT	14
6.1	Land Use Mix	14
6.2	Affordable Housing	14
6.3	Siting	14
6.4	Building Height	15
6.5	Internal Floor Areas	17
6.6	Domestic Storage Spaces	17
6.7	Private Open Spaces	18
6.8	Natural Light and Ventilation	19
6.9	External Outlook	20

6.10	External Appearance	20
6.11	Noise	21
6.12	Overlooking	21
6.13	Overshadowing	22
6.14	Access	22
6.15	Bicycle Parking	23
6.16	Car Parking	23
6.17	Traffic	24
6.18	Stormwater	24
6.19	Waste	25
6.20	Wind	25
6.21	Energy Efficiency	25
6.22	Passive Surveillance	26
6.23	Landscaped Open Space	26
6.24	Letter Boxes	26
7.	CONCLUSION	27

APPENDICES

APPENDIX 1.	COMPENDIUM OF DRAWINGS	29
APPENDIX 2.	DETAILED LANDSCAPING PLANS	30
APPENDIX 3.	DESIGN REPORT	31
APPENDIX 4.	FEASIBILITY ESTIMATE REPORT	32
APPENDIX 5.	LEGAL OPINION	33
APPENDIX 6.	TRAFFIC AND PARKING REPORT	34
APPENDIX 7.	PRELIMINARY STORMWATER ASSESSMENT	35
APPENDIX 8.	WASTE MANAGEMENT PLAN	36

1. INTRODUCTION

This planning report relates to a proposal by Citify Pty Ltd ('Citify') and BFC Pty Ltd ('BFC') to demolish the existing fitness and pilates studio at 69 – 71 Melbourne Street, North Adelaide ('the site') and to subsequently construct a seven storey, mixed use building ('the proposed building') on the site.

The proposed building has been designed to accommodate two retail tenancies on the ground floor level and 27 dwellings across the first, second, third, fourth, fifth and sixth floor levels, including five, one bedroom dwellings, 10, two bedroom dwellings and 12, three bedroom dwellings.

In preparing this planning report, we have:

- inspected the site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Adelaide (City) Development Plan ('the Development Plan');
- examined the compendium of drawings at Appendix 1 and the detailed landscaping plans at Appendix 2;
- had regard to the design report at Appendix 3, the feasibility estimate report at Appendix 4, the legal opinion at Appendix 5, the traffic and parking report at Appendix 6, the findings of the preliminary stormwater assessment at Appendix 7 and the waste management plan at Appendix 8; and
- met, and discussed the proposal at considerable length, with Mr Matthew Field, the City of Adelaide's Acting Principal Planner.

This planning report contains, amongst other things, our description of the site, its immediate surroundings and the proposal, as well as our assessment of the proposal.



2. THE SITE

The site is on the south-eastern side of Melbourne Street, between Arthur Street to the north-east and Dunn Street to the south-west.

The site consists of two contiguous allotments which combine to produce a rectangular holding with a frontage of 18.3 metres to Melbourne Street, a uniform depth of 36.3 metres and an area of 664.3 square metres or thereabouts.

The site is presently anchored by a single storey building which extends to all four boundaries of the site and is used to run scheduled pilates classes by a company known as 'Club Rhythm'.

The existing building is not heritage listed.

The informal car park at the south-eastern end of the site is accessible via an existing free and unrestricted right of way over privately owned land which connects into the north-western end of Colley Street.

As an aside, it should be noted that there are no registered easements or encumbrances which could impede or avert the proposal altogether, and that there are no regulated or significant trees on or near the site.

3. THE LOCALITY

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

- the site is flanked on its north-eastern side by the Lord Melbourne Hotel;
- the south-eastern (rear) boundary of the site is physically separated from the North Adelaide Historic (Conservation) Zone by two privately owned allotments, and from the nearest residences on Colley Street by a common driveway;
- the site is flanked on its south-western side by the Himalayan Kitchen;
- St Cyprian's Anglican Church is listed as a state heritage place and located directly opposite the site, on the north-western side of Melbourne Street;
- there is a three storey apartment complex approximately 22 metres to the north-east of the site and a four storey apartment complex approximately 90 metres to the north-east of the site;
- there is a three storey mixed use building on the south-western corner of the T – junction between Dunn and Melbourne Streets;
- there is a four storey mixed use building on the north-eastern corner of the T – junction between West Pallant and Melbourne Streets;
- cars are permitted to be parked parallel to the kerb on the south-eastern side of Melbourne Street for up to, but not exceeding, one hour at a time between the hours of 9:00 am and 5:30 pm on weekdays, and between the hours of 9:00 am and 12:00 pm on Saturdays (outside of these times, no further parking restrictions apply); and
- there are two bus stops within 20 metres of the site, one of which is located directly in front (on the north-western side) of the site.

The site, in relation to its immediate surroundings, is captured within Figure 3.1 below.

Figure 3.1: The Locality



4. THE PROPOSAL

Citify and BFC seek development plan consent ('consent') from the State Commission Assessment Panel ('the Panel') to demolish the existing building on the site, and to subsequently replace it with a seven storey, mixed use building.

The proposal is depicted across the compendium of drawings at Appendix 1.

It is also summarised below.

4.1 Design Philosophy

The philosophy behind the design of the proposed building is captured within the report at Appendix 3.

4.2 Demolition

In order for the proposal to progress, the existing building will need to be demolished in its entirety.

Given that this building falls within the boundaries of the Corporation of the City of Adelaide, Citify and BFC require and, therefore, seek consent from the Panel as part of this development application to lawfully undertake this activity.

4.3 Orientation

The proposed building will be orientated to Melbourne Street.

4.4 Siting

The ground floor level of the proposed building will abut all four boundaries of the site.

The first floor level of the proposed building will be set back 3.5 metres from the north-western (front) boundary, between 0.0 and 3.6 metres from the north-eastern (side) boundary, between 0.0 and 2.7 metres from the south-eastern (rear) boundary, and between 0.0 and 2.2 metres from the south-western (side) boundary.

The second, third, fourth and fifth floor levels of the proposed building will be set back between 3.5 and 4.1 metres from the north-western (front) boundary, between 0.0 and 3.6 metres from the north-eastern (side) boundary, between 0.0 and 2.7 metres from the south-eastern (rear) boundary, and between 0.0 and 2.2 metres from the south-western (side) boundary.

The sixth floor level of the proposed building will be set back 3.5 metres from the north-western (front) boundary, between 3.0 and 3.6 metres from the north-eastern (side) boundary, 5.9 metres from the south-eastern (rear) boundary, and between 2.2 and 3.0 metres from the south-western (side) boundary.

4.5 Land Use Mix

The proposed building has been designed to accommodate two retail tenancies and 27 dwellings.

Both of the retail tenancies are properly described, in land use terms, as a 'shop' and will be located on the ground floor level of the proposed building.

The first, second, third, fourth and fifth floor levels of the proposed building will each contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings. These floor levels will also have an identical layout.

The sixth floor level of the proposed building will contain two, three bedroom dwellings.

4.6 Basement

The basement within the proposed building will contain:

- 37 car parking spaces which will be line marked and set aside exclusively for the prospective residents of the proposed building;
- an elevator which has been designed to transport cars back and forth between the basement and the ground floor level of the proposed building; and
- a lift shaft, staircase and stairwell.

4.7 Ground Floor Level

The ground floor level of the proposed building will contain:

- two retail tenancies (these Tenancies are depicted as G.01 and G.02 on the ground floor plan at Appendix 1, and will have a gross leasable floor area of 94 square metres and 139 square metres respectively);
- a bin enclosure which has been designed to accommodate two, 1,100 litre bins for putrescibles, two, 1,100 litre bins for recyclables and three, 240 litre bins for organics;
- a secure room which will be available to the prospective residents of the proposed building and capable of accommodating up to, but not exceeding, 32 bicycles at any one time;
- a wall-mounted device which will be available to the prospective tenants and the prospective residents' guests, and capable of accommodating up to, but not exceeding, eight bicycles at any one time;
- five car parking spaces (two of these spaces will be assigned to the three bedroom dwellings on the sixth floor level of the proposed building, and three of these spaces will be shared between the prospective tenants and the prospective residents' guests);
- an elevator which has been designed to transport cars back and forth between the basement and the ground floor level of the proposed building;
- two separate rooms, one for the fire pump and one for the proposed building's services); and
- a lift shaft, staircase and stairwell.

4.8 First Floor Level

The first floor level of the proposed building will contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings.

The composition of each dwelling is set out in Table 4.1 overleaf.

Table 4.1: Dwelling Composition on the First Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
1 A	Three	135 square metres	25 cubic metres	19 square metres	One space
1 B	Three	121 square metres	29 cubic metres	22 square metres	Two spaces
1 C	Two	88 square metres	20 cubic metres	20 square metres	One space
1 D	Two	78 square metres	17 cubic metres	23 square metres	One space
1 E	One	60 square metres	16 cubic metres	20 square metres	One space

4.9 Second Floor Level

The second floor level of the proposed building will contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings.

The composition of each dwelling is set out in Table 4.2 below.

Table 4.2: Dwelling Composition on the Second Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
2 A	Three	135 square metres	25 cubic metres	19 square metres	One space
2 B	Three	117 square metres	29 cubic metres	16 square metres	Two spaces
2 C	Two	88 square metres	20 cubic metres	20 square metres	One space

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
2 D	Two	78 square metres	17 cubic metres	14 square metres	One space
2 E	One	60 square metres	16 cubic metres	11 square metres	One space

4.10 Third Floor Level

The third floor level of the proposed building will contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings.

The composition of each dwelling is set out in Table 4.3 below.

Table 4.3: Dwelling Composition on the Third Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
3 A	Three	135 square metres	25 cubic metres	19 square metres	One space
3 B	Three	117 square metres	29 cubic metres	16 square metres	Two spaces
3 C	Two	88 square metres	20 cubic metres	20 square metres	One space
3 D	Two	78 square metres	17 cubic metres	14 square metres	One space
3 E	One	60 square metres	16 cubic metres	11 square metres	One space

4.11 Fourth Floor Level

The fourth floor level of the proposed building will contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings.

The composition of each dwelling is set out in Table 4.4 overleaf.

Table 4.4: Dwelling Composition on the Fourth Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
4 A	Three	135 square metres	25 cubic metres	19 square metres	One space
4 B	Three	117 square metres	29 cubic metres	16 square metres	Two spaces
4 C	Two	88 square metres	20 cubic metres	20 square metres	One space
4 D	Two	78 square metres	17 cubic metres	14 square metres	One space
4 E	One	60 square metres	16 cubic metres	11 square metres	One space

4.12 Fifth Floor Level

The fifth floor level of the proposed building will contain five dwellings, including one, one bedroom dwelling, two, two bedroom dwellings and two, three bedroom dwellings.

The composition of each dwelling is set out in Table 4.5 below.

Table 4.5: Dwelling Composition on the Fifth Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
5 A	Three	135 square metres	25 cubic metres	19 square metres	One space
5 B	Three	117 square metres	29 cubic metres	16 square metres	Two spaces
5 C	Two	88 square metres	20 cubic metres	20 square metres	One space

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
5 D	Two	78 square metres	17 cubic metres	14 square metres	One space
5 E	One	60 square metres	16 cubic metres	11 square metres	One space

4.13 Sixth Floor Level

The sixth floor level of the proposed building will contain two, three bedroom dwellings.

The composition of both dwellings is set out in Table 4.6 below.

Table 4.6: Dwelling Composition on the Sixth Floor Level

Dwelling	Bedrooms	Internal Floor Area	Domestic Storage Space	Private Open Space	Parking
Penthouse North	Three	146 square metres	44 cubic metres	107 square metres	Two spaces
Penthouse South	Three	152 square metres	35 cubic metres	108 square metres	Two spaces

4.14 Floor to Ceiling Heights

The proposed floor to ceiling heights are captured within Table 4.7 below.

Table 4.7: Floor to Ceiling Heights

Building Level	Floor to Ceiling Height
Basement	2.9 metres
Ground Floor Level	3.5 metres
First Floor Level	2.7 metres

Building Level	Floor to Ceiling Height
Second Floor Level	2.7 metres
Third Floor Level	2.7 metres
Fourth Floor Level	2.7 metres
Fifth Floor Level	2.7 metres
Sixth Floor Level	3.0 metres

4.15 Building Height

The proposed building, when measured from the top of the uppermost parapet to the finished ground level directly below, will be 24.1 metres tall. It will also consist of seven storeys or 'building levels'.

4.16 External Materials

Citify and BFC have put together a contemporary yet durable palette of external materials which are commensurate with, and complementary to, those presently found throughout the locality.

The palette to which we refer presently includes, but is not necessarily limited to, recycled bricks, patterned precast concrete panels, powdercoated aluminium and steel, and clear and obscure glass.

4.17 Access

The foyer, lobby and retail tenancies will be accessible via Melbourne Street, and the car parking spaces within the basement and at the south-eastern end of the ground floor level of the proposed building will be accessible via Colley Street courtesy of the existing free and unrestricted right of way.

4.18 Bicycle Parking

The prospective residents will have access to 32 bicycle parking spaces.

The prospective tenants and the prospective residents' guests will also have access to eight bicycle parking spaces.

As an aside, it should also be noted that the prospective tenants' customers will have access to all three of the stainless steel rails directly in front (on the north-western side) of Tenancy G.02.

4.19 Car Parking

The basement within the proposed building will contain 37 car parking spaces which will be line marked and set aside exclusively for the prospective residents of the proposed building.

The ground floor level of the proposed building will contain another five car parking spaces.

Both of the spaces on the south-western side of the aisle will be line marked and assigned to the three bedroom dwellings on the sixth floor level of the proposed building, and all three of the spaces on the north-eastern (opposite) side of the aisle will be line marked and shared between the prospective tenants and the prospective residents' guests.

4.20 Stormwater

According to the preliminary stormwater assessment at Appendix 7, the proposed development will be designed during the detailed design phase to ensure that the post-development discharge flows do not exceed the pre-development discharge flows, and that runoff from the roof of the proposed building is discharged to the existing side entry pit on Colley Street.

4.21 Waste

All waste generated by the prospective residents of the proposed building will be deposited, and temporarily stored, within the confines of the bin enclosure on the ground floor level.

The bin enclosure has been specifically designed to accommodate two, 1,100 litre bins for putrescibles, two, 1,100 litre bins for recyclables and three, 240 litre bins for organics.

These bins will be collected, emptied and returned by the Council via Colley Street, and in accordance with the schedule which is set out on the eighth page of the waste management plan at Appendix 8.

The bins deployed within the retail tenancies on the ground floor level of the proposed building will also be collected, emptied and returned via Colley Street but by a private contractor due to the likely frequency of collections.

4.22 Landscaping

It is clear from the documentation at Appendix 2 that the balconies, and the north-western and south-eastern façades of the proposed building will be neatly landscaped with a suitable selection of plants.

The plants selected by Citify and BFC's landscape architects:

- are aesthetically pleasing;
- are suited to the local environment;
- do not generate an inordinate amount of leaf litter; and
- require little to no maintenance or supplementary irrigation.

As an aside, it should be noted that Citify and BFC's landscape architects will also be responsible for the implementation of the scheme which they have devised. It is, therefore, in their best interests to select plants which will not only survive but thrive under these conditions.

4.23 Letter Box

A communal letter box will be installed on the north-eastern side of the main entrance to the proposed building.

The communal letter box will be accessible, and highly visible, from Melbourne Street.

4.24 Services

The proposed building's services will be located directly behind (on the south-eastern side of) Tenancy G.01.

4.25 Encroachments

The proposed canopy will sit 3.8 metres above the surface of the footpath on the south-eastern side of Melbourne Street and extend 3.0 metres beyond the confines of the site.

4.26 Environmental Sustainability

Citify and BFC intend to minimise the environmental impact of the proposed development by:

- laying recycled bricks;
- installing double glazing, thickened insulation, water efficient tapware, and energy efficient downlights and air conditioning units;
- facilitating natural ventilation, where possible;
- using paints which contain fewer volatile organic compounds;
- designing and engineering the roof of the proposed building in a manner that will eventually allow for the installation of efficient solar panels; and
- providing secure storage facilities for bicycles which, in turn, will promote a sustainable form of transport and a healthier lifestyle.

4.27 Staging

The proposed development, if consented to by the Panel, will be carried out across two consecutive stages.

The first stage will involve the demolition of the existing building, as well as the preparatory earthworks which are required to facilitate the construction of the proposed building.

The second and final stage will involve the construction of the proposed building.

5. PROCEDURAL MATTERS

5.1 The Relevant Authority

The Panel must assume the role of the relevant authority, as the proposed development will cost more than \$10,000,000 to complete.

The feasibility estimate report at Appendix 4 attests to this.

5.2 The Relevant Development Plan

The relevant version of the Development Plan for procedural and assessment purposes was consolidated on Thursday, 7 June 2018.

The site, under this version of the Development Plan, is in the Main Street (Melbourne East) Zone ('the Zone'). It is also in an area to which the 'Affordable Housing Overlay' applies.

5.3 Form of Development

According to Principles of Development Control ('Principles') 30 and 31 of the Zone, the proposed development is neither complying nor non-complying. It must, therefore, be assessed and subsequently determined on its merits by the Panel in its capacity as the relevant authority.

5.4 Category of Development

According to the legal opinion at Appendix 5, the proposed development falls within the ambit of Category 1 development and is, as a consequence of this, exempt from any form of public notification.

6. ASSESSMENT

Our assessment of the proposal is set out below.

6.1 Land Use Mix

The proposal is considered to be acceptable from a land use perspective for three reasons.

First, both of the proposed uses ('dwellings' and 'shops') are envisaged within the Zone. Principle 1 of the Zone quite clearly attests to this.

Second, the retail tenancies on the ground floor level of the proposed building will *"extend activity into the evening to enhance the vibrancy and safety of the area, and to provide visual interest after hours"*, as sought by the Desired Character Statement ('the DCS') for the Zone.

Third, the spatial arrangement of the proposed uses is also consistent with Principle 4 of the Zone, as all of the dwellings will be located above the ground floor level of the proposed building.

6.2 Affordable Housing

Principle 1 of the 'Affordable Housing Overlay' provides guidance with respect to the provision of affordable housing.

It advises that:

- 1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.**

Citify and BFC intend to set aside all five of the one bedroom dwellings, which account for approximately 18.5 percent of the overall dwelling mix within the proposed building, for eligible buyers within the affordable housing market for a period of up to, but not exceeding, 30 days.

6.3 Siting

Principle 13 of the Zone provides guidance with respect to the distance between the proposed building and the north-western (front) boundary of the site.

It advises that:

- 13 The street wall height of buildings fronting Melbourne Street or Jerningham Street should be designed to reinforce the prevailing datum heights and parapet levels of the street through incorporating two storey podium elements on the street frontage and with upper storeys setback to provide a clear distinction between the levels below and above the prevailing datum line.**

Whilst Principle 13 of the Zone calls for the incorporation of a two storey podium, the podium belonging to the proposed building has been deliberately capped at one storey and 5.2 metres in height so as to respect and reinforce the prevailing height of those buildings that are nestled in between the site, and the T – junction between Dunn and Melbourne Streets.

The floor levels directly above the podium will also be set back between 3.5 and 4.1 metres from the north-western (front) boundary of the site so as to provide the 'clear distinction' that is sought by Principle 13 of the Zone.

Principle 15, Clause (b) of the Zone provides guidance with respect to the distance between the proposed building and the boundary which separates the Main Street (Melbourne East) Zone to the north from the Adelaide Historic (Conservation) Zone to the south.

It advises that:

- 15 Development adjacent to the North Adelaide Historic (Conservation) Zone should be consistent with the building envelope as shown in Figures 1 and 2, except where a variation to the building envelope demonstrates minimal impacts upon adjacent housing in terms of massing and overshadowing through alternative design methods:
 - (b) to minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3.0 metres above natural ground level at the southern zone boundary, as illustrated in Figure 2.

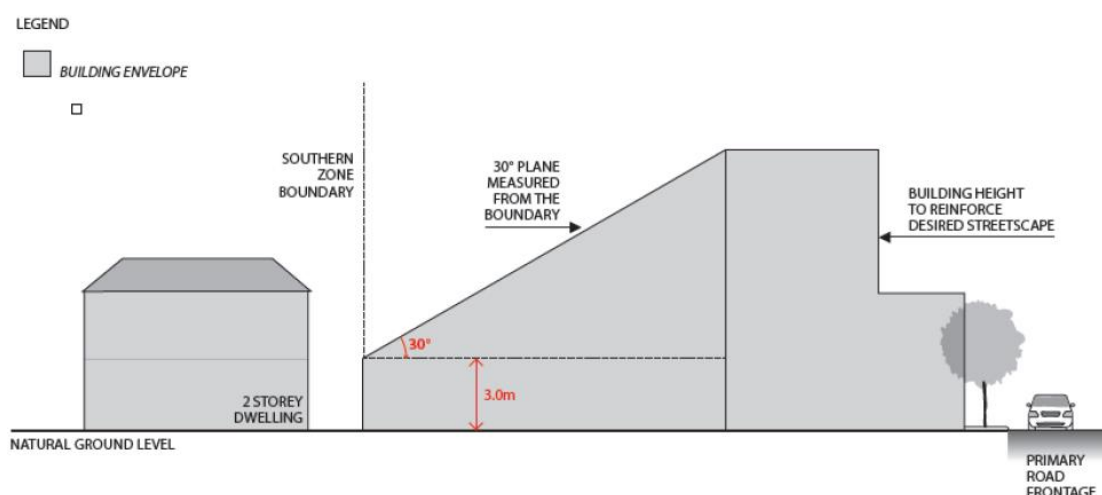


Figure 2 southern boundary

This Clause does not apply to the proposed development, as the south-eastern (rear) boundary of the site is physically separated from the North Adelaide Historic (Conservation) Zone by two privately owned allotments.

The proposed development is not, therefore, adjacent to the North Adelaide Historic (Conservation) Zone.

6.4 Building Height

Principle 18 of the Zone provides guidance with respect to the height of the proposed building.

It advises that:

- 18 Buildings should have a minimum building height of two storeys.

The proposed building will exceed two storeys in height, as sought by Principle 18 of the Zone.

Principle 14 of the Zone also provides guidance with respect to the height of the proposed building.

It advises that:

14 Except on sites greater than 1,500 square metres in area (which may include one or more allotment), development may be built to the following maximum building height:

(a) 22 metres on the southern side of Melbourne Street;

(b) 14 metres on the northern side of Melbourne Street.

The proposed building will exceed the relevant maximum guidelines (six storeys, as depicted on Concept Plan MS(ME)/1, and 22 metres, as prescribed under Principle 14 of the Zone) by one storey and 2.1 metres.

Be that as it may, we do not consider this numerical departure to be insurmountable for several reasons.

First, the sixth floor level will be set back 2.0 metres further from the north-western (front) boundary of the site than the balconies directly beneath it. The sixth floor level will also be set back twice the recommended distance from the south-eastern (rear) boundary of the site and approximately 12 metres from the nearest residences on Colley Street.

Second, the external walls of the sixth floor level will be heavily recessed from all four boundaries of the site and principally composed of clear glass so as to ensure that it remains relatively inconspicuous when viewed from all angles.

Third, the proposed building will still respect its existing low scale context through the provision of an appropriately scaled podium, as sought by Principle 13 of the Zone.

Fourth, the trellised mesh on the north-western side of the proposed building and the precast concrete bands on the south-eastern side of the proposed building have been deliberately incorporated to place a greater degree of emphasis on those floor levels that are situated between the podium and the sixth floor level.

Fifth, none of the adjacent habitable room windows or private open spaces will be overlooked or overshadowed to an unreasonable degree, as outlined in the forthcoming subsections of this planning report.

Sixth, the additional height will allow Citify and BFC to set aside one dwelling on each floor level for eligible buyers within the affordable housing market for a period of up to, but not exceeding, 30 days.

Seventh, part of this numerical departure has been driven by the prospective tenants' demand that the floor to ceiling height of the retail tenancies on the ground floor level be raised from 3.0 to 3.5 metres.

In essence, the external impacts will be negligible and would remain almost identical if the height of the proposed building was to be lowered from seven storeys to six storeys or from 24.1 metres to 22.0 metres.

6.5 Internal Floor Areas

Principle 70 of the 'Medium to High Scale Residential' Module provides guidance with respect to the internal floor area of each dwelling within the proposed building.

It advises that:

- 70 Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:**

Number of Bedrooms	Minimum Internal Floor Area
One	50 square metres
Two	65 square metres
Three or more	80 square metres (plus an additional 15 square metres for every additional bedroom over three bedrooms)

The internal floor area assigned to the one bedroom dwellings within the proposed building (60 square metres) exceeds the relevant minimum guideline (50 square metres) by 10 square metres.

The internal floor area assigned to the two bedroom dwellings within the proposed building (78 to 88 square metres) exceeds the relevant minimum guideline (65 square metres) by 13 to 23 square metres.

The internal floor area assigned to the three bedroom dwellings within the proposed building (117 to 152 square metres) exceeds the relevant minimum guideline (80 square metres) by 37 to 72 square metres.

6.6 Domestic Storage Spaces

Principle 81 of the 'Medium to High Scale Residential' Module provides guidance with respect to the provision of domestic storage space.

It advises that:

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

Number of Bedrooms	Minimum Volume of Domestic Storage Space
One	8.0 cubic metres
Two	10 cubic metres

Number of Bedrooms	Minimum Volume of Domestic Storage Space
Three or more	12 cubic metres

The amount of domestic storage space assigned to the one bedroom dwellings within the proposed building (16 cubic metres) exceeds the relevant minimum guideline (8.0 cubic metres) by 8.0 cubic metres.

The amount of domestic storage space assigned to the two bedroom dwellings within the proposed building (17 to 20 cubic metres) exceeds the relevant minimum guideline (10 cubic metres) by 7.0 to 10 cubic metres.

The amount of domestic storage space assigned to the three bedroom dwellings within the proposed building (25 to 44 cubic metres) exceeds the relevant minimum guideline (12 cubic metres) by 13 to 32 cubic metres.

6.7 Private Open Spaces

Principle 59 of the 'Medium to High Scale Residential' Module provides guidance with respect to the provision of private open space.

It advises that:

- 59 Medium to high scale residential development and serviced apartments should provide the following private open space:**

Number of Bedrooms	Minimum Area of Private Open Space
One	8.0 square metres
Two	11 square metres
Three or more	15 square metres

The area of private open space assigned to the one bedroom dwellings within the proposed building (11 to 20 square metres) exceeds the relevant minimum guideline (8.0 square metres) by 3.0 to 12 square metres.

The area of private open space assigned to the two bedroom dwellings within the proposed building (14 to 23 square metres) exceeds the relevant minimum guideline (11 square metres) by 3.0 to 12 square metres.

The area of private open space assigned to the three bedroom dwellings within the proposed building (16 to 108 square metres) exceeds the relevant minimum guideline (15 square metres) by 1.0 to 93 square metres.

Principle 60 of the 'Medium to High Scale Residential' Module provides guidance with respect to the location of private open space.

It advises that:

- 60 Medium to high scale residential (other than student accommodation) or serviced apartment development should ensure direct access from living areas to private open space areas, which may take the form of balconies, terraces, decks or other elevated outdoor areas provided the amenity and visual privacy of adjacent properties is protected.**

The balconies will be accessible and visible from the open plan kitchen, dining and living rooms to which they relate.

Principle 61 of the 'Medium to High Scale Residential' Module provides guidance with respect to the dimension of private open space.

It advises that:

- 61 Other than for student accommodation, private open space should have a minimum dimension of 2.0 metres and should be well proportioned to be functional and promote indoor/outdoor living.**

All of the balconies will have a minimum dimension of not less than 2.0 metres.

6.8 Natural Light and Ventilation

Principles 53, 54 and 56 of the 'Medium to High Scale Residential' Module provide guidance with respect to the provision of natural light and ventilation.

They advise that:

- 53 All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.**
- 54 The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8.0 metres.**
- 56 Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.**

All of the bedrooms and open plan kitchen, dining and living rooms will be located within 8.0 metres of an openable window. Furthermore, the core living areas (the balconies and the open plan kitchen, dining and living rooms) have been designed and positioned to be the main recipients of natural light.

6.9 External Outlook

Principle 73 of the 'Medium to High Scale Residential' Module provides guidance with respect to the external outlook from each dwelling within the proposed building.

It advises that:

- 73 All medium to high scale residential or serviced apartment development should be designed to ensure the living rooms have a satisfactory external outlook. Living rooms that do not have an outlook or the only source of outlook is through high level windows or a skylight are not considered to provide an appropriate level of amenity for the occupiers.**

All of the open plan kitchen, dining and living rooms associated with those dwellings on the north-western side of the lobby will have an outlook to Melbourne Street courtesy of the glazed sliding doors which provide access to the abutting balconies.

All of the open plan kitchen, dining and living rooms associated with those dwellings on the south-eastern side of the lobby will have an outlook towards Bunday's Paddock courtesy of the glazed sliding doors which provide access to the abutting balconies.

6.10 External Appearance

Principles 10 and 12 of the Zone provide guidance with respect to the external appearance of the proposed building.

Together, they advise that:

- 10 Development should contribute to the creation of an attractive, linear shopping and commercial centre characterised by new buildings which blend with and complement the long-established commercial and residential architecture.**
- 12 Buildings along Melbourne Street should incorporate modelled facades and verandahs or balconies. Blank, unarticulated facades to the street frontage are inappropriate and should be avoided.**

The proposed building will possess unified and meticulously crafted façades which will be visually interesting but not overpowering when viewed within the context of either streetscape.

The recycled brickwork on the north-western and south-eastern sides of the podium will give the proposed building a strong, natural and durable base which will be commensurate, in terms of its scale, with the neighbouring buildings to the north-east and south-west of the site.

The trellised mesh, precast concrete panels, timber battens and clear glazing will then combine to give the upper floor levels a more contemporary look and feel, whilst the patterned precast concrete panels on the north-eastern and south-western sides of the proposed building will ensure that the proposed building remains visually interesting from all angles.

The glazed balustrades and precast concrete bands on the north-western and south-eastern sides of the proposed building will accentuate the width of the proposed building whilst reducing its apparent height, and the 'floating' roof atop the sixth floor level of the proposed building will contribute positively to what is an interesting and varied skyline, as sought by Objective 4 of the Zone.

The provision of a canopy and the installation of trellised creepers is also consistent with the DCS for the Zone, as it advises, in part, that *"development should continue the established identity of the Street through incorporating vines, verandahs and pergolas where appropriate"*.

6.11 Noise

Principles 68 and 69 of the 'Medium to High Scale Residential' Module provides guidance with respect to the transmission of noise.

They advise that:

- 68 Medium to high scale residential or serviced apartment development close to high noise sources (i.e. major roads, established places of entertainment and centres of activity) should be designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.**
- 69 Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.**

Although the site is within a 50 metre radius of the Old Lion Hotel and abutted, on its north-eastern side, by the Lord Melbourne Hotel, the prospective residents of the proposed building should not be adversely affected by way of noise because:

- all of the dwellings will be located above the ground floor level of the proposed building;
- the external walls of the proposed building will be assembled from recycled bricks and precast concrete panels;
- all of the internal wall cavities will be fitted with thickened insulation; and
- all of the window frames and sliding door frames will be fitted with double glazing.

6.12 Overlooking

Principles 66 and 67 of the 'Medium to High Scale Residential' Module provide guidance with respect to overlooking.

They advise that:

- 66 Medium to high scale residential or serviced apartment development should be designed and sited to minimise the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.**
- 67 A habitable room window, balcony, roof garden, terrace or deck should be set back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.**

In order to minimise direct views from one dwelling to another, Citify and BFC have decided to fit those window frames which are orientated to the internal light wells with obscure glass to a height of 1.8 metres above the finished floor level.

In order to minimise direct views of the adjacent habitable room windows and private open spaces to the north-east of the site, Citify and BFC have also decided to fit those window frames which are orientated in this direction with obscure glass to a height of 1.8 metres above the finished floor level.

In order to minimise direct views of the adjacent habitable room windows and private open spaces to the south-east of the site, Citify and BFC have decided to install a planter box along the south-eastern edge of those balconies which are orientated in this direction.

It is clear from the cross – section at Appendix 1 that these planter boxes will consist of a rendered masonry plinth which will be 1.2 metres in height and a box hedge which should be maintained at approximately 600 millimetres in height.

The sixth floor level of the proposed building will also be set back almost twice the recommended distance from the south-eastern (rear) boundary of the site.

6.13 Overshadowing

Principle 121 of the ‘Environmental’ Module provides guidance with respect to overshadowing.

It advises that:

- 121 Development should not significantly reduce daylight to private open space, communal open space, where such communal open space provides the primary private open space, and habitable rooms in adjacent City Living Zone, Adelaide Historic (Conservation) Zone and North Adelaide Historic (Conservation) Zone.**

The extent of shadow that is likely to be cast by the proposed building between the hours of 8:00 am and 4:00 pm on the winter solstice is depicted across the shadow diagrams at Appendix 1.

It is clear from these diagrams that the proposed building will not cast a single shadow over the north facing habitable room windows or private open spaces associated with the nearest residences on Colley or Dunn Streets until midday on the winter solstice.

As such, the proposal is considered to comply with Principle 121 of the ‘Environmental’ Module.

6.14 Access

Principles 25 and 26 of the Zone provide guidance with respect to access.

They advise that:

- 25 Access to sites should preferably be via the minor streets or lanes within or abutting the Zone provided there is no unreasonable impact on residential amenity.**
- 26 Development should not result in additional crossovers on Melbourne Street. Access from Melbourne Street should be designed to minimise conflict with pedestrians and to minimise disruption to the continuity of built form.**

The basement and the car park at the south-eastern end of the ground floor level of the proposed building will be accessible via Colley Street, as sought by Principle 25 of the Zone. In addition to this, the aisle has been designed, and the elevator has been positioned, to ensure that all expected vehicles will be able to enter and exit the site in a forward direction.

No new crossovers are proposed or required along the south-eastern side of Melbourne Street, as sought by Principle 26 of the Zone.

6.15 Bicycle Parking

Principle 234 of the 'Transport and Access' Module provides guidance with respect to the provision of parking for bicycles.

It advises that:

- 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.**

Based on the relevant rates prescribed under Table Adel/6 of the Development Plan, the proposal generates a theoretical demand for 32 bicycle parking spaces, including 28 spaces for the prospective residents and two spaces for their guests, and one space for the prospective tenants and one space for their customers.

In accordance with Table Adel/6 of the Development Plan:

- the prospective residents will have access to more than 28 spaces, as the secure storage room on the ground floor level of the proposed building has been designed to accommodate up to, but not exceeding, 32 bicycles at any one time;
- the prospective tenants and the prospective residents' guests will have access to more than three spaces, as the device on the south-western side of the bin enclosure has been designed to accommodate up to, but not exceeding, eight bicycles at any one time; and
- the prospective tenants' customers will have access to more than one space courtesy of the existing stainless steel rails directly in front (on the north-western side) of Tenancy G.02 (these rails are capable of accommodating up to, but not exceeding, six bicycles at any one time).

6.16 Car Parking

Mr Thomas Wilson, a qualified and experienced traffic engineer, was commissioned by Citify and BFC to determine whether or not the prospective residents and tenants of the proposed building will have access to an adequate amount of on-site car parking.

Whilst Mr Wilson's findings can be found at Appendix 6, it is important to note that:

- the one bedroom dwellings combine to generate a theoretical demand for five spaces, the two bedroom dwellings combine to generate a theoretical demand for 10 spaces and the three bedroom dwellings combine to generate a theoretical demand for 12 spaces;
- five spaces (one space per dwelling) will be assigned to the one bedroom dwellings, 10 spaces (one space per dwelling) will be assigned to the two bedroom dwellings and 24 spaces (two spaces per dwelling) will be assigned to the three bedroom dwellings;
- there will, therefore, be an oversupply of 12 spaces for the residential component of the proposed building;
- the retail tenancies combine to generate a theoretical demand for seven spaces;
- three spaces will be assigned to the retail tenancies;
- there will, therefore, be a theoretical shortfall of four spaces for the retail component of the proposed building; and

- the aforementioned shortfall of four spaces can be overcome on the basis that:
 - » the Development Plan advises, in part, that the rates prescribed under Table Adel/7 can be reduced in instances, such as this, where buildings contain a mix of uses, including 'dwellings' and 'shops' (presumably because the peak parking demands rarely coincide with one another);
 - » the majority of the prospective tenants' customers are expected to park along Melbourne Street or within the City of Adelaide's car park on the south-western side of Dunn Street, as they will most likely visit other premises within the locality at the same time; and
 - » it is a vast improvement on the existing shortfall which equates to 14 spaces.

As an aside, it is also important to note that the car park at the south-eastern end of the ground floor level of the proposed building complies with Principle 27 of the Zone, as it will not be visible from Melbourne Street.

6.17 Traffic

Mr Wilson was also commissioned by Citify and BFC to determine whether or not the proposed development will have an adverse effect on the surrounding road network.

Whilst Mr Wilson's findings can be found at Appendix 6, it is important to note that:

- the proposed development is expected to generate approximately 25 movements during the morning peak hour and approximately 30 movements during the evening peak hour;
- the number of expected movements during each peak hour period is considered to be low; and
- the surrounding road network appears to be more than capable of absorbing the expected number of movements.

6.18 Stormwater

Principle 127 of the 'Environmental' Module provides guidance with respect to the management of stormwater.

It advises that:

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

The carrying capacity of the City of Adelaide's existing drainage network will not be overloaded by the proposed development for two reasons.

First, the extent of impervious surfaces within the confines of the site will not be increased.

Second, the proposed development will be designed during the detailed design phase to ensure that the post-development discharge flows do not exceed the pre-development discharge flows.

In addition to this, runoff from the roof of the proposed building will be discharged to the existing side entry pit on Colley Street in a clean state, as sought by Principle 127 of the 'Environmental' Module.

6.19 Waste

Principle 103, Clause (b) of the 'Environmental' Module provides guidance with respect to the management of waste.

It advises that:

103 Development greater than 2,000 square metres of total floor area should manage waste by:

(b) on-site storage and management of waste.

All waste generated by the prospective residents of the proposed building will be deposited, and temporarily stored, within the confines of the bin enclosure on the ground floor level.

The bin enclosure to which we refer has been specifically designed to accommodate the requisite type and number of bins. It will also be completely concealed from the public domain by the perforated metal roller door on the south-eastern side of the proposed building.

The turn path diagram appended to the traffic and parking report at Appendix 6 demonstrates that the waste collection vehicle (an 8.8 metre long, medium rigid vehicle) will continue¹ to be able to reverse into Colley Street from MacKinnon Parade in a safe and convenient manner.

As an aside, it should also be noted that all three forms of waste (putrescibles, recyclables and organics) will be collected outside of peak periods to minimise the impact of the collection process on the surrounding road network.

6.20 Wind

Principle 125 of the 'Environmental' Module provides guidance with respect to wind.

It advises that:

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

The canopy which will extend over the south-eastern side of Melbourne Street is expected to provide adequate protection from 'downwash' winds.

6.21 Energy Efficiency

Principles 109 and 114 of the 'Environmental' Module provide guidance with respect to the energy efficiency of the proposed building.

They advise that:

109 Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.

114 Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

¹ The waste collection vehicle presently reverses into Colley Street from MacKinnon Parade in order to collect waste from neighbouring premises, such as the Lord Melbourne Hotel at 63 Melbourne Street, North Adelaide. The proposed development is not, therefore, introducing a new or unsafe manoeuvre which is likely to have an adverse effect on the function or safety of the surrounding road network.

The roof atop the proposed building has been designed and engineered in a manner that will eventually allow for the installation of solar panels which should remain concealed from the surrounding road network and be capable of capturing an ample amount of sunlight courtesy of the orientation and slope of the roof.

The installation of double glazing on all four sides of the proposed building should also help the dwellings within the proposed building to remain cool in summer and warm in winter.

6.22 Passive Surveillance

Objective 51 of the 'Built Form and Townscape' Module calls for development *"to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by improving perceptions of public safety through passive surveillance"*.

In accordance with Objective 51, the balconies on the north-western side of the proposed building will lead to increased passive surveillance as far as Melbourne Street is concerned.

They will also improve the degree of connectivity between Melbourne Street and the site, particularly after hours when most of the surrounding premises are closed.

6.23 Landscaped Open Space

Principle 177 of the 'Built Form and Townscape' Module provides guidance with respect to the provision of landscaped open space.

It advises that:

- 177** Landscaped open space should be provided on the site of a development to at least the extent specified in the Principles of Development Control for the relevant Zone or Policy Area for siting, amenity and screening purposes. Where the existing amount of landscaped open space provided is less than the amount specified in the relevant Zone or Policy Area, development should not further reduce this amount.

Where landscaped open space is not required, the provision of landscaped pedestrian spaces, planter boxes and in ground planting is appropriate.

No landscaped open space is required or proposed, as the site is presently devoid of landscaped open space and there are no provisions within the Zone which call for landscaped open space to be provided as part of this development.

6.24 Letter Boxes

Principle 80, Clause (a) of the 'Medium to High Scale Residential' Module provides guidance with respect to the location of communal letter boxes.

It advises that:

- 80** Site facilities should be readily accessible to each dwelling/serviced apartment, complement the development and relevant desired character and should include:
- (a) a common mail box structure located close to the main pedestrian entrance.

A communal letter box will be installed on the north-eastern side of the main entrance to the proposed building. The communal letter box will be accessible, and highly visible, from Melbourne Street.

7. CONCLUSION

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

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

- both of the proposed uses ('dwellings' and 'shops') are envisaged within the Zone;
- the retail tenancies on the ground floor level of the proposed building will *"extend activity into the evening to enhance the vibrancy and safety of the area, and to provide visual interest after hours"*, as sought by the DCS for the Zone;
- the spatial arrangement of the proposed uses is consistent with Principle 4 of the Zone, as all of the dwellings will be located above the ground floor level of the proposed building;
- more than 15 percent of the overall dwelling mix will be set aside for eligible buyers within the affordable housing market;
- the podium element will respect and reinforce the prevailing height of those buildings that are nestled in between the site, and the T – junction between Dunn and Melbourne Streets;
- the external walls of the sixth floor level will be heavily recessed from all four boundaries of the site and principally composed of clear glass so as to ensure that it remains relatively inconspicuous when viewed from all angles;
- the floor levels directly above the podium will be set back between 3.5 and 4.1 metres from the north-western (front) boundary of the site and the sixth floor level will be set back more than twice the recommended distance from the south-eastern (rear) boundary of the site;
- the internal floor area of each dwelling will be greater than expected;
- all of the dwellings will come equipped with more than the recommended amount of domestic storage and private open space;
- all of the dwellings will have a satisfactory external outlook and receive direct access to natural light;
- the proposed building will possess unified and meticulously crafted façades which will be visually interesting but not overpowering when viewed within the context of either streetscape;
- the prospective residents of the proposed building should not be adversely affected by way of noise;
- none of the adjacent habitable room windows or private open spaces will be overlooked or overshadowed to an unreasonable degree;
- no new crossovers are proposed or required along the south-eastern side of Melbourne Street;
- more than the recommended amount of bicycle parking will be provided within the confines of the site;
- a sufficient amount of car parking will also be provided within the confines of the site;
- the surrounding road network appears to be more than capable of absorbing the expected number of movements into, and out of, the site;
- the carrying capacity of the City of Adelaide's existing drainage network will not be overloaded by the proposed development;

- the bin enclosure on the ground floor level of the proposed building has been specifically designed to accommodate the requisite type and number of bins, and to remain concealed from the public domain;
- all three forms of waste (putrescibles, recyclables and organics) will be collected outside of peak periods to minimise the impact of the collection process on the surrounding residences and road network;
- the canopy which will extend over the south-eastern side of Melbourne Street is expected to provide adequate protection from 'downwash' winds;
- the proposed building will be energy efficient for years to come; and
- the balconies on the north-western side of the proposed building will lead to increased passive surveillance as far as Melbourne Street is concerned.



APPENDIX 1. COMPENDIUM OF DRAWINGS



APPENDIX 2. DETAILED LANDSCAPING PLANS



APPENDIX 3. DESIGN REPORT



APPENDIX 4. FEASIBILITY ESTIMATE REPORT



APPENDIX 5. LEGAL OPINION



APPENDIX 6. TRAFFIC AND PARKING REPORT



APPENDIX 7. PRELIMINARY STORMWATER ASSESSMENT



APPENDIX 8. WASTE MANAGEMENT PLAN



MIXED-USE DEVELOPMENT DESIGN REPORT

69 - 71 MELBOURNE STREET
NORTH ADELAIDE 5006
PLANNING APPLICATION

GEMMA | **LEA**
DESIGN STUDIO

23/11/2018
REVISION PA1

69-71 MELBOURNE ST, NORTH ADELAIDE

CONTENTS

1. THE PROPOSAL

- Project information
- Development summary

2. CAPABILITY

- Citify's development projects
- BF Constructions' projects
- Gemma Lea Design Studio's projects

3. CONTEXT

- Site analysis
- Surrounding sites
- Views of the site
- Views from the site
- Materials and themes

4. DESIGN RESPONSE

- Objectives & opportunities
- Massing - approach
- Massing - rationale
- Inspiration
- Materials
- ESD - natural light
- ESD - cross ventilation
- Perspective artist impressions

5. ARCHITECTURAL DRAWINGS

- Demolition & infrastructure plan
- Site context plans
- Basement
- Ground floor
- First - sixth floors
- Roof plan
- Elevations
- Design sections

PROPOSAL

PROJECT INFORMATION

SUMMARY

We have prepared this report to demonstrate for development assessment how this proposal responds to various design requirements and development objectives. Also outlined is how this proposal brings an incredible level of amenity, activation and equity to the streetscape and area of Melbourne Street, North Adelaide.

DESCRIPTION

This proposal comprises a seven-storey mixed-use building including basement and ground floor car-parking, ground level commercial tenancies and six levels of apartments.

TEAM

DEVELOPER: Citify & BFC
PROJECT MANAGER: Citify
BUILDING DESIGNER: Gemma Lea Design Studio
BUILDER: Bert Farina Constructions
TOWN PLANNER: Future Urban Pty Ltd
TRAFFIC ENGINEER: Cirqa
WASTE ENGINEER: Colby Industries
WIND & ACOUSTIC ENGINEER: Vipac Engineers & Scientists
STORMWATER & CIVIL ENGINEER: PT Design
BUILDING CERTIFIER: Katnich Dodd

DETAILS

Street frontages: Melbourne Street
Site area: 673m²
Overall total building height: 24.1m (excluding lift overrun)
Proposed site access (current and proposed): Via Colley Street and Right Of Way

YIELD

- 234m² ground floor retail space
- 27 x residential apartments from first to sixth floors
- 5 x 1 bedroom apartments
- 10 x 2 bedroom apartments
- 10 x 3 bedroom apartments
- 2 x 3 bedroom penthouses
- 34 x basement private car parks for apartment residents
- 5 x ground floor car parks for residents and tenants (including 1 disabled park)

PROPOSAL

DESIGN STATEMENT FROM GEMMA LEA DESIGN STUDIO, CITIFY & BFC

SUMMARY

The building addresses the street to the north with dual shop fronts and a one level (approximately 5 metres high) reclaimed brick podium to match with the scale of the neighbouring buildings within the existing streetscape. Above the podium, the facade is set back, and features significant planting, via each balcony, for climbing star jasmine to grow through chain mesh wire vertically and horizontally. Glass balustrades to balconies keep the facade feeling open, active and generous in size.

To the rear, facing south, the podium is built to the rear boundary in brick again, with automatic secure roller door entry for

residents and tenants. Above this are balconies, balustrades solid in construction for privacy to nearby neighbouring spaces, with large built-in planters to set occupants back from the balcony edge and to allow planting to screen views to long-distance, focused on guiding views to the parklands and CBD.

The side boundaries are simple in nature, to allow for future construction either side of the site. For light into the bedroom windows, there is a large cut-out of each wall, which would give plenty of light even if an adjoining site were to construct to the boundary in the future. To ensure these side walls are not blank or without activation, a feature concrete pattern will be etched into the concrete as per the artistic impressions within the existing streetscape.



PROPOSAL

DESIGN STATEMENT FROM GEMMA LEA DESIGN STUDIO, CITIFY & BFC

SUSTAINABLE, AFFORDABLE, HEALTHY.

The building has been designed to reduce both operational and embodied energy emissions and consumption, as well as saving time, costs and increasing workers' safety during construction. The following strategies and materials have been chosen for their efficiency, simplicity, quality control, safety and cost.

PRECAST CONCRETE FLOORS AND WALLS.

Whilst concrete has environmental impacts arising from acquisition of the raw materials, process and transportation, these are considered outweighed by the environmental, social and economic benefits that concrete delivers. Concrete uses limestone, the most abundant mineral on earth, and has great thermal mass, which can be used to increase energy efficiency of buildings. Concrete is long lasting with very low maintenance requirements. Concrete is a safe material to use, being non-combustible and with excellent fire resisting properties, protecting human life and material assets. Concrete can be reused and recycled and it gives off no harmful fumes or gases, providing good air quality. *

DOUBLE GLAZING.

Again, whilst the embodied energy of glazing and aluminium is high, the choice is highly energy efficient, reduces the requirement for heating and cooling, which reduces electricity requirements and so saves on burning fossil fuels and our power bills. Not only this, but we want to be assured that when the doors and windows are closed, the spaces become a peaceful retreat, closing off any noise from surrounding streets.

TIMBER FRAMING.

Whilst the structure is concrete, our internal non-loadbearing walls within apartments will be timber. Timber framed construction uses 24 times less embodied energy to produce than steel (per tonne), making wood one of the most sustainable products in construction**.

SMART HOMES.

Technology within homes is becoming more popular and cost-efficient. We aim to provide the option for technology packages to control and monitor lighting, heating, cooling, appliances and power points from your mobile phone, wherever you are. This gives occupants better control to reduce power consumption when not in use without the need to be at home or in the same room.

PASSIVE DESIGN.

Each apartment opens out onto a balcony that faces a lane or street. The north-facing balconies are shaded by balconies above and the penthouses have large eaves to shade during summer and allow sunlight through during winter. The horizontal bands of mesh will allow climbing plants to grow across, and hang down and create a dappled and green sanctuary for inhabitants. Nearly all apartments allow cross ventilation from the balconies to the rear of the apartments through bedroom windows, to increase comfort year-round. Not only this, but the building has been designed as simple and honest; the structure of the building directs the external expression without frivolity. Every material, feature or wall serves a specific and thoughtful purpose.

PREFABRICATION AND PRECAST CONSTRUCTION.

We reduce the cost of our construction by prefabricating as much as possible throughout the building. Bathrooms will be constructed as pods, built and fitted out all under one roof in a warehouse before being craned into place on site. This thereby dramatically reduces construction time, which in turn reduces costs, which we intend to pass onto our buyers for more affordable living. Not only this, but as all the bathrooms are being made in one place, there is significantly less wastage of materials being dumped on landfills. The safety of trades is increased by working in a clean, safe environment away from external elements, and quality can be controlled to the highest level. Precast concrete floor and wall construction reduces time and simplifies the design of the building and internal linings.

HEALTHY, HAPPY LIVING.

The building will be able to accommodate 32 bicycles in a secure room on the ground floor opposite the lift entry, and 8 visitor bicycle parks. A bus stop is situated outside the front of the building. Melbourne Street is surrounded by parklands, and is only a walk from the Oval, CBD, Zoo, Botanic Gardens and more. Each balcony will be green, with planting opportunities on each and every balcony for herbs or flowers and vines. Planting provides oxygen and serenity.

SOLAR ENERGY.

We aim to cover the roof of the building with solar panels. We are currently speaking to power authorities regarding provision of an embedded network, allowing occupants to use and store solar power when available.

ENERGY-CONSCIOUS FINISHES.

Reclaimed brickwork podium, low VOC paint, minimal carpeted areas (which is high in VOC and unavoidable in apartment construction) and instead predominantly Class 1 timber flooring will be used throughout the building as a sustainable and healthy option for future occupants of the apartments. Lighting throughout will be LED and all appliances and plumbing fixtures will be selected with regard to energy efficiency.

* CCAA.com.au - Concrete, the responsible choice

** (Wood: Sustainable Building Solutions, 2012, p. 5).

PROPOSAL

DEVELOPMENT SUMMARY

RESIDENTIAL APARTMENTS

	TYPE A	TYPE B	TYPE C	TYPE D	TYPE E	PH NTH	PH STH
Bedrooms	3	3	2	2	1	3	3
Bathrooms	2	2	2	1	1	2	2
Area internal (m ²)	138	117	88	78	60	146	152
Area - balconies (m ²)	19	16	20	14	11	107	108
Total (m²)	157	133	108	92	71	253	260

TOTAL FOR EACH TYPE	5	5	5	5	5	1	1
----------------------------	----------	----------	----------	----------	----------	----------	----------

STORAGE CALCULATIONS (m³)

	TYPE A	TYPE B	TYPE C	TYPE D	TYPE E	PH NTH	PH STH
Kitchen & Pantry	5.35	6.276	5	4.3	4.5	14.04	12.06
Linen	1.0935	1.215	1.62	0.486	0.972	2.7	1.62
Store/cpd	0.891	2.187	0.50625	0.891	1.782	1.08	0.72
Over bonnet	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Robes	14.58	16.2	9.558	8.424	5.184	22.5	16.92
Total*	25.1145	29.078	19.88425	17.301	15.638	43.52	34.52
% within apartment	87%	89%	84%	82%	80%	93%	91%

CAPABILITY

CITIFY'S PROJECTS

Citify is an SA-based property developer committed to creating a legacy through value and design-driven projects.

Focusing in high-demand areas and producing enduring architecture, Citify strengthens the prosperity of inner metropolitan communities.

They live & breathe their projects, embrace ideas, creativity & collaborate with those they partner with.

THE WILLCOX - 117 PROSPECT RD, PROSPECT - UNDER CONSTRUCTION



BELFORD ON THE PARK - 60 BELFORD AVE, PROSPECT - UNDER CONSTRUCTION



CAPABILITY

BERT FARINA CONSTRUCTION'S PROJECTS

Bert Farina Constructions is a professional building contractor specialising in high-quality domestic, commercial and general construction.

From concept, design and planning for building works, through to completion of a project, their focus is to make it easy for clients and home owners.

With a stellar record for other quality projects in Adelaide, you know you can trust BFC to get the job done.

CANOPY @ 44 - 44 CHURCHILL RD, PROSPECT - CONSTRUCTION COMPLETE 2017



PROSPECT GREEN - 2A RICHMAN AVE, PROSPECT - CONSTRUCTION COMPLETE 2017



THE WINSTON - 188 CHURCHILL RD, PROSPECT - CONSTRUCTION COMPLETE 2017



CAPABILITY

GEMMA LEA DESIGN STUDIO'S PROJECTS

JOHNS ROAD, PROSPECT - PLANNING APPLICATION WITH PROSPECT COUNCIL



HYDE PARK PLACE, UNLEY ROAD - PLANNING APPROVED SEPT 18



CUSTOM HOME - WEST HINDMARSH - CONSTRUCTION COMPLETE 2017



CONTEXT

CONTEXT PLAN

LOCATION

The subject site, 69-71 Melbourne Street, is located east of Jerningham Street and is bordered to the north and south by parklands, and to the east by Park Terrace, an excellent transport ring route around the city. It's desirability comes from its proud sense of community, vicinity to parks and sporting facilities, is walkable to the CBD and to the Adelaide Oval and has all facilities along Melbourne Street within walking distance.



ZONING

The subject site is located in Main Street (Melbourne East) zone. In concept plan Fig MS(ME)/1 of the zone, noting an indicative height of six storeys or 22 metres, with a podium and a setback thereafter.



- Indicative location up to 4 storeys
 - Indicative location up to 6 storeys
 - Interface with North Adelaide Historic (Conservation) Zone
 - Street wall height
 - Setback above street wall
 - State Heritage Place
 - Local Heritage Place
 - Significant Trees
 - Zone Boundary
- Note: Catalyst Site policies apply

CONTEXT

SURROUNDING SITES

MAIN STREET (MELBOURNE EAST) ZONE

Melbourne Street includes buildings of single, double, triple and four storey buildings, with styles ranging from the colonial era to late 1990s. This provides a varied and interesting streetscape. Most of the buildings in this area have awnings over the footpath for positive public realm and human scale. Uses range from hotels and apartments to offices, cafes, public houses and retail. There is a bus stop directly in front of the site and on street parallel car parking. About 100 metres from the site is a council owned public car park for visitors and tenants of surrounding sites.

NORTH ADELAIDE HISTORIC (CONSERVATION) ZONE

The prevailing style in this zone is single and double storey residential as per drawing PL.02 of the planning set. Again the styles range from late 1800s to late 1990s and early 2000s, with some of the more modern dwellings being two storey terraced townhouses with hip and gable roofs and red brick or white rendered facades, and sometimes mimicking Victorian bluestone townhouses and villas.



CONTEXT

VIEWS OF THE SITE

1. VIEW OF THE SITE FRONTAGE ON MELBOURNE STREET



4. VIEW OF THE REAR OF THE SITE VIA RIGHT OF WAY



CONTEXT

VIEWS FROM THE SITE

1. VIEW FROM THE SITE LOOKING NORTH EAST ALONG MELBOURNE ST



2. VIEW FROM THE SITE LOOKING NORTH ALONG MELBOURNE ST



3. VIEW FROM THE SITE LOOKING WEST ON MELBOURNE ST



4. VIEW FROM SITE LOOKING SOUTH ALONG COLLEY ST



CONTEXT

MATERIALS & THEMES



DESIGN RESPONSE

PROPOSAL OBJECTIVES & SITE OPPORTUNITIES

KEY CONSIDERATIONS

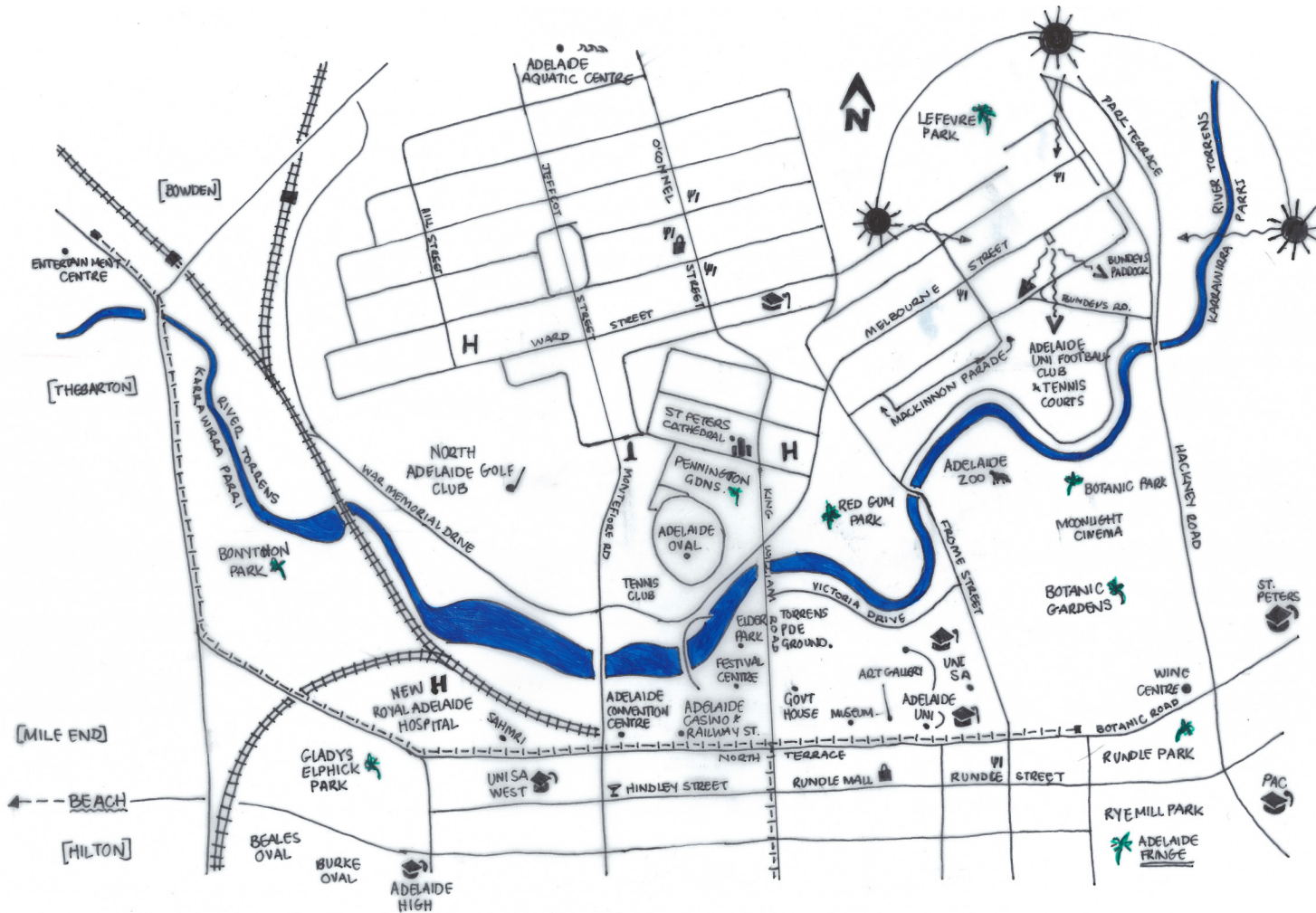
1. Carefully consider shadows to south in winter solstice.
2. Respond to existing character and themes of the surrounding area whilst creating something contemporary and timeless.
3. Produce an acceptable outcome for car parking, as there is currently no parking facilities on site for current gym use.

OPPORTUNITIES

1. Excellent location of the site providing an opportunity to add more activation with new residents on Melbourne Street that will have unrivalled amenity when it comes to public transport, gardens and parks, restaurants, pubs, Adelaide Oval within walking distance, bus stop right out the front, excellent bicycle links, close to CBD for work.
2. High amenity of site due to proximity to all shopping, entertainment, education and transport means this site will be desirable, solidifying the success of the application to be constructed and occupied.
3. Draw upon the historical context of the area and give the development a modern twist.

CONSTRAINTS

1. Maintain privacy to North Adelaide Historic (Conservation) Zone but allow long range views of the parklands & CBD
2. Car parking allocation will be significantly increased based on current allocation, but will still be constrained by site area, width and access.



DESIGN RESPONSE

STREETSCAPE ANALYSIS

DEVELOPMENT POTENTIAL

DEVELOPMENT POTENTIAL



DEVELOPMENT POTENTIAL

DEVELOPMENT POTENTIAL

STREET WALL/ PODIUM 2 STOREY

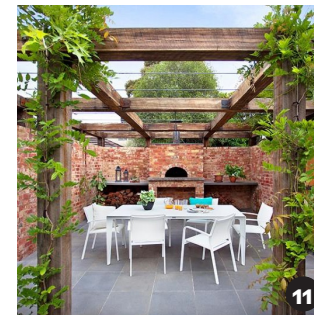
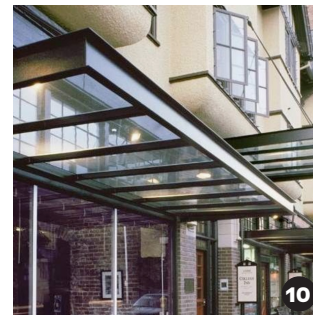
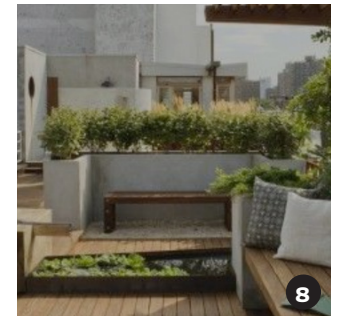
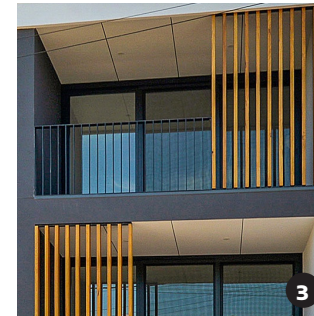
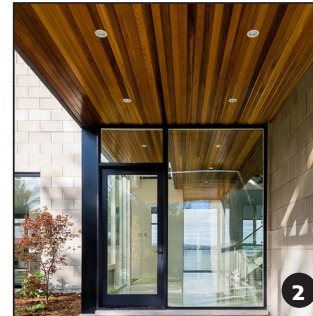
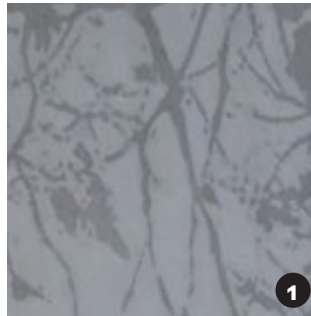


CURRENT STREET WALL HEIGHT ADJOINING
SUBJECT SITE IS 4.5-5m

DESIGN RESPONSE

EXTERNAL MATERIALS

1. Natural precast concrete with pre-finished organic pattern - east and west
2. Timber soffits to balconies
3. Black framed double glazing - all doors and windows
4. Reclaimed brickwork to podium - north and south
5. Steel framed wire mesh trellis - floor to ceiling of each apartment
6. Black window hoods to light void windows for shading and privacy
7. Black framed glass balustrading (north facing apartments)
8. In-built concrete planters to south facing balconies to prevent overlooking
9. Clay pavers to entry and walkway (colour TBA)
- 10 and 11. Street awning options to ground floor

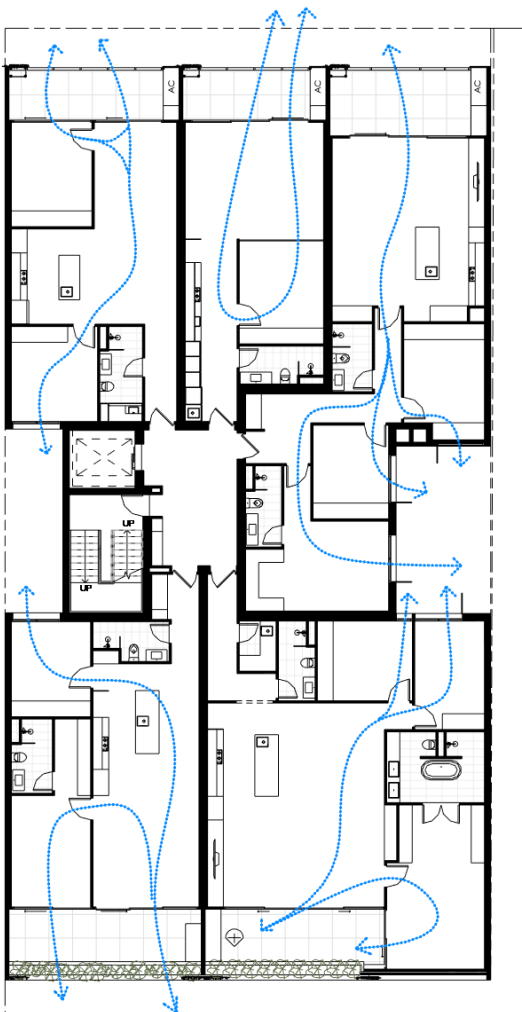
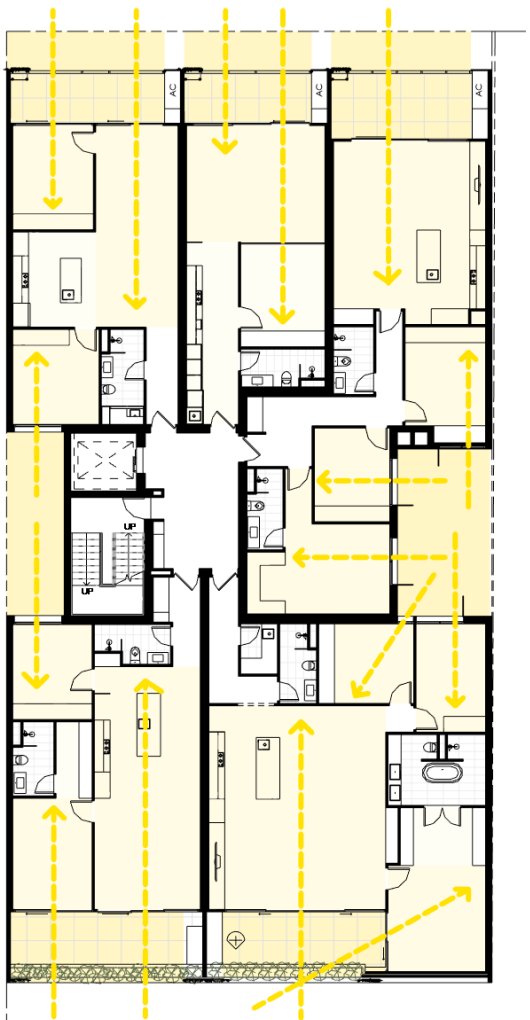


DESIGN RESPONSE

ENVIRONMENTAL DESIGN SOLUTIONS

NATURAL LIGHT

CROSS VENTILATION





PERSPECTIVE ARTIST
IMPRESSIONS







MIXED-USE DEVELOPMENT
69-71 MELBOURNE ST, NORTH ADELAIDE
TRAFFIC AND PARKING REPORT



DISCLAIMER

The information and data contained within this document are the property of CIRQA Pty Ltd and copyright. This document and the information contained therein is for the use of the authorised Client noted below. The document may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this document or the information contained therein.

DOCUMENT CONTROL

Report title:	Mixed-Use Development, 69-71 Melbourne Street, North Adelaide			
Project number:	18223			
Client:	Citify Pty Ltd			
Client contact:	Joel Wilkinson			
Version	Date	Details/status	Prepared by	Approved by
Draft	11 Oct 18	For review	TAW	BNW
V1	12 Oct 18	For submission	TAW	BNW
V2	08 Nov 18	Updated plans	TAW	BNW

CIRQA Pty Ltd

ABN 12 681 029 983
PO BOX 144, Glenside SA 5065
150 Halifax Street, Adelaide SA 5000
www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged by Citify Pty Ltd to provide design and assessment advice for a mixed-use development at 69-71 Melbourne Street, North Adelaide. Specifically, CIRQA has provided advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Gemma Lea Design Studio (drawing no. PL.00 to PL.10, dated 04 November 2018, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the south-eastern side of Melbourne Street, North Adelaide. The site is bound by a hotel (the Lord Melbourne Hotel) to the north-east, Colley Street to the south-east, a restaurant (The Himalayan Kitchen) to the south-west and Melbourne Street to the north-west. The City of Adelaide's Development Plan identifies that the site is located within a Main Street (Melbourne East) Zone.

The site is currently occupied by a Pilates Studio (Club Rhythm). Vehicle access to the site is provided via a 'right-of-way' from Colley Terrace, albeit no formal on-site vehicle parking is currently provided. Pedestrian and cyclist access is currently provided via the site's frontage to Melbourne Street and via the rear 'right-of-way' (from Colley Street).

Figure 1 illustrates the location of the subject site with regard to the adjacent road network.



Figure 1 – Location of the subject site with regard to the adjacent road network

2.2 ADJACENT TRANSPORT NETWORKS

2.2.1 ROAD NETWORK

Melbourne Street is under the care and control of the City of Adelaide and is identified as a 'primary city access' in Council's Development Plan. In the vicinity of the site, Melbourne Street comprises a single traffic lane in each direction, with

on-street (parallel) vehicle parking and full-time bicycle lanes on both sides. Adjacent the site, on-street parking is subject to a one-hour time limit between 9:00 am and 5:30 pm (Monday to Friday) and 9:00 am to 12:00 pm (Saturday). Traffic data obtained from the Department of Planning, Transport and Infrastructure (DPTI) indicates that Melbourne Street has an Annual Average Daily Traffic (AADT) volume in the order of 16,000 vehicles per day, of which approximately 3.5% are commercial vehicles. Melbourne Street is subject to a default urban speed limit of 50 km/h.

Colley Street is a local no-through road under the care and control of the City of Adelaide. Colley Street comprises a 5.5 m wide carriageway (approximate) and facilitates two-way traffic movements. On-street parking is provided on the north-eastern side of Colley Street, albeit is subject to a one-hour time restriction from 9:00 am to 5:30 pm, Monday to Friday, and a permit zone at all other times. Given that Colley Street services only a small number of residential and commercial premises (i.e. resident and staff movements), it is anticipated that Colley Street would have an AADT of less than 500 vpd. Colley Street is subject to a 50 km/h urban speed limit (albeit such speeds would unlikely to be reached on Colley Street given its short length and urban nature).

2.2.2 ACTIVE TRANSPORT

The subject site has a high level of connectivity to the adjacent pedestrian (footpath) network. Footpaths are provided immediately adjacent the site's frontage on Melbourne Street, linking the site to the broader pedestrian network. Footpaths are also provided on both sides of Colley Street, providing a connection to the nearby parklands and associated off-street shared path network.

Bicycle movements are accommodated on Melbourne Street within designated full-time bicycle lanes. Bicycle movements are also accommodated on Colley Street under a standard shared arrangement as well as on the nearby footpath and off-road shared path networks.

2.2.3 PUBLIC TRANSPORT

High-frequency public transport bus routes are located along Melbourne Street, with 'Go-Zone' bus stops located immediately in front of the site on both sides of the road. Bus services operating from these stops include:

- Route 202, 202F, 203B – Ingle Farm to City;
- Route 203, 203F, 271 – Tea Tree Plaza Interchange to City;
- Route 206, 208N – Northgate to City;
- Route 208, 273 – Paradise Interchange to City;

- Route 208B – City to Broadview;
- Route 975 – Roma Mitchell Secondary College to City (school service); and
- Route N202 – Ingle Farm to City (night service).

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposal comprises the demolition of the existing building and the construction of a multi-storey mixed-use building on the subject site. Specifically, the multi-storey building will comprise the following key components:

- 233 m² of commercial/retail floor area;
- 5x one-bedroom apartments;
- 10x two-bedroom apartments; and
- 12x three-bedroom apartments.

3.2 ACCESS AND PARKING DESIGN

The proposal will be serviced by a total of 42 vehicle parking spaces and 40 bicycle parking spaces. Of the 42 parking spaces, 37 spaces will be provided within a basement parking area, with the remaining five spaces located at-grade (one of which will be reserved exclusively for use by people with disabilities).

It should be noted that the 37 parking spaces will be achieved within the basement parking area via the use of an automated Hercules car stacking system. The parking system will allow all parking spaces to be accessed independently of one another (i.e. without a vehicle having to be removed from its parking space in order to access another). It is understood that Hercules are in discussion with Citify (directly) in order to ensure an appropriate parking system is installed. Based upon this, CIRQA is of the understanding that the system will permit appropriate access to/from all parking spaces and that the system will comply with the requirements of the relevant Australian Standards.

The basement parking area will be accessed via an Ideal Park IP1-HMT V08 car elevator. The elevator has been specified such that vehicles (up to 2.6 tonnes) can be transported between the ground and basement floor levels whilst a driver (and passengers) is inside the vehicle. The elevator will provide a 5.6 m deep by 3.0 m wide platform for drivers to position their vehicle whilst using the elevator. Given that the elevator will only be used by residents of the site, this is considered to be an appropriate solution to provide transport between the ground and basement floor areas within a space-constrained site.

In order to determine appropriate access can be achieved to/from the car elevator in both the at-grade and basement parking areas, a turn path assessment has been undertaken using AutoCAD Vehicle Tracking software and an Australian Standard B85 (domestic) design vehicle. The turn path assessment is attached in Appendix B.

The ground and basement parking area will comply with the requirements of the Australian/New Zealand Standard for *"Parking Facilities – Part 1: Off-street car parking"* (AS/NZS 2890.1:2004) in that:

- parking spaces will be 2.4 m wide and 5.4 m long;
- disabled parking spaces will 2.4 m wide and 5.4 m long with an adjacent shared space of the same dimension;
- parking aisles will be at least 5.8 m wide;
- columns will be located outside of the car clearance envelope;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in a blind aisle; and
- a head-height of 2.2 m will be provided throughout the parking area.

Vehicle access to the site will be provided over the existing 'right-of-way' at the rear of the site, connecting to Colley Street immediately south of the subject site (as per the existing situation). Pedestrian and cyclist access will be provided via the site's frontage to Melbourne Street as well as the site's rear access to Colley Street.

3.3 REFUSE COLLECTION

Refuse collection will be undertaken by an 8.8 m Medium Rigid Vehicle (MRV) at the rear of the site (within the existing 'right-of-way'). Refuse collection vehicles will be required to be reversed down Colley Street (from MacKinnon Parade) as per the existing situation. It should be noted that such arrangements (reversing down Colley Street) are also required for the collection of waste from adjacent Melbourne Street properties (such as the Lord Melbourne Hotel) and a residential property fronting Colley Street. As such, residents and staff of nearby properties would be familiar with such arrangements.

CIRQA and Colby Industries (waste consultants engaged on this project) have liaised with the traffic and waste representatives from the City of Adelaide in respect to various waste collection solutions for the proposed development. Council representatives advised that while the reversing of waste collection vehicles is not desired, such an arrangement will retain the status-quo and would not result in a 'worse' situation occurring.

Refuse collection movements would be undertaken outside of peak periods to minimise any potential impact on the operation of the adjacent road network and surrounding properties. Based upon the above, the proposed refuse collection arrangements are considered appropriate for the subject development. A turn path of an 8.8 m MRV accessing the subject site is attached in Appendix C.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of Adelaide's Development Plan (Table Adel/7) identifies parking requirements for land uses within 'Mixed Use Zones' (as is the subject site) relevant to the proposed development. Specifically, Council's Development Plan identifies the following parking requirements relevant to the proposed development:

- **Medium to high-scale residential** – one space per dwelling up to 200 square metres; and
- **Non-residential development** – three spaces per 100 square metres of gross leasable floor area.

It should also be noted that Council's Development Plan (Table Adel/7) states that *"In mixed-use buildings [within Mixed Use Zones such as the subject site], where there is a combination of more than one of the following land uses, the provision of vehicle parking at the following rates may be reduced in number..."*. As such, Council's Development Plan allows for some flexibility in on-site parking provision for site's located within the subject site (as is the proposed development).

Nonetheless, Table 1 illustrates a breakdown of the theoretical parking requirement of each component within the proposal (based upon the above 'raw' parking provisions), as well as the number of parking spaces allocated to each use.

Table 1 – Breakdown of the theoretical parking requirement associated with each use based upon the applicable parking provisions from Council's Development Plan

Use	Theoretical req. (based on Council's Dev. Plan)	No. of allocated parking spaces	Comment
One-bed Apartments	5	5	No shortfall
Two-bed Apartments	10	10	No shortfall
Three-bed Apartments	12	24	No shortfall
Commercial/Retail	7	3	4-space shortfall

As illustrated in Table 1, five parking spaces will be allocated to the one-bedroom apartments, ten spaces will be allocated to the two-bedroom apartments and 24 spaces will be allocated to the three-bedroom apartments. Such provisions will satisfy the parking requirements of Council's Development Plan.

With regard to the retail/commercial tenancies, a total of three spaces will be allocated. As such, a small parking shortfall in the order of four spaces will be associated with these tenancies. However, given staff will park for a longer duration (i.e. medium to long-term), the three retail/commercial parking spaces are recommended to be allocated as staff parking spaces (in order to minimise longer duration on-street parking impacts). As such, the small theoretical shortfall of four spaces is expected to be associated with short-term customer/visitor parking.

Furthermore, due to the site's location on Melbourne Street, it is expected that the majority of customers/visitors to the tenancies will be associated with shared trips with nearby premises (i.e. passing foot traffic). This is reflective in Council's Development Plan (Table Adel/7) as consideration is given to a reduction in parking provision due to shared-trip opportunities. As such, the parking demand associated with the retail/commercial tenancies is expected to be lower than that typically associated with such uses.

In the event that customers/visitors were to drive to the site (i.e. solely to access the site), it is highly likely that drivers would utilise on-street parking on Melbourne Street and/or the Council-owned parking area on the south-western side of Dunn Street (less than 75 m from the subject site). Such a scenario would have negligible impact on parking availability within the vicinity of the subject site.

The above assessment has also not taken into consideration the theoretical parking requirement associated with the existing site. Based upon a floor area of approximately 600 m², the existing site would have a theoretical requirement in the order of 18 parking spaces (based upon a parking requirement of three spaces per 100 m² for non-residential land uses). Given that (at most) four parking spaces are provided at the rear of the site, there would be a theoretical shortfall in the order of 14 parking spaces (required to be accommodated on the adjacent road network). Taking this into consideration, there would be a lesser shortfall associated with the proposed development than that of the existing site (i.e. a theoretical improvement in parking availability within the vicinity of the subject site).

It should also be noted that the City of Adelaide's Development Plan (Table Adel/7) identifies that *"1 car parking space in every 15 spaces provided with [sic] any form of development should function as a car parking space suitable for use by people with disabilities..."*. Council's Development Plan also stated that *"Every*

second parking space provided for people with special needs shall be reserved exclusively for the use of people with disabilities...". As such, one parking space has been reserved within the at-grade parking for the exclusive use by people with disabilities, with the opportunity for the adjoining space (i.e. adjacent the required shared area) to also be used for people with disabilities.

4.2 BICYCLE PARKING

The City of Adelaide's Development Plan identifies the following bicycle parking requirements relevant to the proposed development:

- **All low, medium and high-scale residential** – one space per dwelling up to 150 square metres OR two spaces per dwelling greater than 150 square metres PLUS one space per 10 dwellings for visitors; and
- **Retail** – one space per 200 square metres of gross leasable floor area for staff PLUS one space per 600 square metres of gross leasable floor area for visitors.

Based upon these rates, the site would have a theoretical parking requirement for 28 resident parking spaces, one staff parking space and three visitor/customer parking spaces (a total of 32 bicycle parking spaces). Given that 32 resident and 8 regular bicycle parking spaces will be provided on-site, the bicycle parking requirements of Council's Development Plan are satisfied.

In addition to the above, it is not uncommon for residents to store bicycles within their apartment (particularly with more expensive road bikes). As such, the requirements of Council's Development Plan are exceeded.

5. TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' "Guide to Traffic Generating Developments" (the RMS Guide), and its subsequent updates, is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The RMS Guide identifies the following traffic generation rates relevant to the proposed development:

- **High-density residential flat dwellings** (apartments) - 0.53 am and 0.32 pm peak hour trips per dwelling; and
- **Shopping centres** (retail) – 12.5 (Thursday) peak hour trips per 100 m².

However, with regard to retail traffic generation rates identified above, such a rate is not considered to be appropriate for application to the subject proposal. This is due to the large-scale nature and variety of offerings of a shopping centre compared to that of the proposal. In reality, it would be expected that the retail

(commercial) component would generate in the order of 7.5 to 9.0 peak hour trips per 100 m² of floor area. Such rates have recently been adopted (and accepted) for small retail shops throughout metropolitan Adelaide.

It should also be noted that the am peak hour generation of 'shops' is typically 50% of that associated with the pm peak hour. As such, rates of 4.5 am and 9.0 pm trips per 100 m² have conservatively been adopted for this assessment.

Based upon the above traffic generation rates, it is forecast that the proposed development will generate in the order of 25 am and 30 pm peak hour trips.

However, it is considered that a portion of trips to/from the site would be shared with trips to nearby premises. Similarly, a portion of movements to/from the site would also be associated with foot traffic on the adjacent footpath network (along Melbourne Street). As such, it is envisaged that the site's traffic generation would be lower than that identified above.

Nonetheless, the forecast traffic generation identified above is low and would be readily accommodated on the adjacent road network with minimal impact. Furthermore, the assessment does not include consideration of the site's existing traffic generation and the actual number of additional movements will be lower than forecast.

6. SUMMARY

The proposal comprises the construction of a multi-storey mixed-use (residential and commercial/retail) building on the subject site. The development will be serviced by 42 parking spaces, located within an at-grade and basement parking area. A further 40 bicycle parking spaces will be provided within the subject site.

Vehicle access to the site is proposed via two-way access at the rear of the site, over an existing 'right-of-way' connecting to Colley Street (as per the existing situation). Pedestrian and cyclist access will be provided via the site's frontage to Melbourne Street and via the existing rear 'right-of-way'.

Based upon Council's Development Plan, the proposal has a theoretical requirement for 34 parking spaces to be provided on-site. Of the 42 spaces proposed on the subject site, 39 will be allocated to residents. As such, it is considered that the site will have a theoretical shortfall of four spaces associated with visitors/customers of the commercial retail tenancies. However, it is highly likely that such users will be associated with passing 'foot traffic' and/or shared trips with nearby premises. Furthermore, given that numerous parking opportunities are provided within close proximity to the subject site, the small

parking shortfall is considered to have minimal impact on parking availability within the vicinity of the site.

With regard to traffic, it is forecast that the site will generate in the order of 25 am and 30 pm peak hour trips. However, a portion of trips would 'shared' with nearby premises and would also be associated with 'foot traffic' on Melbourne Street. Nonetheless, the forecast traffic generation is low and would be readily accommodated on the adjacent road network.

APPENDIX A

GEMMA LEA DESIGN STUDIO PLANS

DATED 04 NOVEMBER 2018

PLANNING APPLICATION - 69-71 MELBOURNE STREET, NORTH ADELAIDE SA 5006



SHEET LIST		
NO.	SHEET NAME	REV
PL 02	PROPOSED SITE & CONTEXT	PA1
PL 03	FLOOR PLANS (01)	PA1
PL 04	FLOOR PLANS (02)	PA1
PL 05	FLOOR PLANS (03)	PA1
PL 06	ELEVATIONS (01)	PA1
PL 07	ELEVATIONS (02)	PA1
PL 08	DESIGN SECTION (01)	PA1
PL 09	DESIGN SECTION (02)	PA1
PL 10	SHADOW DIAGRAMS	PA1

BUILDING AREAS		
DESCRIPTION	AREA	
1ST FLOOR	637 m ²	
2ND FLOOR	605 m ²	
3RD FLOOR	605 m ²	
4TH FLOOR	605 m ²	
5TH FLOOR	605 m ²	
6TH FLOOR	605 m ²	
BASEMENT	671 m ²	
GROUND FLOOR	671 m ²	
	4934 m ²	

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
GROUND FLOOR	RETAIL G.01	AREA 1A	14 m ²
RETAIL G.01			94 m ²
GROUND FLOOR	RETAIL G.02	AREA 1A	139 m ²
RETAIL G.02			139 m ²
GROUND FLOOR			234 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
1ST FLOOR	APT TYPE A	3 BED, 2 BATH	135 m ²
1ST FLOOR	APT TYPE A	BALCONY	19 m ²
APT TYPE A			154 m ²
1ST FLOOR	APT TYPE B	3 BED, 2 BATH	121 m ²
1ST FLOOR	APT TYPE B	BALCONY	22 m ²
APT TYPE B			143 m ²
1ST FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
1ST FLOOR	APT TYPE C	BALCONY	25 m ²
APT TYPE C			103 m ²
1ST FLOOR	APT TYPE D	2 BED, 1 BATH	78 m ²
1ST FLOOR	APT TYPE D	BALCONY	23 m ²
APT TYPE D			101 m ²
1ST FLOOR	APT TYPE E	1 BED, 1 BATH	60 m ²
1ST FLOOR	APT TYPE E	BALCONY	25 m ²
APT TYPE E			85 m ²
1ST FLOOR			586 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
2ND FLOOR	APT TYPE A	3 BED, 2 BATH	135 m ²
2ND FLOOR	APT TYPE A	BALCONY	19 m ²
APT TYPE A			154 m ²
2ND FLOOR	APT TYPE B	3 BED, 2 BATH	117 m ²
2ND FLOOR	APT TYPE B	BALCONY	16 m ²
APT TYPE B			134 m ²
2ND FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
2ND FLOOR	APT TYPE C	BALCONY	25 m ²
APT TYPE C			103 m ²
2ND FLOOR	APT TYPE D	2 BED, 1 BATH	78 m ²
2ND FLOOR	APT TYPE D	BALCONY	14 m ²
APT TYPE D			92 m ²
2ND FLOOR	APT TYPE E	1 BED, 1 BATH	60 m ²
2ND FLOOR	APT TYPE E	BALCONY	11 m ²
APT TYPE E			71 m ²
2ND FLOOR			509 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
3RD FLOOR	APT TYPE A	3 BED, 2 BATH	135 m ²
3RD FLOOR	APT TYPE A	BALCONY	19 m ²
APT TYPE A			154 m ²
3RD FLOOR	APT TYPE B	3 BED, 2 BATH	117 m ²
3RD FLOOR	APT TYPE B	BALCONY	16 m ²
APT TYPE B			134 m ²
3RD FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
3RD FLOOR	APT TYPE C	BALCONY	25 m ²
APT TYPE C			103 m ²
3RD FLOOR	APT TYPE D	2 BED, 1 BATH	78 m ²
3RD FLOOR	APT TYPE D	BALCONY	14 m ²
APT TYPE D			92 m ²
3RD FLOOR	APT TYPE E	1 BED, 1 BATH	60 m ²
3RD FLOOR	APT TYPE E	BALCONY	11 m ²
APT TYPE E			71 m ²
3RD FLOOR			509 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
4TH FLOOR	APT TYPE A	3 BED, 2 BATH	135 m ²
4TH FLOOR	APT TYPE A	BALCONY	19 m ²
APT TYPE A			154 m ²
4TH FLOOR	APT TYPE B	3 BED, 2 BATH	117 m ²
4TH FLOOR	APT TYPE B	BALCONY	16 m ²
APT TYPE B			134 m ²
4TH FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
4TH FLOOR	APT TYPE C	BALCONY	25 m ²
APT TYPE C			103 m ²
4TH FLOOR	APT TYPE D	2 BED, 1 BATH	78 m ²
4TH FLOOR	APT TYPE D	BALCONY	14 m ²
APT TYPE D			92 m ²
4TH FLOOR	APT TYPE E	1 BED, 1 BATH	60 m ²
4TH FLOOR	APT TYPE E	BALCONY	11 m ²
APT TYPE E			71 m ²
4TH FLOOR			509 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
5TH FLOOR	APT TYPE A	3 BED, 2 BATH	135 m ²
5TH FLOOR	APT TYPE A	BALCONY	19 m ²
APT TYPE A			154 m ²
5TH FLOOR	APT TYPE B	3 BED, 2 BATH	117 m ²
5TH FLOOR	APT TYPE B	BALCONY	16 m ²
APT TYPE B			134 m ²
5TH FLOOR	APT TYPE C	2 BED, 2 BATH	88 m ²
5TH FLOOR	APT TYPE C	BALCONY	25 m ²
APT TYPE C			103 m ²
5TH FLOOR	APT TYPE D	2 BED, 1 BATH	78 m ²
5TH FLOOR	APT TYPE D	BALCONY	14 m ²
APT TYPE D			92 m ²
5TH FLOOR	APT TYPE E	1 BED, 1 BATH	60 m ²
5TH FLOOR	APT TYPE E	BALCONY	11 m ²
APT TYPE E			71 m ²
5TH FLOOR			509 m ²

APT AREAS			
LEVEL	NAME	DESCRIPTION	AREA
6TH FLOOR	PENHOUSE NORTH	3 BED, 2 BATH	146 m ²
6TH FLOOR	PENHOUSE NORTH	BALCONY	107 m ²
PENHOUSE NORTH			253 m ²
6TH FLOOR	PENHOUSE SOUTH	3 BED, 2 BATH	152 m ²
6TH FLOOR	PENHOUSE SOUTH	BALCONY	108 m ²
PENHOUSE SOUTH			261 m ²
6TH FLOOR			513 m ²
			3689 m ²

REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

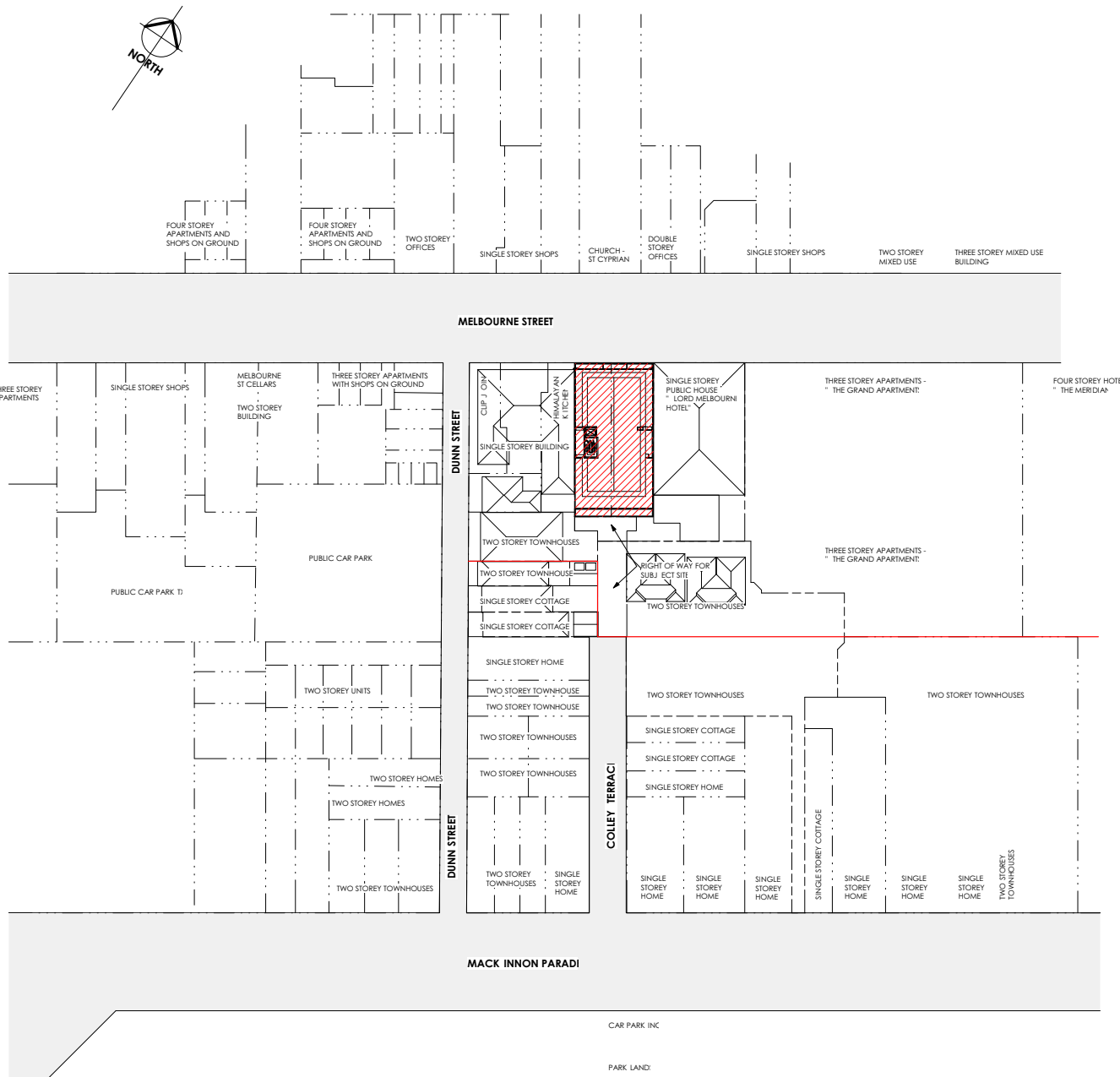
PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD
CITIFY **bfc**

SHEET
COVER & DEVELOPMENT SUMMARY
PL.00

AUTHOR
GB
ISSUE
ISSUE FOR PLANNING APPROVAL
04/11/2018
1808A16 69M5
NOT FOR CONSTRUCTION

GEMMA | **LEA**
DESIGN STUDIO
www.gemmalea.com.au
gemma@gemmalea.com.au
0800 30 300 000 000



REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

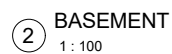
CLIENT
CITY & BFC PTY LTD
CITIFY **bfc**

SHEET
PROPOSED SITE &
CONTEXT
PL.02

AUTHOR
GB
ISSUE
ISSUE FOR PLANNING
APPROVAL
NOT FOR
CONSTRUCTION

04/11/2018
1808A16 69M5

GEMMA | LEA
DESIGN STUDIO
www.gemmalia.com.au
gemma@gemmalia.com.au
0800 30 300 300

[illegible]

CLIENT
CITIFY & BFC PTY LTD
CITI

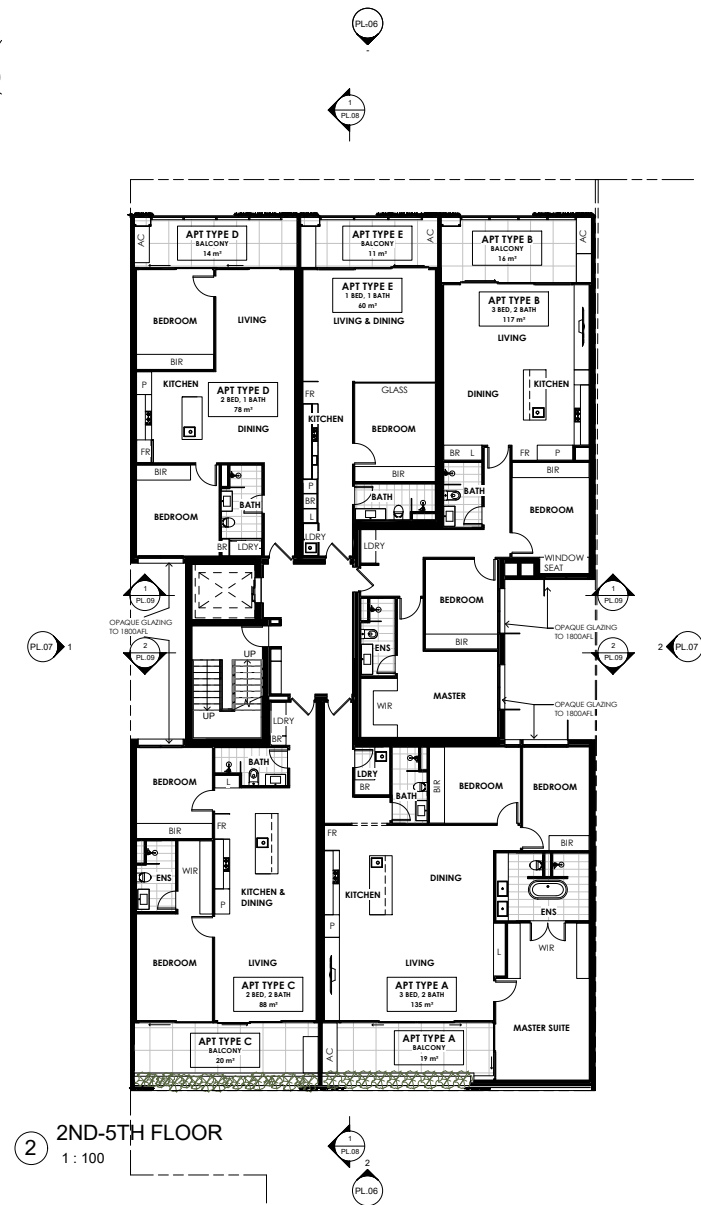
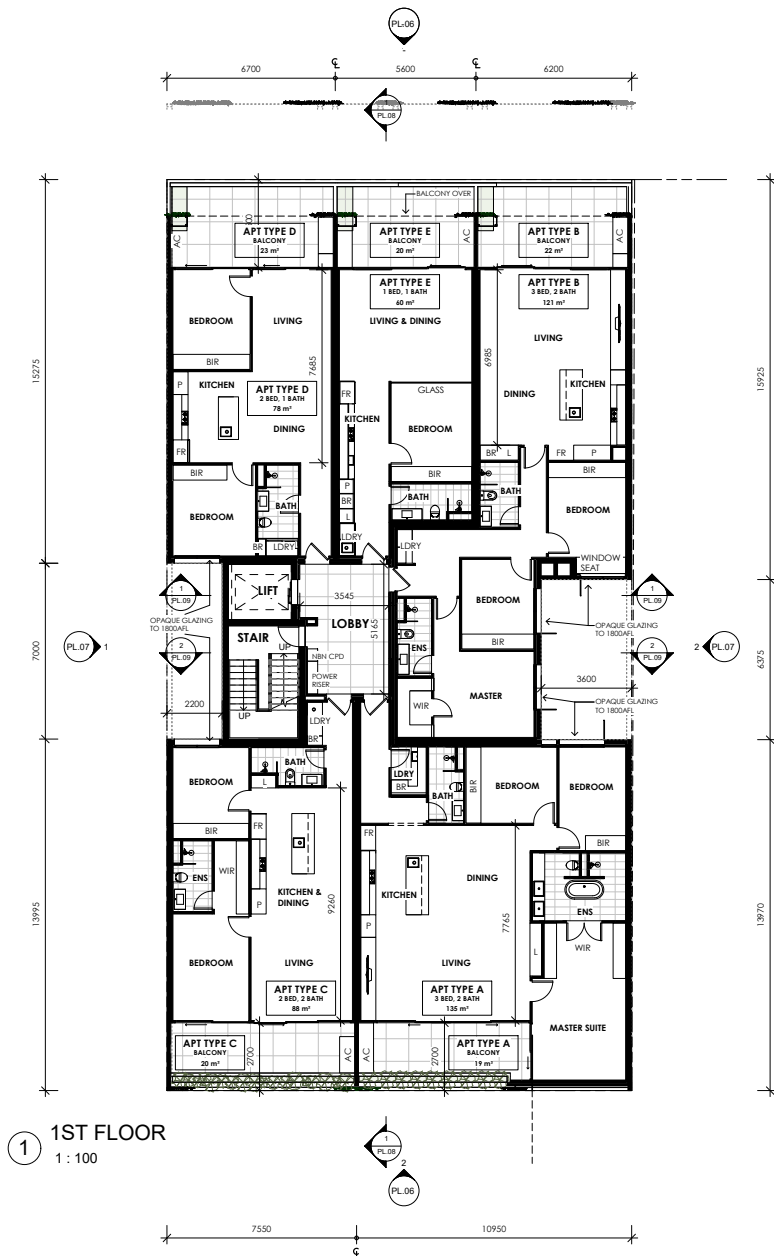


AUTHOR
GB

ISSUE
ISSUE FOR PLANNING
APPROVAL

04/11/2018
1808A16 69MS
**NOT FOR
CONSTRUCTION**

GEMMA | LEA
www.gemmalea.com.au
gemma@gemmalea.com.au
A/N: 35 582 991 838
DESIGN STUDIO



REVISIONS	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
49-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD

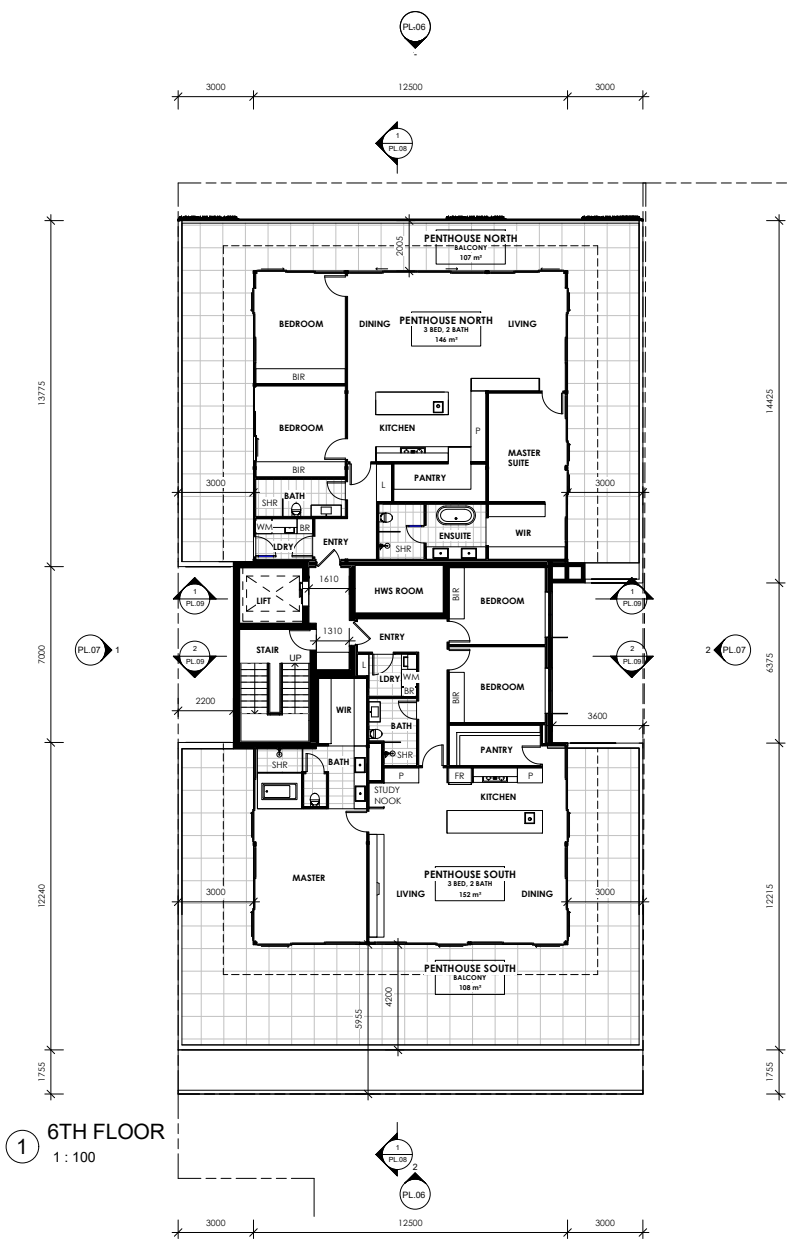


SHEET
FLOOR PLANS 02
PL.04

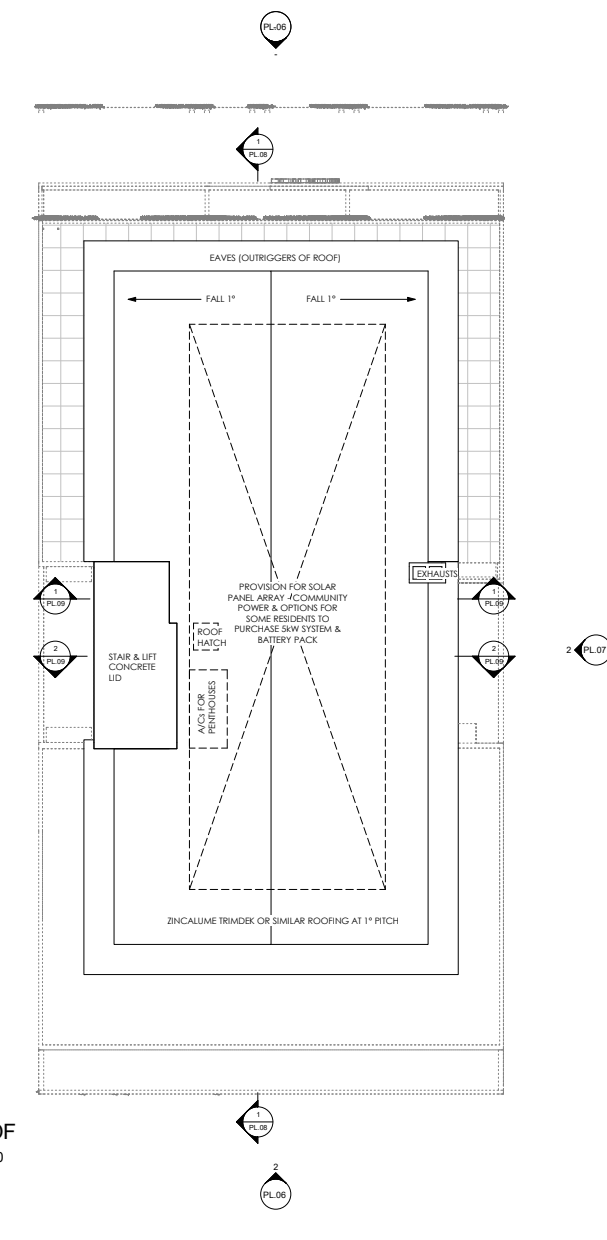
AUTHOR
GB
ISSUE
ISSUE FOR PLANNING
APPROVAL

04/11/2018
1808A16 69M5
**NOT FOR
CONSTRUCTION**

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 30 300 000



1 6TH FLOOR
1 : 100



2 ROOF
1 : 100

REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD
CITIFY **bfc**

SHEET
FLOOR PLANS 03
PL.05

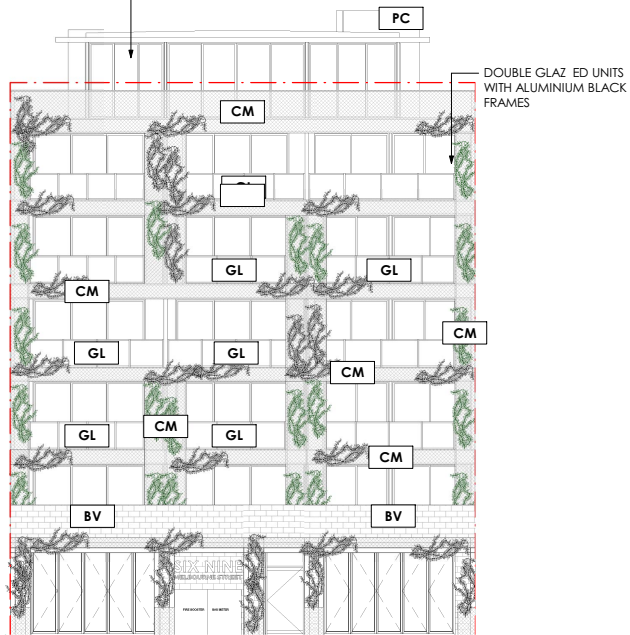
AUTHOR
GB
ISSUE
ISSUE FOR PLANNING
APPROVAL

04/11/2018
1808A16 69M5
NOT FOR
CONSTRUCTION

GEMMA | **LEA**
DESIGN STUDIO
www.gemmalea.com.au
gemma@gemmalea.com.au
0800 30 300 300

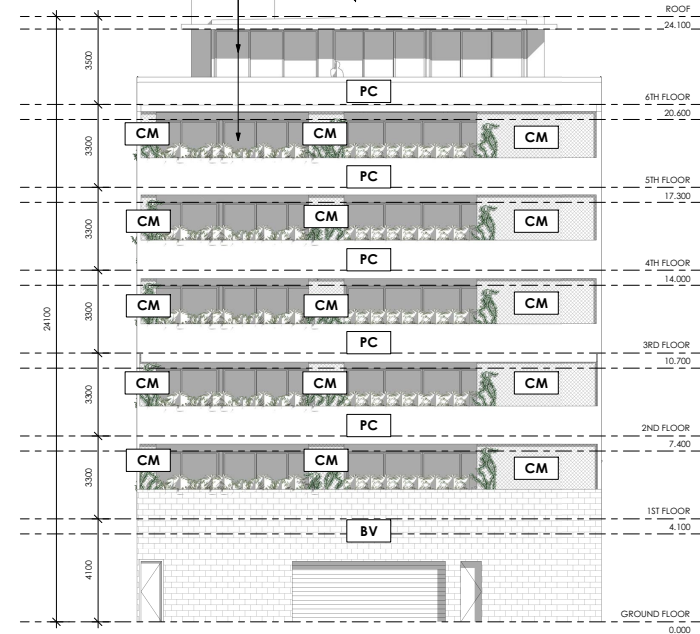
WALL SCHEDULE	
KEYNOTE	DESCRIPTION
BV	Brick veneer podium - bagged recycled brickwork or similar
CM	Chain link mesh cage on steel frame with planting as per LCS Landscapes documentation
GL	Black steel framed glazing - clear glass
PC	Precast concrete
PCF	Precast concrete feature wall with pre-finished pattern moulded into concrete

DOUBLE GLAZED
UNITS WITH ALUMINIUM
BLACK FRAME



1 NORTH
1:100

DOUBLE GLAZED
UNITS WITH ALUMINIUM
BLACK FRAME



2 SOUTH
1:100

REVISIONS	
NO.	DESCRIPTION
1	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD



SHEET
ELEVATIONS 01
PL.06

AUTHOR
GB

ISSUE
ISSUE FOR PLANNING
APPROVAL

04/11/2018
1808A16 69M5

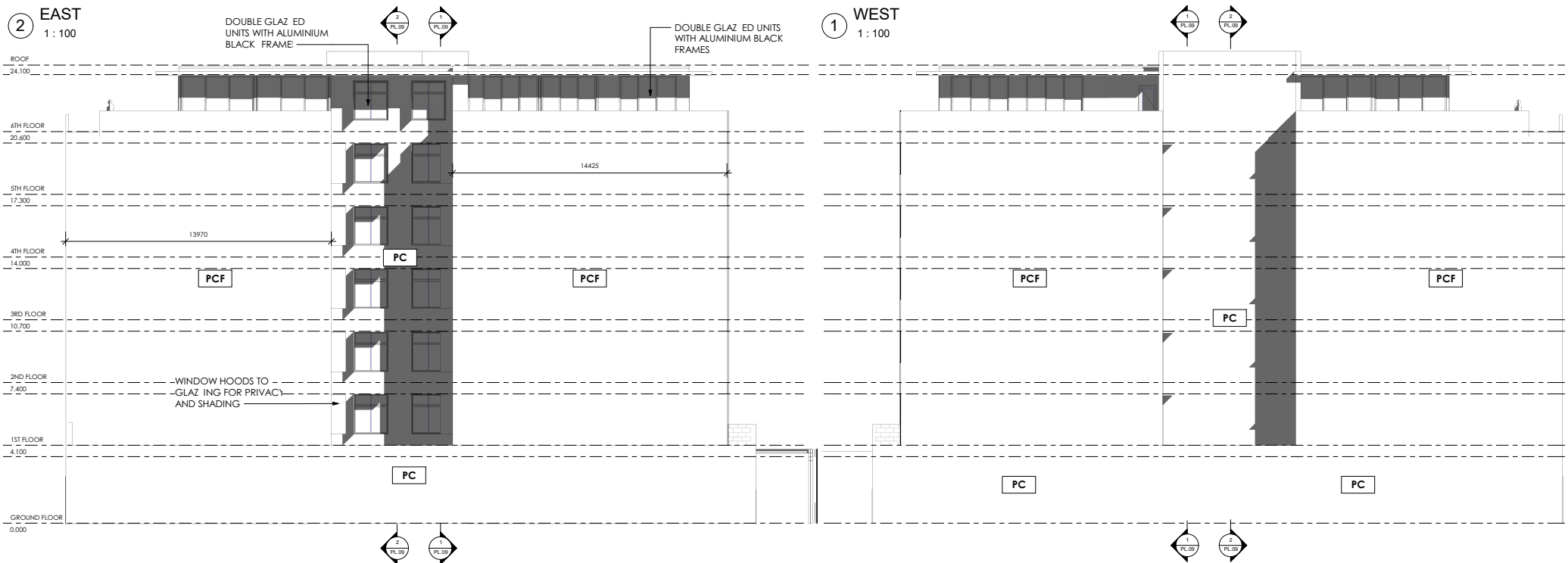
NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO



FEATURE CONCRETE PATTERN EX AMPU

WALL SCHEDULE	
KEYNOTE	DESCRIPTION
BV	Brick veneer podium - bagged recycled brickwork or similar
CM	Chain link mesh cage on steel frame with planting as per LCS Landscapes documentation
GL	Black steel framed glazing - clear glass
PC	Precast concrete
PCF	Precast concrete feature wall with pre-finished pattern moulded into concrete



REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD



SHEET
ELEVATIONS 02
PL.07

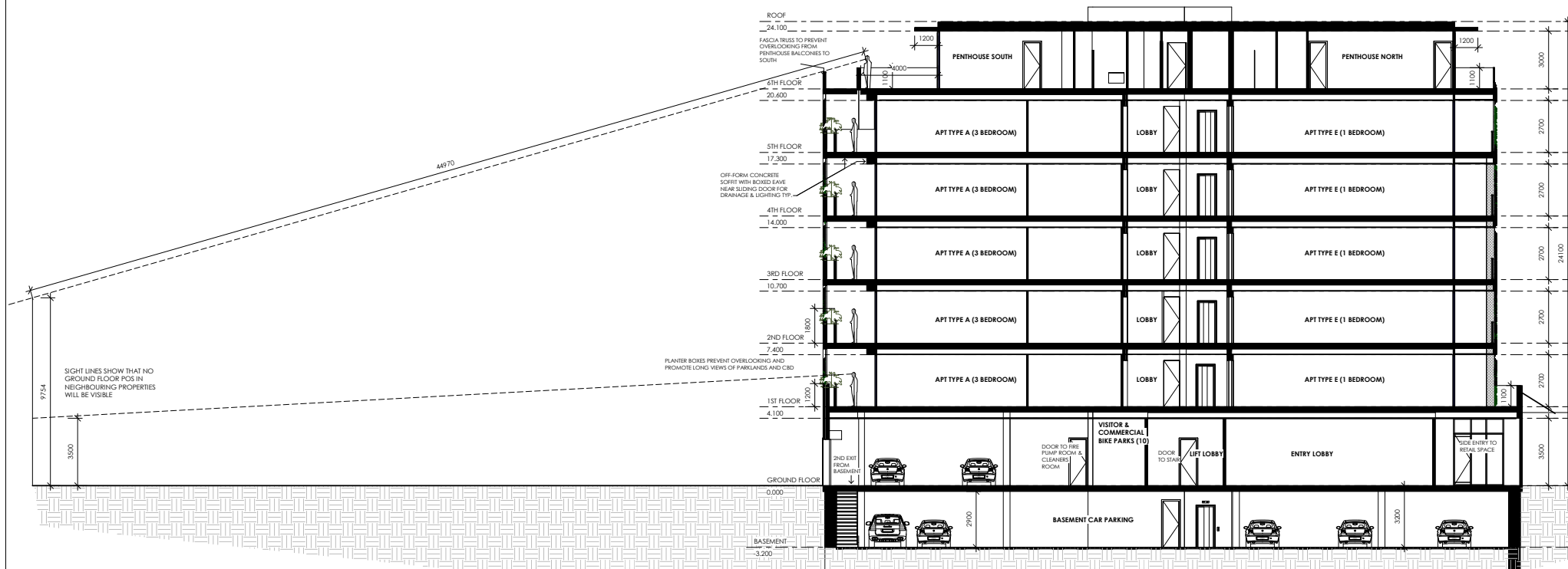
AUTHOR
GB

04/11/2018
1808A16 69M5

ISSUE
ISSUE FOR PLANNING APPROVAL

NOT FOR CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 300 200 000



1 NORTH-SOUTH SECTION
1 : 100

REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD



SHEET
DESIGN SECTION 01
PL.08

AUTHOR
GB

ISSUE
ISSUE FOR PLANNING
APPROVAL

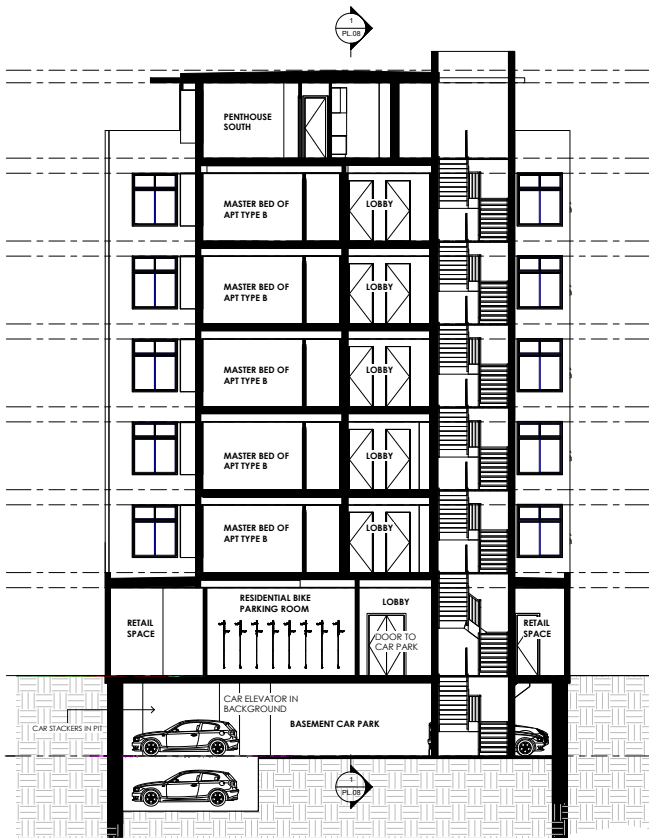
04/11/2018
1808A16 69MS

NOT FOR
CONSTRUCTION

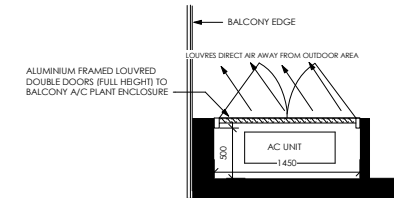
GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 393 293 038



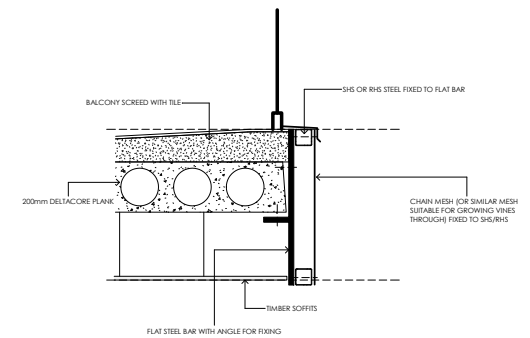
1 WEST-EAST SECTION
(FACING NORTH)
1 : 100



2 EAST-WEST SECTION
(FACING SOUTH)
1 : 100



3 TYPICAL AC ENCLOSURE
1 : 25



4 MESH BALCONY FRONT
1 : 10

REVISIONS	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITY & BFC PTY LTD



SHEET
DESIGN SECTION 02
PL.09

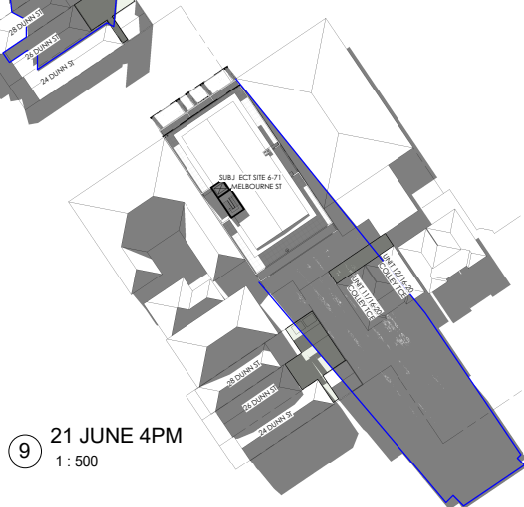
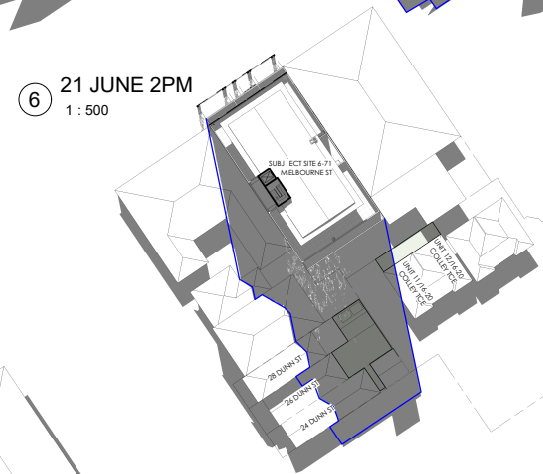
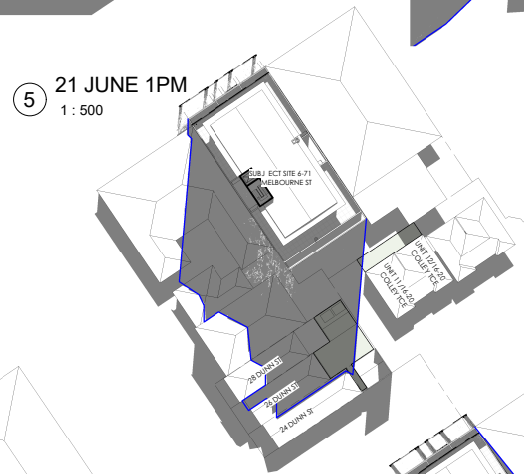
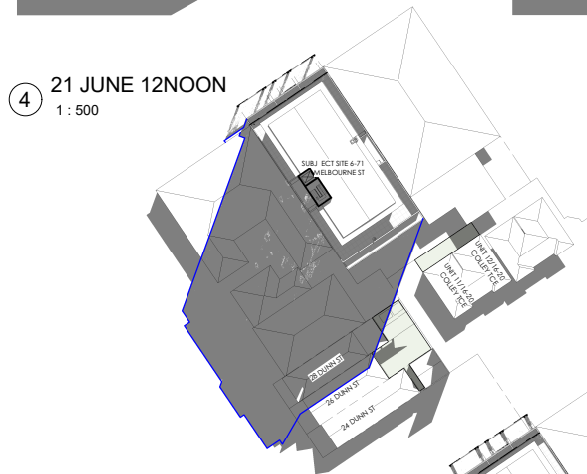
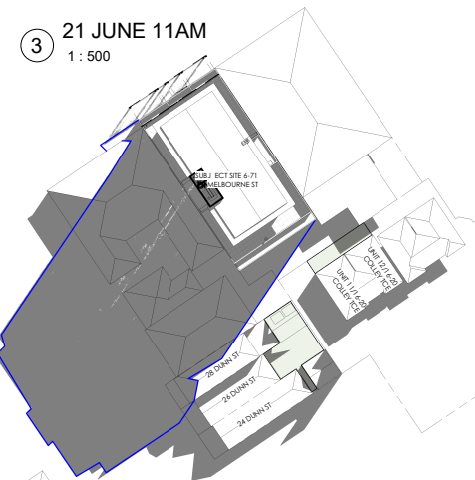
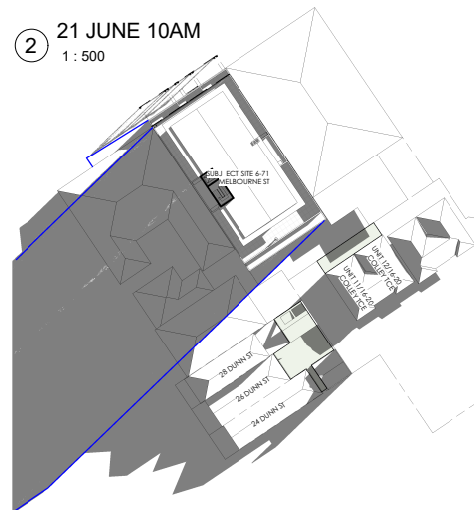
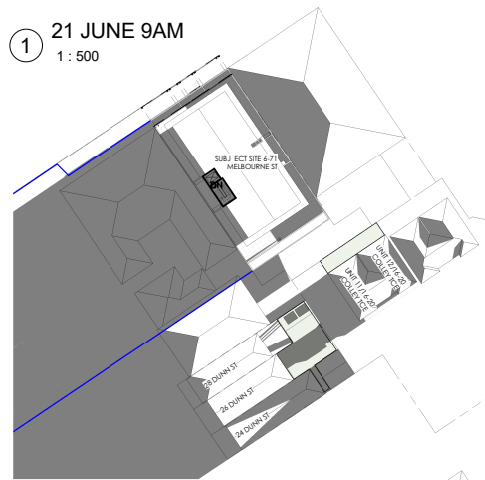
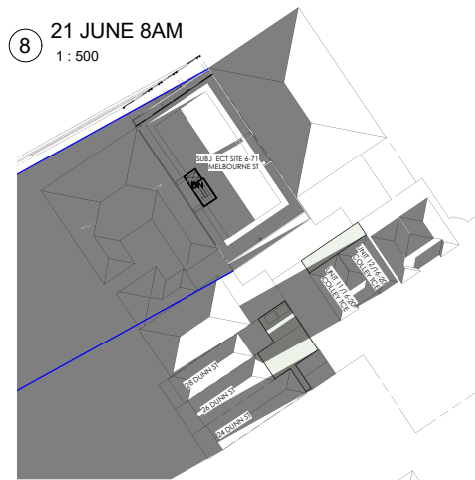
AUTHOR
GB

04/11/2018
1808A16 69M5

ISSUE
ISSUE FOR PLANNING
APPROVAL

NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO



ALL SHADOWS COMPLIANT WITH ACC DEVELOPMENT PLAN

WINTER SOLSTICE - HOURS PROPOSED DEVELOPMENT DOES NOT OVERSHADOW NEIGHBOURING PROPERTIES

	8am	9am	10am	11am	12noon	1pm	2pm	3pm	4pm	TOTAL	
28 Dunn Street	NS	NS	NS	NS	PS	OS	OS	OS	PS	4-5 HOURS NS	3-4 HOURS OS
26 Dunn Street	NS	NS	NS	NS	NS	PS	OS	OS	PS	5-6 HOURS NS	2-3 HOURS OS
24 Dunn Street	NS	NS	NS	NS	NS	NS	OS	OS	PS	6 HOURS NS	2-3 HOURS OS
11/16-20 Colley Street	NS	NS	NS	NS	NS	NS	PS	OS	OS	6 HOURS NS	2-3 HOURS OS
12/16-20 Colley Street	NS	NS	NS	NS	NS	NS	NS	OS	OS	8 HOURS NS	1 HOUR OS

NS PROPOSED DEVELOPMENT DOES NOT PUT POS IN SHADOW
PS PROPOSED DEVELOPMENT PARTIALLY PUTS POS IN SHADOW
OS PROPOSED DEVELOPMENT PUTS POS IN SHADOW

REVISIONS		
NO.	DATE	DESCRIPTION
1	04/11/2018	ISSUE FOR PLANNING APPROVAL

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
TBA

CLIENT
CITIFY & BFC PTY LTD

CITIFY **bfc**

SHEET
SHADOW DIAGRAMS
PL.10

AUTHOR
GB

ISSUE
ISSUE FOR PLANNING
APPROVAL

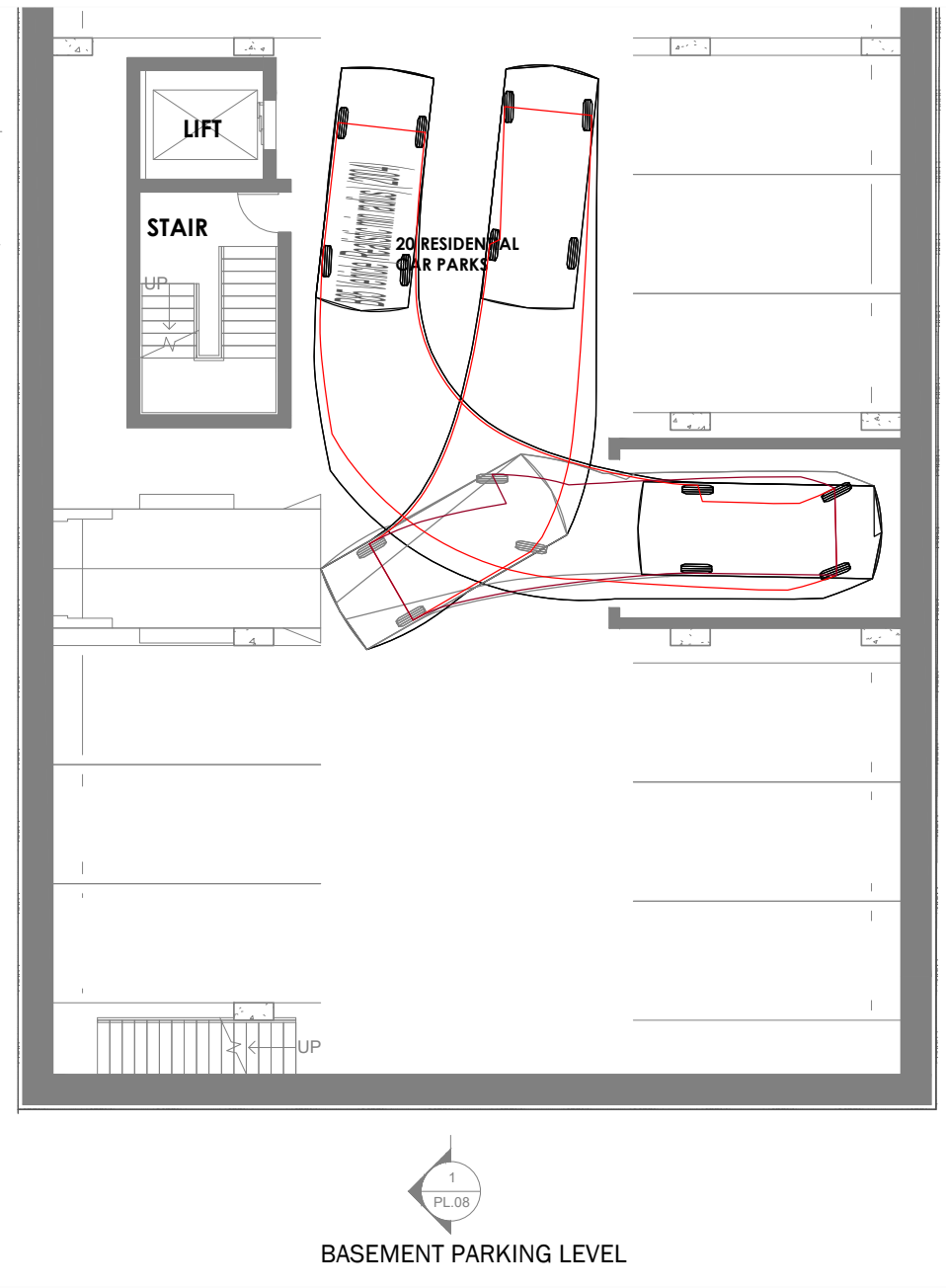
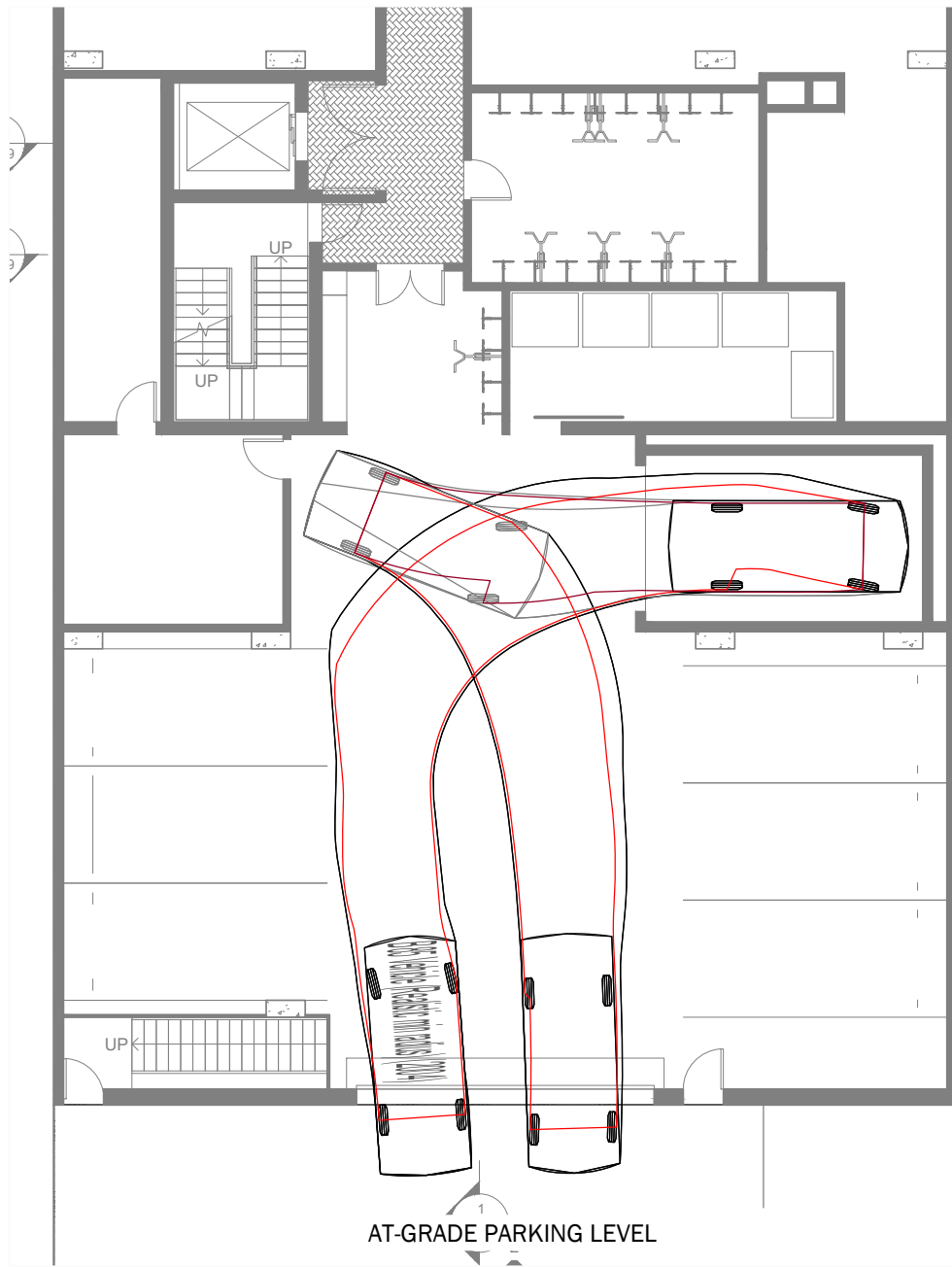
04/11/2018
1808A16 69MS

NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO

APPENDIX B

TURN PATH OF B85 DOMESTIC VEHICLE ACCESSING THE CAR ELEVATOR



ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.

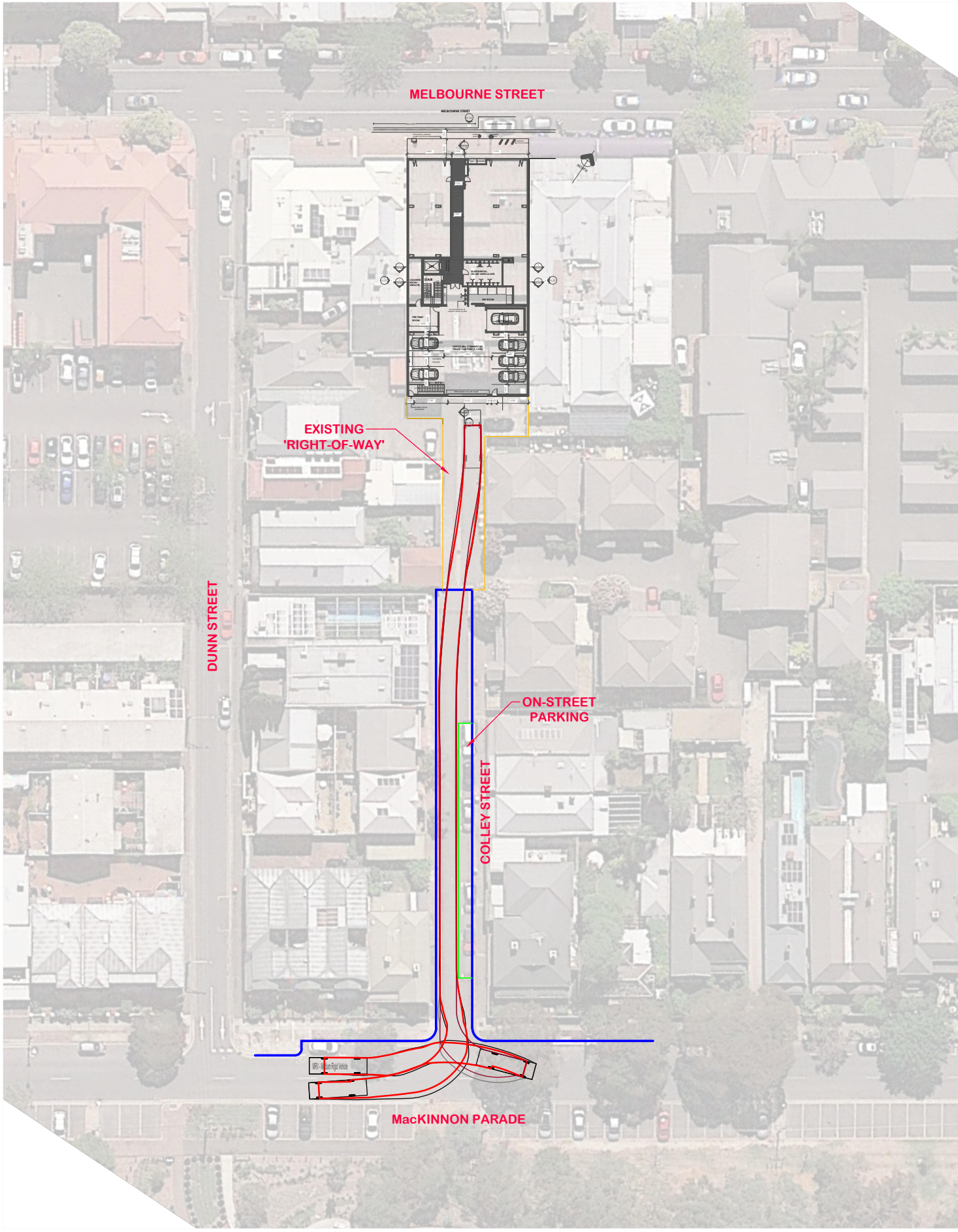
DRAWING AMENDMENTS				
REV	DATE	DESCRIPTION	DWN	CHK
A	11/10/2018	FOR SUBMISSION	TAW	BNW
C18223_03.DWG 11/10/2018 5:23 PM				



PROPOSED MIXED-USE DEVELOPMENT
 69-71 MELBOURNE STREET, NORTH ADELAIDE
 CAR ELEVATOR TURN PATHS - B85 DESIGN VEHICLE
 PROJECT # 18223 SHEET # 03_SH02

APPENDIX C

TURN PATH OF AN 8.8 m REFUSE COLLECTION VEHICLE ACCESSING THE SUBJECT SITE



CIRQA™

ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

REV	DATE	DESCRIPTION	DWN	CHK
A	11/10/2018	FOR SUBMISSION	TAW	BNW

C18223_03.DWG 11/10/2018 5:06 PM



N
1:500
@ A3

PROPOSED MIXED-USE
69-71 MELBOURNE ST, NORTH ADELAIDE
8.8 m REFUSE VEHICLE TURN PATH
PROJECT # 18223 SHEET # 03_SH01

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.



(Formerly Colby Industries)

ABN 98 629 927 199

Level 1 / 60 Hindmarsh Square

Adelaide, SA 5000

p +61 8 8297 2385

www.colbyphillips.com.au

69-71 Melbourne St Mixed Use Building

(Residential High-density Mixed-Use Development)

Waste Management Plan

Prepared for: Citify

March 2019

- IMPORTANT NOTES -

This document has been prepared by Colby Phillips Advisory for a specific purpose and client (as named in this document) and is intended to be used solely for that purpose by that client.

The information contained within this document is based upon sources, experimentation and methodology which at the time of preparing this document were believed to be reasonably reliable and the accuracy of this information subsequent to this date may not necessarily be valid.

Unless expressly provided in this document, no part of this document may be reproduced or copied in any form or by any means without the prior written consent of Colby Phillips Advisory or the client.

The information in this document may be confidential and legally privileged. If you are not the intended recipient of this document (or parts thereof), or do not have permission from Colby Phillips Advisory or the client for access to it, please immediately notify Colby Phillips Advisory or the client and destroy the document (or parts thereof).

This document, parts thereof or the information contained therein must not be used in a misleading, deceptive, defamatory or inaccurate manner or in any way that may otherwise be prejudicial to Colby Phillips Advisory, including without limitation, in order to imply that Colby Phillips Advisory has endorsed a product or service.

Document verification

Description	69-71 Melbourne St Mixed Use Building WMP		
Version	REVISED version of WMP previously prepared October 2018, per updated plans and Client's request		
Issued	25/03/2019		
Verification	Prepared by	Checked by	Approved by
Name	C. Colby		C Colby
Signature			

Contents

Contents	1
1 Introduction.....	2
2 Development Description	2
3 Design Assumptions	4
3.1 Stakeholder Engagement (Council)	4
3.2 Waste & Recycling Service Provision	5
3.3 Waste & Recycling Volumes	6
4 Waste Management System	7
4.1 Waste Storage Area(s).....	7
4.2 System Operation	8
4.3 Collection & Traffic Issues.....	12
4.4 Management & Communication.....	15
4.5 Other Waste System Design or Management Issues	16
5 References	17

1 Introduction

This document presents a waste management plan (WMP) for the 69-71 Melbourne St Mixed Use Building (Residential High-density Mixed Use) Development (the “Development”). The Developer is Citify, Project Designer is Gemma Lea Design Studio, and Traffic Engineer is CIRQA.

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

2 Development Description

The Development is at 69-71 Melbourne St, North Adelaide, in the City of Adelaide (Council). Per plans provided (Draft Planning Set, issued 9 September 2018), the Development is a seven-storey building + basement on a ca. 650m² site, with ca. 18.5m frontage onto Melbourne St and rear access to the site via Colley St – see Figure 2-1 overleaf which reproduces the Ground Level plan for the site. *[This figure illustrates proposed waste system features for the Development which will be discussed later in this WMP.]* Table 1 below gives the Development’s land use metrics (used for waste system design). In summary, the Development comprises:

- **Apartment building:**
 - Levels 1 to 6 – Twenty-seven (27) 1, 2 or 3-bedroom apartments;
 - Ground Level –
 - Two small (94 and 139m² GFA) commercial tenancies – One of these tenancies is expected to be a light café, the other a small retail tenant;
 - Visitor car parking with rear access from Colley St;
 - Car lift to Basement level; and
 - Basement level – Resident car parking

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

Table 1 – Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s)

Land Use	Description	Location	Land Use Type*	Development Metric(s)	
Residential	Apartment Building	Levels 1-6	High Density Residential Dwelling	27	Apartments
				56	Bedrooms
Commercial	Retail Tenancy G.01	Ground Level	Retail < 100m ²	79	m ² GFA, 85% Active Space**, 6-day operation
	Retail Tenancy G.02		Light Café*	160	m ² GFA, 70% Active Space**, 6-day operation

* Derated Café/Restaurants WRGR used to reflect Light Café scenario: General Waste - 40% discount; Recycling - 25% discount; Food waste - 50% discount

** Active space estimate used to estimate NFA for waste volume calculations

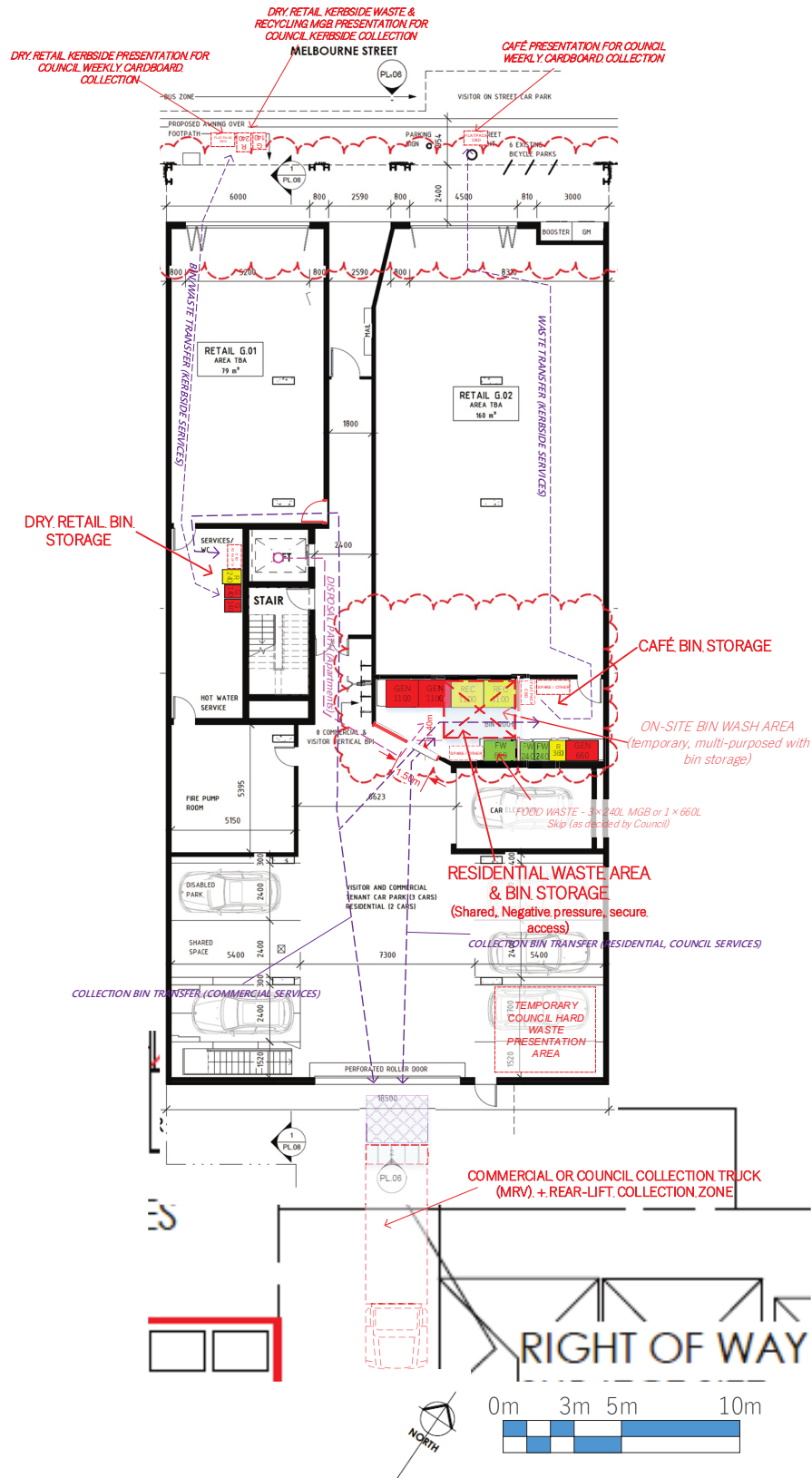


Figure 2-1 – Ground Level plan and site boundary for Development, reproduced from the Drawings. This figure illustrates proposed waste system features which will be discussed later in this WMP.

3 Design Assumptions

3.1 Stakeholder Engagement (Council)

Discussions were held with the Architect and Traffic Consultant to confirm most appropriate types of waste storage, the location and space available for this storage, and how waste and recycling bins could be collected.

A meeting was held on 25 September 2018 with Council (David Bland, Waste Management & Operational Support, and Julia Bellwood, Transport Designer, from Council attended). The objectives of the meeting were to:

- Confirm collection access arrangements for: Council residential collection of waste and recycling; and commercial services to retail and café tenancies; and
- Other Council requirements or expectations for design and operation of the waste management systems at the site.

The following Council preferences and/or requirements were identified.

- Collection access – Council was comfortable with collection access from rear of the property via Colley St.
 - *This was preferred over organising collection access from Melbourne St, where there was an existing bus stop (unless Council could in the future arrange for relocation of this bus stop, establish a loading zone, and change relevant parking controls, including approval from Adelaide Metro for the bus stop relocation).*
 - *It would require that collection trucks reverse into and down Colley St from MacKinnon Parade to the rear of the property, park, lift bins, then exit back to MacKinnon Parade in forward direction.*
 - *Current Council kerbside collection services to residents in Colley St already empty bins in this manner, as well as commercial services to rear of existing commercial properties.*
 - *Commercial collections to the Development should be scheduled 7am-7pm weekdays and Saturdays and 9am-7pm Sundays to avoid potential noise nuisances (for neighbouring residents) in line with the South Australian Environment Protection Policy (Noise) Policy 2007.*
- Collection trucks –
 - Council services for residential collection –
 - *General waste & recycling – A rear-lift MRV (8.8m length, 3.5m operating/travel clearance) was required to accommodate Council collection of skip bins.*
 - *Food waste – Council is presently using 240L MGBs and kerbside collection trucks to provide this service but may swap to 660L bins and rear-lift in the future.*
 - *Commercial trucks – Design provision for a rear-lift MRV (8.8m length, 3.5m operating/travel clearance) should be adequate to accommodate waste collection requirements to commercial tenancies.*
- Council services available commercial properties –
 - *Businesses can access the Council kerbside collection service and a Council provided weekly cardboard collection service, if these can meet (some or all) their waste management requirements (see: <https://www.cityofadelaide.com.au/city-business/business-responsibilities/waste-recycling/>)*
- For the waste system servicing the residential apartments:
 - Design should align to:
 - *South Australian Better Practice Guide – Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014).*

- Council's Waste and Recycling Services Policy and Operating Guideline (see: <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/waste-and-recycling-policy-and-operating-guidelines/>).
- Residents should have access to a 3-bin equivalent service (in line with Waste Hierarchy expectation, Council recycling objectives, and to exempt waste collected from a further resource recovery requirement¹):
 - General waste;
 - Dry recycling; and
 - Food waste.
- Access to waste disposal should be convenient and accessible to residents including mobility impaired residents.
- Waste disposal and bin storage areas should be designed where possible to be unobtrusive and minimise visual detracting and nuisances, including screening from public view and neighbours.
- Bin storage should provide for weekly collection frequency (per Council services that would be provided to the Development).
- The waste system should provide convenient access for bin collection from waste storages for Council waste collection (i.e. the collection point should be within 30m of the bin storage area).
- Hard waste – Council can provide residents with access to its at-call hard waste collection (<https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/hard-refuse/>) if site provision can be made and agreed with Council for suitable presentation and collection arrangements.
 - This should include temporary on-site storage with presentation at suitable on-site or kerbside location within agreed time window (e.g. 2 hour) on nominated collection day for Council's waste contractor to pick-up.

3.2 Waste & Recycling Service Provision

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

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

{Cont. overleaf below Table 2}

¹ Per the South Australian Environment Protection Policy (Waste-to-Resources) Policy 2010

Table 2 – Expected or recommended waste & recycling services for the Development

Service Type	Apartment Buildings	Commercial	
	<i>Residential</i>	<i>Retail</i>	<i>Light Café*</i>
Routine (regularly scheduled)	<ul style="list-style-type: none"> General Waste Recycling Food Organics 	<ul style="list-style-type: none"> General Waste Recycling Cardboard (Flatpack, Council collection) 	<ul style="list-style-type: none"> General Waste Recycling Cardboard (Flatpack, Council collection) Food Waste Recycle Deposit Containers (OPTIONAL)
At-call (as needed)	<ul style="list-style-type: none"> Hard/E-waste (Council) 	<ul style="list-style-type: none"> Hard/E-waste (Private) 	<ul style="list-style-type: none"> Cooking Oil (OPTIONAL)
Maintenance (waste removed by contractor)	<ul style="list-style-type: none"> Lighting (where applicable) 		
External (by tenant off-site)	<ul style="list-style-type: none"> Lighting Printer Cartridges Batteries 		

3.3 Waste & Recycling Volumes

Table 3 below estimates expected waste and recycling volumes for the Development (in Litres/week).

- WRGRs (in the State Guideline) do not exist for sanitary, lighting, printer cartridge or battery waste.
 - Volumes of these waste items, however, are relatively small, and thus, have not been estimated.
- The Light Café tenancy WRGRs are derated Café / Restaurant WRGRs (to reflect the fact a Light Café is not a full-service restaurant, which the WRGRs in the State Guidelines are based on – refer to Table note).

Table 3 – Estimated waste & recycling volumes (Litres/week) for Development. N/A – Not Applicable; NE – Not estimated

Waste/Recycling Service	Apartments	Commercial	
	<i>Residential</i>	<i>Retail</i>	<i>Light Café*</i>
	<i>L/week</i>	<i>L/week</i>	<i>L/week</i>
General Waste	1,680	212	1,411
Dry Comingled Recycling	1,400	50	378
Cardboard (Loose)		50	630
Food Waste	560		1,344
Hard waste	392	12	24
E-waste	70	1	2
Lighting waste	Not Estimated (Minimal Volumes)		
Printer Cartridges/Batteries	Not Estimated (Minimal Volumes)		
TOTAL	4,102	325	3,789

Modified Café / Restaurant WRGR to reflect Light Café tenant: General waste WRGR derated by 30%, recycling/cardboard by 25%, and food waste by 50%.

4 Waste Management System

4.1 Waste Storage Area(s)

There would be the following different types or areas of waste bin storage (Waste Storage Areas) at the Development, which are illustrated in Figure 2-1.

1) Apartment (Residential) Waste Area & Bin Storage

- *This shared waste storage would be a separate room in the Apartment Building Ground Level car park.*
- *Residents would access the room from their apartments via Lift to Lobby then through Car Park area.*
- *Collection access would be via the Garage door at rear of property (where Council rear-lift collection truck could access the site and park during collection events).*

2) Commercial Dry Retail Tenancy Waste Area & Bin Storage

- *This waste storage would be an in-tenancy or back-of-house area.*
- *For Council kerbside collections (weekly waste 140L MGB, fortnightly kerbside Recycling 240L MGB, weekly flat pack cardboard), the tenant would present bin/waste at kerbside on Melbourne St on the Council designated collection days.*
- *If extra collections were needed above the Council kerbside collection, a commercial waste contractor can park at rear-of-property in Colley St and pull-in pull-out bins via the Garage door, car park area and Lobby.*

3) Commercial Light Cafe Tenancy Waste Area & Bin Storage

- *Like the Dry Retail tenancy, this waste storage would be an in-tenancy area.*
- *Commercial collections would be pull-in pull-out services from Colley St.*
- *Council kerbside collections for weekly flat pack cardboard would be from kerbside on Melbourne St on Council designated collection days.*

Table 4 overleaf gives a schedule of recommended bin storage in each of these Waste Storage Areas for Routine Services. This Table includes for each land use and service:

- *Number and type of bins;*
- *Collection frequency (expected or proposed); and*
- *Service provider.*

Potential bin configurations in these Waste Storage Areas for the recommended bin storage (per Table 4) are shown in Figure 2-1.

- *These illustrations demonstrate that adequate space is or can be provided in these Waste Storage Areas to meet the site's waste management requirements.*

Table 4 – Waste storage and bin schedule recommended for Routine Services, including collection frequency and collection service provider.

Waste Storage Area(s)	Location	Routine Service	Estimated Waste / Recycling Volumes (L/week)	Provider	Collection Frequency (Up to Events/week)	Max. Bins/Items Stored & Collected (per Event)		
						No.	Size (L)	Type
1. Apartments	Ground Level	General Waste	1680	Council Rear-lift Skip bin	Weekly	2	1,100	Skip
		Dry Comingled Recycling	1400		Weekly	2	1,100	Skip
		Food Waste	560		Weekly [^]	1	660 [^]	Skip
2. Retail Tenancy G.01 (Dry Retail)	In-tenancy, back-of-house/storage area	General Waste*	212	Council kerbside	Weekly	1	140	MGB
				Private*	Weekly*	1*	140*	MGB
		Dry Comingled Recycling	50	Council kerbside	Fortnightly	1	240	MGB
3. Retail Tenancy G.02 (Light Cafe)	In-tenancy, back-of-house/storage area	Cardboard (Flat-packed)	20	Council Business Cardboard	1	1	18	Flat-packed Cardboard
		General Waste	1411	Private	3**	1	660	Skip
		Dry Comingled Recycling	378		2***	1	360	MGB
		Cardboard (Flat-packed)	252	Council Business Cardboard	1	1	252	Flat-packed Cardboard
		Food Waste	1344	Private***	3**	2	240	Skip

[^] Can be 3x240L MGBs instead if elected by Council.

* If volume less than projected, Council weekly collection of 140L MGB could be enough. A larger single 240L MGB (i.e. larger storage) in place of 140L MGBs with private collection only could be used to reduce bin numbers if desired by tenant.

** If volumes are less, collection frequency could revert to twice weekly.

*** Larger 660L skip could be used to reduce collection frequency if desired by the tenant.

4.2 System Operation

4.2.1 Routine Services

The following summarise how the waste systems would operate for each land use at the Development.

4.2.1.1 Residential Apartments

User Storage – Residents would be provided with suitable kitchen bins with handles to enable easy carriage from their dwellings to their Local Disposal Area, e.g. Figure 4-1 overleaf:

- General waste bin – at least 20L in size (bag lined)
- Commingled recycling waste bin - at least 20L in size
- Food organics bin (as specified or otherwise agreed with Council) (compostable bag lined)

Note: City of Adelaide residents who receive the Green Organics collection can pick-up a free Kitchen Organics Basket and ongoing supply of compostable bags from Council's Community centres, libraries or Colonel Light Customer Centre. See: <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/food-waste/>



Figure 4-1 – Examples of suitable waste and recycling kitchen bins: (a) General waste & recycling - 2x20L Buckets with carry-handles in pull-out draw (Adelaide City Council, 2016); and (b): Bench-top food waste kitchen caddy with handles (Source: <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/food-waste/>)

Local Disposal – The residents would carry waste in their kitchen bins via corridors and Lift to the Ground Level Waste Room – see Figure 2-1– and empty it into the skip bins and/or MGBs provided.

Waste Storage – These would be skip bins and/or MGBs, size and number per Table 4 and illustrated in Figure 2-1.

Presentation/Collection Transfer –

- This Waste Storage Area would be the presentation area for collection.
- The Council waste contractor would open (using key or secure access code) the rear garage access door from Colley St to Ground level car park area and pull bins out from the Waste Storage Area, empty them, then return empty bins back to this waste room.

Collection –

- Would be the Council contractor (rear-lift and/or kerbside), parking in Colley St (per Figure 2-1)
- The Council contractor would access this Loading Area from MacKinnon Parade by reversing into Colley St, and after collection, exit in a forward direction back onto MacKinnon Parade.
 - *Note: Further information about access to the Development via Colley St for waste collection is provided by the Traffic Engineer in their Traffic Report accompanying the planning application for the Development.*
- Collections would be weekly, and the time required for collection events should be less than 5-10min (per service) to park, collect and empty bins.

4.2.1.2 Commercial tenancies – Dry Retail & Light Cafe

User Storage – These tenancies would have bins located in-tenancy for disposal of their waste and recycling. The types and size of bins would be decided during tenancy fit-out as they depend on type of commercial activity.

Local Disposal – Tenancy staff and/or cleaners would transfer waste & recycling and/or bins via corridor, Lobby and car park area to the Ground Level waste storage area – per Figure 2-1 – and empty it into the MGBs (or skips) provided.

Waste Storage area –

- The Waste Storage areas would be in-tenancy or back-of-house as illustrated in Figure 2-1.

- Table 4 gives a list of bin types and numbers to service the assumed tenancy configurations in Table 1, and Figure 2-1 illustrates that these bins can be accommodated in the proposed in-tenancy waste storage areas.
 - *In addition to those services listed in Table 4, the Light Café tenancy may elect to have other waste/recycling bins, e.g. recycled deposit containers and/or cooking oil.*
 - *Likewise, the retail tenancy may elect to have other waste/recycling bins if preferred or required.*

Presentation/Collection Transfer –

- For commercial services collected from Colley St, the Waste Storage Area would be the presentation area for collection.
 - *The waste contractor would use the Lobby and Ground Level car park area to transfer bins/items to the Colley St collection point.*
- For Council services that tenancies are able and elect to access, i.e. kerbside waste and/or recycling and/or weekly cardboard collection, the bins(s) and/or waste items would be presented for collection at the kerbside on Melbourne St in line with Council requirements (per <https://www.cityofadelaide.com.au/city-business/business-responsibilities/waste-recycling/>).

Collection –

- For commercial services, these would be by a commercial (private) contractor, using the Colley St collection point.
 - *We recommend that the Body Corporate engage a common waste contractor for all commercial tenancies at the site (to minimise collection events at the Development).*
- For available and elected Council waste and recycling business collection services, the collection point would be kerbside on Melbourne St (as illustrated in Figure 1).

4.2.2 At-call services

4.2.2.1 Hard/E-waste – Apartment Building residents

- Residents can use the Council's at-call hard waste collection, where residential sites with 7 or more dwellings an access up to 12 collections per site per calendar year (see: <https://www.cityofadelaide.com.au/city-living/home-property-management/waste-recycling/hard-refuse/>).
 - *The Body Corporate or Building/Facilities Manager (on residents' behalf) should inquire with Council regarding how these residents can access the Council hard waste collection when the Development becomes operational, including establishing suitable arrangements and (kerbside and/or on-site) presentation location(s) for the service.*
- For Apartment Building residents (subject to above review and confirmation with Council) the temporary hard waste presentation area(s) could be set up:
 - *In spare space or visitor car park in the Ground Level car park – as illustrated in Figure 2-1; and/or*
 - *In event that a Council service is not available (or feasible), the Body Corporate or Building/Facilities Manager would facilitate private hard waste collection services for these residents.*
 - *This would involve at-call hard waste collection by a private contractor organised by residents direct from their dwellings (or using a temporary on-site presentation area, e.g. cordoned -off visitor car park).*
- The waste contractor(s) delivering hard waste collection services:
 - *Would use the Colley St collection point at rear or property (in the same way as proposed for rear-lift collection trucks used for Routine Services).*

The Building User Manual(s) for residents at the Development would advise on availability and/or organizing Hard /E-waste collection services, which would be coordinated and organised on their behalf with Council and/or private contractor by the Body Corporate.

4.2.2.2 Hard/E-waste – Commercial Tenancies

- Would organise for private hard/e-waste collection direct from their tenancies as needed.
- The waste contractor delivering the services would use the Colley St collection point(s) as proposed above for hard waste collection services to Apartment Building residents.

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

4.2.3 Maintenance Services

Waste would be generated by some maintenance services or activities in the apartment building and commercial tenancies at the site (e.g. lighting, repair work, cleaning of commercial toilets, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. [Dedicated on-site storage for these waste materials is therefore not needed.]

4.2.4 External

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

The Building User Manual(s) for residents and commercial tenants at the Development will include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

4.2.5 Bin cleaning (& On-site Bin Wash Area)

A dedicated on-site bin cleaning area would be provided and multi-purposed with the bin storage area in the Apartment (Residential) Waste Area at Ground Level – see Figure 2-1.

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

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

- *These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – Figure 4-2 overleaf.*
 - *Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.*
- *Their vehicles can usually access on-site areas (where min. clearance is $\geq 2.5\text{m}$).*
 - *They could therefore temporarily park in a visitor car parking space at Ground Level.*



Figure 4-2 – On-site bin wash system for rear-lift trucks on back of ute. Source: <http://binforce.com.au/>

4.2.6 Transfer pathways

There are range of transfer pathways for the waste systems at the Development, which were described in Sections 4.2.1 and 4.2.2. The following is provided as a guide for sizing and designing these transfer pathways.

- **Transfer pathways –**
 - User disposal – less than 30m and free of steps, no grades greater than 1:15, and cater for mobility impaired users.
 - Local disposal points to central storage – enough width to accommodate relevant bins or waste loads being transferred, free of steps, no grades greater than 1:12
 - Collection – less than 30m with no steps or grades greater than 1:10
- **Corridor widths –**
 - 240L MGBs or smaller bins / loads – min. 1,000 mm (1,200mm preferred)
 - 660L skip bins – min. 1,200mm (1,400mm preferred)
 - 1,100L skip skips and/or other waste loads – min. 1,500mm (1,600mm preferred)
- **Doors –**
 - Local disposal access – 800mm
 - Transfer pathways– Appropriate to the size of bin to be transported, e.g.
 - 240L MGB (or smaller) – min. 800mm
 - 660L skip – min. 1,200mm
 - 1,100L skip – min 1,500mm
- **Floors –** Hard surfaces where bins and skips are to be carted
- **Lifts –** All lifts should be sized to allow for bulky hard waste items.

Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

4.3 Collection & Traffic Issues

4.3.1.1 Collection Point & Events

The waste collection points for the Development introduced above are reiterated below.

- Colley St collection point at rear of building – per Figure 2-1.
 - The collection frequency and times at this location would be as follows.
 - Residential / Apartment Building –

- *Weekly per Routine service or 3 collection events per week.*
- *5-10 min per building per collection event.*
- *Collections scheduled by Council.*
- *Commercial (tenancy) waste –*
 - *Collection frequency dependant on the service and type of tenancy and could be up to daily (but probably less frequent) for some services provided to the Light Cafe tenant – see Table 4.*
 - *We recommend the Body Corporate engage a common waste contractor across both commercial tenancies to minimise collection events.*
 - *Assuming a common waste contractor, services there could be between 8 and 14 collection events per week across all services to both commercial tenancies depending on services elected and collection frequencies required at the site.*
 - *Each collection event could be 5-10 min depending on number of bins emptied or collected.*
 - *The collections should be scheduled during daytime hours (7am-7pm) on weekdays and Saturdays (and on 9am-7pm Sundays if required) to minimise impacts on residents, neighbours, site car parking access, and traffic in Colley St.*
- *Kerbside collection point on Melbourne St – per Figure 2-1.*
 - *The collection frequencies and times at this location would be scheduled by Council.*

4.3.1.2 Vehicles & Access

- **Council collections –**
 - *Rear-lift collections for Apartment Building –*
 - *Council has indicated that the minimum size truck to be accommodated must be an 8.8m MRV with 3.5m minimum clearance.*
 - *There should be no issues with these trucks accessing Colley St by reverse entry and forward exist as this is the current practice for Council kerbside collection for existing residents in Colley St and for some commercial (waste) services to neighbouring commercial premises.*
 - *Refer to Traffic Report by Traffic Engineer for additional discussion of collection truck access to the Colley St collection point proposed for the Development.*
 - *Figure 4-3 overleaf reproduces modelling analysis of collection truck access to collection point in Colley St from MacKinnon Parade as presented by the Traffic Engineer in their report.*
 - *Kerbside collections from Melbourne St –*
 - *Council already provides these services (kerbside pick-up, weekly cardboard collection) to other businesses along Melbourne St, and thus there should be no issues with the same services being provided for the commercial tenancies in this Development.*
- **Commercial collections –**
 - *Collections from Colley St –*
 - *Collection trucks for services to commercial tenancies would be like those proposed for residential collections, which as described above should be accommodated by existing collection access available at the site.*

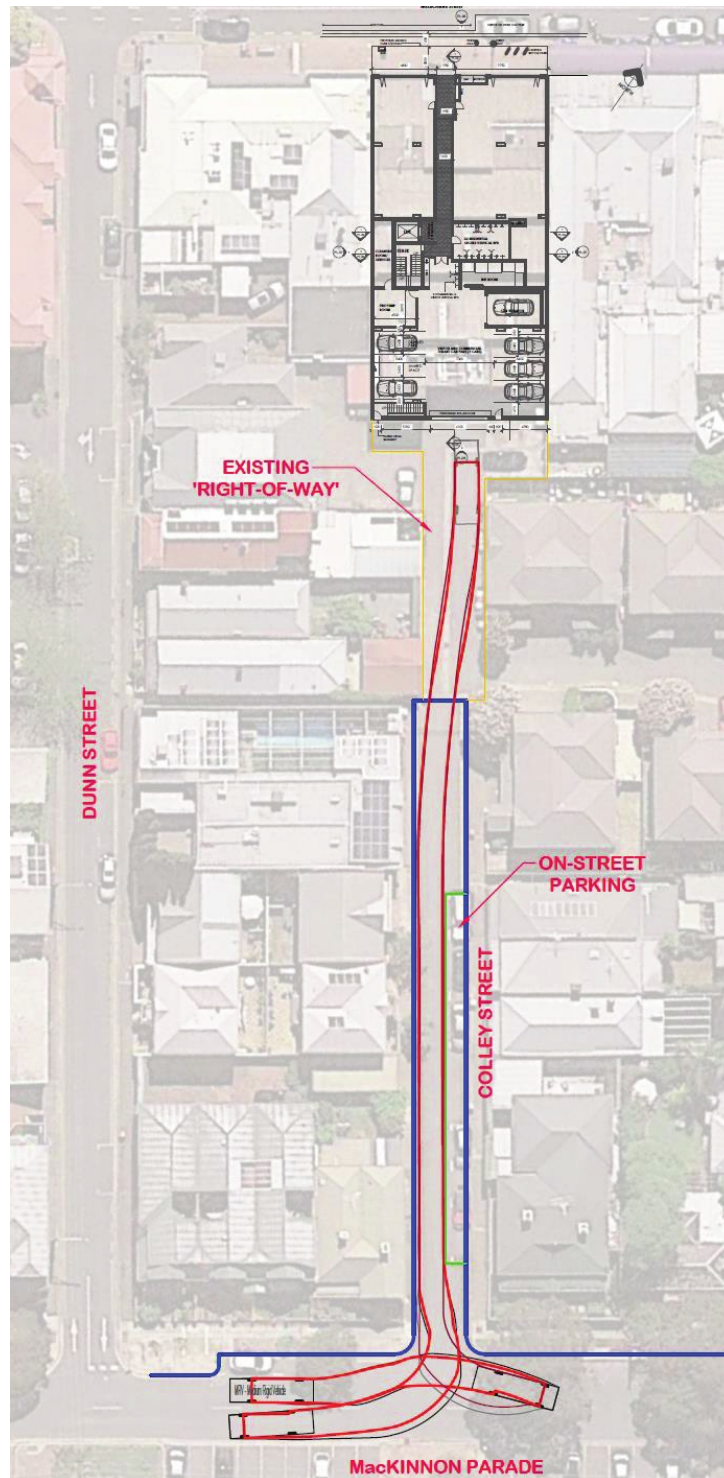


Figure 4-3 – Collection truck access to collection point from MacKinnon Parade. Reproduced from Traffic Report by Traffic Engineer

4.4 Management & Communication

4.4.1 Responsibilities

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

- **Apartment Building Residential** – The Body Corporate would be responsible for managing the waste system, but residents would play an important role in managing their local disposal activities, and Council (at its discretion) may support the Body Corporate with resident engagement and education to help drive good waste management outcomes; and
- **Commercial tenancies** – The Body Corporate would manage the waste system, including ensuring that good waste management outcomes by tenants were achieved.

Table 5 – Management & operational responsibilities for the waste systems at the Development

Waste System	Activity	Responsible party
Apartment Building residential	<i>Local Disposal & External Disposal</i>	Residents
	<i>Waste Storage Areas, Hygiene, Odour Management & Cleaning</i>	Body Corporate & their property management staff
	<i>Collection services – Standard Waste & Recycling</i>	Council
	<i>Collection services – Hard Waste by Council</i>	Council with Body Corporate (Coordination)
	<i>Collection services – Hard Waste by Private Contractor</i>	Private Contractor with Body Corporate (Coordination)
	<i>Management</i>	Body Corporate
	<i>Education, Training & Engagement (Residents)</i>	Body Corporate & Council
Commercial tenancies	<i>Local Disposal, Hard Waste & External Disposal</i>	Tenants
	<i>Waste Storage Areas, Hygiene, Odour Management & Cleaning</i>	Tenants
	<i>Collection services - Commercial</i>	Commercial / Private Contractor(s)
	<i>Collection services - Kerbside</i>	Council
	<i>Management</i>	Body Corporate or Council for Kerbside
	<i>Education, Training & Engagement (tenants)</i>	Body Corporate or Council for Kerbside

4.4.2 Implementation & Communication

4.4.2.1 Apartment Building residential

To successfully implement this WMP, the following may need to be considered or should be put in place.

- **Mandated responsibilities for apartment residents** – Obligations for residents to properly access, operate and use the waste systems provided should be written into any tenancy residency agreement and/or incorporated into the Community/Strata plan lodged with the Lands Titles Office.
- **Resident Induction** – Should include first-day guidance on how to correctly use the waste systems.
- **Council engagement and involvement** – Council should be engaged on waste system operation, management and performance and to provide on-going advice, review and support to the Body Corporate and residents.

- **Building User Manual** – Advice and instructions on waste management and using the waste systems should be included in the Building User Manual(s) developed for residents, including contact information for further information, questions and issues.
 - *Council should be consulted on this advice and instructions and may provide relevant information to include in the Building User Manual(s).*
 - *This may include advice to residents on how to properly dispose of other waste / recycling items including lighting, batteries and hazardous household waste*
- **Emergency Response &/or Property Management Plan(s)** – Should include response measures (or contingencies) for:
 - *Council collection services suspended or not available;*
 - *Incorrect use by residents of the waste systems; and*
 - *Illegal dumping on-site.*

4.4.2.2 Commercial tenants

Like the Apartment Building residential system above, the following should be put in place

- **Community/Strata title arrangements for commercial property owners** – Obligations for the commercial tenants and/or property owners to properly access, operate and use the waste systems would be written into any tenancy agreement and the Community/Strata plan lodged with the Lands Titles Office.
- **Site Management System / Manual** – Advice and instructions on waste management and using the waste systems should be provided for tenants, including contact information for further information, questions and issues.
- **Tenant Induction** – Should include guidance on how to correctly use waste /recycling bins as well as the site approach to waste and recycling.
- **Car park Response or Site Management Plan(s)** – Should include response measures (or contingencies) for:
 - *Waste collection services suspended or not available;*
 - *Incorrect use by tenants of the waste systems;*
 - *Illegal dumping on-site; and*
 - *Poor waste management outcomes (including cleanliness, odour and/or low diversion).*

4.5 Other Waste System Design or Management Issues

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

- 1) **Bins** – These would align to Council bin colours or otherwise comply with Australian Standard for Mobile Waste Containers (AS 4213).
 - *For the Apartment Building residential system, Council would provide these bins.*
- 2) **Signage** –
 - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of Council and/or the State Guideline (Zero Waste SA, 2014).
 - *Council should be consulted on signage for Apartment Building residential system and may supply signage to the Development for this purpose.*
- 3) **Vermin, hygiene & odour management (inc. ventilation)**
 - **Inspection & Cleaning** –
 - An inspection and cleaning regime would be developed and implemented by Body Corporate for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.

- *Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.*
 - **Odour Control –**
 - All Local Disposal and Waste Storage Areas –
 - *Where putrescible general waste or food waste is being stored, these areas would be mechanically ventilated for control of odours.*
 - *The ventilation would extract to atmosphere, to prevent odour build up.*
 - *The extraction vent discharge location would be selected to avoid impact on residents, tenants and/or neighbours.*
 - *It should be a requirement for food waste bins in Local Disposal and the Waste Storage areas that lids are closed after use.*
- 4) **Access & security –**
 - All Local Disposal and Waste Storage Areas (residential and commercial) in the Building should be secure and only accessible by key or fob or access code.
 - *This key or fob or access codes would be provided to residents, tenants, property management staff and/or waste contractor(s) collecting from these areas.*
 - *CCTV is recommended to monitor waste disposal practices in all Local Disposal and Waste Storage Areas.*

5 References

Adelaide City Council. (2016). *Guide to waste & recycling bins.*

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



Our Ref: Q1808091_L1 ASM
12 September 2018

Citify Group
Po Box 576
WELLAND SA 5007

ATTENTION: GEMMA BROOMFIELD/JOEL WILKINSON

Email: gemma@citifygroup.com.au

Dear Gemma & Joel,

**RE: PROPOSED APARTMENT DEVELOPMENT
69-71 MELBOURNE ST, NORTH ADELAIDE SA**

As requested TMK have undertaken an initial assessment of the above mentioned development with regards to stormwater design. A complete assessment and full design would be undertaken in the detailed design phase, however, in the interim the following items will be included into our design;

1. The proposed storm water discharge from the developed site will be designed not to exceed the discharge flows from the pre-developed (existing) site, any additional volumes will be detained on site by means of above ground or below ground detention tanks/basins, to be confirmed at final design stage and in consultation with Citify and Bert Farina Constructions.
2. There is an existing pit located in Colley St laneway to the rear of the site along with an existing 450 diameter pipe at the front of the site, southern side of Melbourne St.
3. The existing site appears to be more or less flat, however stormwater could either be discharged into pipe located in southern end of Melbourne St or to the rear laneway at Colley St. This will be confirmed at final design stage.
4. If the site is located with a known flood prone area, the finished floor level to habitable areas (FFL) will be set at a minimum of 150mm above the noted flood level, if the site is located outside of a flood zone, the finished floor level to habitable areas (FFL) will be a minimum of 300mm above the top of kerb levels. The FFL levels would need to suit the existing neighbouring site levels.
5. All finished levels and drainage will be designed such that during a major storm event all stormwater flows will be directed overland and out to the street without impacting on any of the proposed buildings on this site, nor will they discharge onto neighbouring properties.
6. All other storm water /drainage issues will be dealt with in accordance with the National Plumbing and Drainage Code, AS3500 and normal engineering practice.

If you have any questions in regards to the above or require any further details, please contact the undersigned.

For and on behalf of
TMK Consulting Engineers

ANDREW MARTIN
Senior Associate



Civil - Structural - Environmental - Geotechnical - Mechanical - Electrical - Fire - Hydraulics - Lifts - Green ESD
Level 6, 100 Pirie Street, Adelaide SA 5000 Telephone (08) 8238 4100 Facsimile (08) 8410 1405
Berri Office: 25 Vaughan Terrace, Berri SA 5343
Email: tmksa@tmkeng.com.au



Ref: A1281811

State Commission Assessment Panel
Development Division
Level 5, 5 Flinders Street
ADELAIDE SA 5000

4/01/2018

Dear State Commission Assessment Panel,

Referral Response to Application for Development Plan Consent

Application Number	020/M097/18
Applicant	Citify Pty Ltd and BFC Pty Ltd C/- Future Urban
Subject Land	69-71 MELBOURNE ST NORTH ADELAIDE SA 5006
Proposal	Demolition of an existing building and construction of a seven level mixed use development, comprising ground level retail, 27 residential apartments above and basement car parking

The abovementioned development application (020/M097/18) was referred to the SA Housing Authority for comment under Section 37 of the Development Act 1993 and Schedule 8(23) of the Development Act.

The proposed development involves:

Demolition of the existing fitness and pilates studio and construction of seven storey, mixed use building accommodating two retail tenancies on the ground floor level and 27 dwellings across the first, second, third, fourth, fifth and sixth floor levels, including five, one bedroom dwellings, 10, two bedroom dwellings and 12, three bedroom dwellings.

The site of the development is located within the Main Street (Melbourne East) Zone of the City of Adelaide and is identified as a designated area for affordable housing in accordance with Map Adel/1 (Overlay 15c) Affordable Housing.

The following Principle of Development Control (PDC) is applicable to development on sites that are located within this designated area:

- 1. Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.*

The development of affordable housing on this site is further encouraged as it is an envisaged land use within the PDC 1 of Main Street (Melbourne East) Zone.

The Applicant has indicated that affordable housing will be supplied as part of the development as all five of the one bedroom dwellings will be proposed for eligible buyers within the affordable housing market for a period of up to, but not exceeding, 30 days. This amounts to approximately 18.5% of the overall dwelling mix within the proposed development.

SA Housing Authority support the affordable housing opportunities the current proposal will provide.

Whilst the application details that the above-mentioned affordable housing opportunities will be provided as a result of the development, a Land Management Agreement (LMA) to secure the commitment has not been entered into with the Developer (with Owner's Consent) or the Owner.

An LMA is the tool provided under Section 57 of the Development Act 1993. In order for the application to adequately purport for the inclusion of affordable housing within a development application, a LMA is required to be entered into. Unless such occurs, the application should be assessed as one that does not include affordable housing. In this instance, this would mean that PDC 1 of the Affordable Housing Overlay and the affordable housing statement contained with the PDC 1 of Main Street (Melbourne East) Zone would not be addressed.

If the Developer or Owner wish to enter into a LMA under Section 57 of the Development Act so that affordable housing can be considered as part of the development application, or have any enquiries with regard to this referral response, they are encouraged to make contact with Maria Klimenchuk at the SA Housing Authority on tel. 8207 0625.

Yours sincerely,

**Maria Klimenchuk
Affordable Housing Officer
Homes and Partnerships
SA HOUSING AUTHORITY**

/ / 2018

File No:
2014/11234/01

19 February 2019

Ref No:
13667233

Gabrielle McMahon
A/Team Leader – Inner Metro Development Assessment
Strategic Development Assessment
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

Gabrielle.McMahon@sa.gov.au

For the attention of the State Commission Assessment Panel

69-71 Melbourne Street, North Adelaide

Further to the referral 020/M097/18 received 19 December 2018 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

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

The proposal is a mixed-use building, which includes basement and ground floor car parking, ground level commercial tenancies and six levels of apartments. I strongly support the ambition for the project and the proposed mix of uses that present a significant opportunity to activate this section of Melbourne Street. However, I am of the view that the apartment layouts require further review to provide improved residential amenity and safeguard the amenity of the apartments from potential development on the adjacent sites.

The 673 square metre site is located at the eastern end of Melbourne Street on the southern side of the street. The locality includes a range of uses, including three to four storey hotels and apartments, and one to two storey cafes and retail tenancies some of which comprise converted historical former dwellings. The State heritage listed St Cyprian's Anglican Church is located opposite the site on the northern side of Melbourne Street. The immediately adjoining sites include the single storey Lord Melbourne Hotel to the north east and a group of Local heritage listed single storey shops and former dwellings to the south west. The site is located within the Main Street (Melbourne East) Zone. Existing vehicular access is gained from the rear of the site via Colley Street, a dead end lane off MacKinnon Parade. Multiple right of ways exist between the rear of the site and Colley Street, which are used to provide access to a number of properties fronting to Melbourne Street. Colley Street includes a mix of one to two storey residences, a number of which fall within the North Adelaide Historic (Conservation) Zone where developments up to two storeys are envisaged. However, the subject site does not directly adjoin this zone. The Development Plan anticipates developments up to six storeys (22 metres) for this location. The proposed building is seven storeys above ground with the overall

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11234/01

Ref No:
13667233

building height of 24.1 metres excluding the lift overrun. I support the proposed height in principle, given the amalgamated site size and the width of the frontage. I am also of the view that setting back of the top floor built form aids in reducing the visual impact of the over height elements. However, my support for an over height development is contingent on the proposal offering significant merits above and beyond minimum requirements, including apartment amenity, which in my view is yet to be successfully demonstrated. In addition, I am of the view that further consideration should be given to the built form composition to the rear of the site to manage interface issues with the North Adelaide Historic (Conservation) Zone. While I acknowledge that the site does not directly adjoin the zone boundary, a development of the proposed scale will significantly impact the adjoining smaller scale properties in terms of massing and overshadowing. It is also noted that the concept plan Fig MS(ME)/1 in the Development Plan identifies the rear boundary of the subject site, which is the south eastern edge of the 'indicative location of up to six storeys', as the 'interface with North Adelaide Historic (Conservation) Zone'.

The basement and the single storey podium volume is built to the site boundaries. The apartment floors above the podium have front setbacks of 1.5 metres to the balcony edges. The front wall line is further set back by a minimum of two metres. The top penthouse floor is set back by three metres from both side boundaries to reduce the visual impact of the over height element. I support the proposed height of the podium, as it responds to the built form scale of Melbourne Street in the immediate locality, including the height of the parapet wall of the adjoining Local heritage place to the south west.

The Melbourne Street frontage consists of a narrow pedestrian entry point between two separate retail tenancies. A fire booster and gas meter enclosure is proposed centrally to the main frontage adjacent the main entry point. I support the provision of commercial tenancies on the Melbourne Street frontage, and sleeving the rear car parking with an active use. I also strongly support the ambition to avoid the requirement for including a new transformer on the main street frontage by upgrading and connecting to the existing off-site transformer. I encourage ongoing discussions with the City of Adelaide and other stakeholders with the view to achieving a mutually appropriate outcome that optimises the public realm. However I am concerned by the lack of ground floor entry foyer space and residential street address, where the main apartment entry is shared with the retail use. In my opinion, the residential arrival experience is further compromised by the constrained lift lobby arrangement that also provides access to the bicycle storage room. In addition, I am yet to be convinced by the location and the treatment of the services infrastructure adjacent the main street entrance. In my opinion, the prominence of the services enclosure on the main street elevation compromises the residential sense of address. I recommend reconfiguration of the residential entry sequence with the view to improve the quality of arrival experience.

I support the general approach to define a base, middle and top through built form setbacks and change of materials and finishes. I support the masonry character of the podium, achieved by recycled face brickwork. For the residential levels above, I support the intent to create visual interest on the side concrete walls by providing pre-finished and imbedded patterns. In principle, I do not object to the intent of providing a continuous organic pattern spanning over multiple concrete panels. However, given the scale and visibility of the side walls, I am of the view that the success of the overall development is highly contingent on the detail of the feature concrete wall design, including scale, pattern repetition, colour and contrast. I recommend further design development and prototyping of the feature concrete panels during the next phase of design development. The recessed walls to the light

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11234/01

Ref No:
13667233

wells are proposed as concrete panels painted in different shades of dark grey. I do not support the use of paint finish for walls of the proposed scale for maintenance and longevity reasons. I am particularly concerned in this instance, as it appears the access for maintenance for these walls can only be gained from the roof or via private apartments. In principle, I support the provision of vertical greening on chainmesh screen to the front and rear elevations. However I am yet to be convinced by the maintenance strategy for these vertical planting, as access to some of the wall sections also appears to be compromised. I recommend review of external materials and finishes, including vertical greening, with the view to provide high quality finishes and appropriately manage the longevity and maintenance issues.

On levels one to five, five apartments, including one one-bedroom, two two-bedroom and two three-bedroom apartments, are proposed on each level, serviced by the single lift located at the centre of the floor plate. I support the variety of apartment sizes and types being offered, however I am concerned by the apartment configurations that have compromised access to effective natural light. While the Development Plan allows for internal bedrooms, in general I do not support this configuration, as it is not best practice in residential development. In this instance, I am particularly concerned as the inboard bedrooms in Type E Apartments are the only bedroom of these apartments.

The other two-bedroom and three-bedroom apartments all rely on the light wells to provide cross ventilation and natural light to some of the bedrooms. I am yet to be convinced that the light wells of the proposed sizes could provide good amenity for residents, as the potential exists for the adjoining sites to be redeveloped along the side boundaries. I also note that the proposed light well dimensions do not satisfy the minimum horizontal dimension of six metres if overlooked by bedrooms, as prescribed by the Development Plan. I am particularly concerned by Apartment Type B, where all three bedrooms rely on the light well for natural light and ventilation. I am also concerned that the proposed light wells are shared between adjoining residents, which poses amenity, privacy and fire separation issues. In addition, the proposed apartment configurations locate apartment entries immediately adjacent each other (Apartment Types B and E, and A and C), which does not reflect good practice in apartment living. I recommend a fundamental rethink of the apartment configurations, with the view to provide optimum residential amenity. In my opinion, affording high quality residential amenity, including quality access to natural light and ventilation to all habitable rooms, and ensuring privacy and safety for the residents, for the current and foreseeable future conditions, is critical to the success of the proposed development.

On level six, two three-bedroom penthouse apartments are proposed as the built form is reduced for the top floor. I support the penthouse apartment arrangement, as the layout appears convincing in terms of size and functionality. In my opinion, an opportunity exists to review the lift foyer arrangement to provide more generous space with improved amenity that is cognisant of the high quality residential offerings envisaged for the penthouse floor.

In general, I support the size and dimensions of the apartment terraces and balconies as an extension of indoor living spaces. I also support the design solution for the rear facing balconies to manage overlooking, while maintaining the amenity and usability of the private open spaces for the residents. I generally do not support the location of air conditioning condenser units on balconies, due to adverse impacts on the amenity of that space and the street. While I support the intent to locate the condensers within integrated enclosures, further information is required

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11234/01

Ref No:
13667233

to demonstrate that the proposed arrangement successfully mitigates the acoustic and environmental impacts on balcony user amenity.

Vehicular access to car parking spaces on the ground and basement floors is proposed from the rear of the site via Colley Street. The proposal includes 42 car parking spaces and 40 bicycle parking spaces on site. I strongly support the provision of a basement car parking and the inclusion of a car lift and car stacking system to minimize the footprint of car parking areas on the ground floor. I request further information is provided regarding the management of publicly accessible ground floor parking spaces for visitors and retail car parking, including lines of security and out of hour's access.

The planning report indicates the inclusion of the canopy over the Melbourne Street footpath. While the notes on the architectural drawings suggest the inclusion of awnings, the drawings suggest the provision of pergola structure without any roofing. I support the proportion and expression of the proposed pergola structure, which incorporates chainmesh for vertical greening, and I recommend clarification for the encroaching structure over the footpath. In my opinion, a weatherproof canopy will provide positive contribution to the public realm and improve the amenity of the high street pedestrian traffic.

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

- Review of the built form composition to the rear of the site to manage the interface with the North Adelaide Historic (Conservation) Zone.
- Reconfiguration of the residential entry sequence with the view to improve the quality of arrival experience.
- Further detail of the feature concrete wall design, including scale, pattern repetition, colour and contrast.
- Review of finishes to the non-feature concrete walls.
- Review of access and maintenance strategy for the vertical green elements.
- Review of apartment configurations on levels one to five.
- Further information regarding the access management of publicly accessible ground floor parking spaces
- Resolution of the encroaching structure over the footpath.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au

Yours sincerely



Kirsteen Mackay
South Australian Government Architect



Enquiries: Matthew Field 8203 7023
CoA Ref: S10/65/2018
SCAP Ref: 020/A097/18

8 February 2019

045



State Commission Assessment Panel
GPO Box 1815
Adelaide SA 5001

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/65/2018
Applicant: CITIFY P/L
Address: Club Rhythm, 69-71 Melbourne Street, NORTH ADELAIDE SA 5006
Description: Demolish existing building and construct a seven level mixed use building with two retail tenancies and parking at ground level and 27 apartments above

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

TECHNICAL COMMENTS

**SURVEY / LAND
TENURE**

The following points are provided for your information:

- The development is proposed over CT Volume 5301 Folio 200 and Volume 5301 Folio 449. Both CT's show a right of way over portions of land accessible via Colley Street.
- It should be noted that in relation to CT Volume 5301 Folio 200, the rights of way are only appurtenant to the land marked "X", while on CT Volume 5301 Folio 449, the right of way only comprises what appears to be half of the existing road way at (10').
- It is also worth noting case law (common law) precedent that the use of a ROW cannot be increased beyond that which was originally intended when the ROW was originally granted. Ultimately, it would be up to a court to decide what that reasonable use was, however in this circumstance it appears that there is likely to be an increase in usage across land that forms part of the common property of the Strata group at 16 – 20 Colley Street.



**ROADS / FOOTPATHS
ENGINEERING**

There are no objections to this development, subject to the following matter/s being addressed:

- Any damage caused to CoA's road, footpath or kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.
- CoA will inspect the works after completion for standards and specification compliance.
- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following:
 1. If the level difference between top of kerb and back of path is less than 50 mm
 2. If the existing cross fall(s) exceed 4% (1:25)
- If any of the above conditions exist for any footpath infrastructure that services the perimeter of the site boundary then please contact the Lead Asset Consultant Streets prior to setting finished floor levels.
- Footpath reinstatements associated with works will need to match surrounding materials and pavement composition
- The canopy on the proposed development encroaches on to Melbourne Street a public Road. The canopy is to meet CoA's minimum height requirements.

**TORRENS & STORM
WATER**

There are no storm water related objections to this development, subject to the following matter/s being addressed:

- Stormwater runoff from the proposed development must be contained within the property boundaries, collected and discharged to Melbourne Street. Council cannot approve discharge of stormwater on private property.
- Council supports and prefers the installation of underground stormwater property connections to council stormwater infrastructure, where suitable council infrastructure is available within the road. The City of Adelaide has a 450mm diameter stormwater pipe on the south side of Melbourne Street which would be the ideal connection location. Please note that it is the property owner's responsibility to verify the location of services within the public realm to ensure any proposed stormwater property connections can be constructed.
- Council encourages the development to minimize the number of stormwater property connection wherever possible.
- The levels of any proposed grated inlet pits or stormwater openings within the building must be designed with an adequate freeboard to the 1% AEP flood level assumed to be top of kerb level adjacent to the stormwater discharge point in Melbourne Street.

- Council's stormwater management systems (minor and major rainfall events) have been designed to manage gravitational flows only. Any proposed siphonic roof drainage systems must be designed to attenuate discharge flows to Council's stormwater management systems to equivalent gravitational flows.
- Any collected seepage water from a basement groundwater collection system must be either discharged to sewer or a proposed building recycled water system. Collected untreated groundwater seepage must not be discharged to the property stormwater system.
- Property boundary levels of the proposed basement carpark driveway ramp in Colley Street must provide an adequate freeboard to the 1% AEP flood level, assumed to be equivalent to 100mm above spoon drain invert adjacent to the driveway ramp in Colley Street, to ensure adequate flooding protection to the basement.
- Any collected irrigation seepage water from landscape areas, green walls, planter boxes or rooftop gardens must be either discharged to sewer or an irrigation recycled water reuse system. Collected seepage water should not be discharged to the building stormwater system. "Seepage" water does not include stormwater runoff from landscaped areas which can be discharged to the property stormwater system.
- Any collected swimming pool splash water must be either returned to the swimming pool filtration system, discharged to a proposed building recycled water system or discharged to sewer. Collected swimming pool splash water must not be discharged to the property stormwater system.
- Council supports the capture, storage and reuse of stormwater runoff for irrigation of landscaped elements and toilet flushing throughout the building.

**LIGHTING /
ELECTRICAL / CCTV**

There are no lighting related objections to this development, subject to the following matter/s being addressed:

- The proposed development works may impact on the public lighting within the proximity of the development site. The existing street lighting along the road consists of City of Adelaide owned street lighting columns. There is one located directly in front of the development, depending on the driveway set-out this may require relocation.
- 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 Council's 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.
- If new canopies are to be constructed as part of these works, then lighting 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 illuminated 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 are the following urban elements related objections to this development:

- The proposed development works will impact on the urban elements within the proximity of the development site.
- 3 Bike racks, and a Parking sign will be impacted by this development.
- It is a requirement that these 4 urban element assets be relocated to a suitable location as part of this development.
- In addition, an Australia Post letterbox may also be impacted. Please contact Australia Post directly to discuss its relocation, if required.
- Any temporary removal or relocations of these urban element's assets shall meet Councils' requirements shall be carried out to meet Councils' requirements and all costs borne directly by the developer.
- Final location of equipment will be determined by CoA considering existing site constraints etc.

**TRAFFIC /
TRANSPORT**

- 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.
- All works to be undertaken to be fit for purpose in the public realm.
- The current plans do not indicate the columns, power boxes or operation panels. Selection of car lift and stacker system products must be able to fit with the demonstrated swept paths and general parking layout to operate in the manner shown. Confirmation should be sought, or future evidence provided of products selected, spatial layout and swept paths.
- The parking layout shall comply with AS2890.1 and AS2890.6
- Any traffic control devices shall comply with AS1742
- It is recommended that communications with the Public Transport Division of DPTI and Council's On-Street Parking team be maintained for future required parking changes on Melbourne Street.

WASTE

- Based on a review of the plans and waste management plan there are no issues with the proposed functionality and operations proposed.
- Due to the geographic nature of access and logistics, the proposed waste operation is fit for purpose.

PLANNING RELATED COMMENTS

As we have received an 'informal' referral only, Council Administration has not undertaken a thorough planning assessment of the proposal but makes the following comments in relation to the proposed development:

**PROCEEDURAL
MATTERS**

Based on legal advice received at the time the proposal was lodged with Council for assessment, it is recommended that the SCAP obtain legal advice as to whether the ROW at the rear, used for access to the car parking within the development, is included within the curtilage of the subject site. Advice received by Council contradicts that provided by the applicant. If the ROW is included, the development would be 'adjacent' to the North Adelaide Historic (Conservation) Zone and the building envelopes outlined under Zone PDC 15 would be relevant.

Furthermore, as the proposal exceeds two (2) storey's in height, Zone PDC 32(b)(ii) would apply and the proposal should be categorised as a Category 2 for of development and be advertised accordingly to adjoining owners.

BUILDING HEIGHT

The proposal satisfies the minimum height of two storeys sought within the zone.

The proposed building will exceed the maximum guidelines (six storeys, as depicted on Concept Plan MS(ME)/1, and 22 metres, as outlined

under Principle 14 of the Zone) by one storey and 2.1 metres.

It is noted that Concept Plan MS(ME)/1 contemplates building(s) of up to six storeys located further to the south than the proposed development.

Whilst the upper level exceeds the maximum height by 2.6 metres, the additional height is generally located within the centre of the building away from the Melbourne Street frontage and adjoining residential development at the rear.

ACTIVE STREET FRONTAGES

The extent of active frontage the development provides to Melbourne Street frontages is commended. However, the gas meter and fire hydrants are very prominent on the front façade and interrupt the rhythm of shopfronts in Melbourne Street. It is recommended that the location of these services is reconsidered.

ENCROACHMENTS

The development incorporates the following encroachments:

- A 3000 mm deep canopy extending boundary to boundary (approx. 18500 mm) on Melbourne Street – 3400 mm clearance from footpath.
- The verandah is setback from the kerb by 1354 mm.

Based on the above, the proposed canopy achieves the requirements of Councils Encroachment Policy.

CONTEXT

The proposed multi-storey mixed-use building is adjacent to a local heritage place at 75-77 & 79 Melbourne Street – three attached single storey shops to the west. A state heritage place, the St Cyprian's Anglican Church is located opposite at 72 Melbourne Street. Melbourne Street is characterised by one and two storey shops built to the street boundary with many finely detailed facades in stone and render. New development should maintain the intimate scale and fine grain of this commercial townscape.

Overall the proposed mixed-use development, with an activated frontage of street level shops and upper floors of apartments is a positive contribution to the vibrancy of the area.

LOCAL HERITAGE

The modulation and articulation of the front façade with recessed balconies and an expressed frame provides visual interest in the locality. The natural precast side walls with pre-finished pattern are considered less successful and require further refinement, particularly the western elevation with monolithic grey walls to the apartments and service core.

The overall height of the development together with the minimal front setbacks of the apartments is considered inappropriate for the intimate character of Melbourne Street. It is recommended that setbacks are increased to reduce the visual impact.

The masonry parapet to the shops is higher than the parapets of the adjacent three local heritage places. It is recommended that the strong parapet line of the heritage places is continued in the new development. If a greater height is required for balustrading, then the materials above the established parapet height should be transparent.

The proposed reclaimed brick facades at ground level are inconsistent

with the streetscape character of Melbourne Street where shop facades are either face stonework or painted render.

In summary, the development is supported 'in principle' but some finetuning is required to complement the Melbourne Street townscape.

SUGGESTED CONDITIONS

- 1. The finished floor level of the ground floor level at the entry points to the development including the car park entry and exit points shall match the existing footpath unless otherwise agreed to by the Council in writing.**

Reason: The Corporation of the City of Adelaide WILL NOT adjust footpath levels to suit finished building levels. The existing footpath levels are to be retained and entrance levels of the development must meet the existing back of footpath.

- 2. Lighting shall be installed to the awning at street level on Melbourne Street in accordance with Council's guideline entitled "Under Verandah/Awning Lighting Guidelines" at all times to the reasonable satisfaction of the Council and prior to the occupation or use of the Development. Such lighting shall always be operational during the hours of darkness to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create public areas with insufficient lighting.

- 3. Lighting shall be provided to the vehicle and apartment entries on Melbourne Street and shall always be operational during the hours of darkness to the reasonable satisfaction of Council.**

Reason: To ensure the development does not create areas with insufficient lighting.

SUGGESTED ADVICES

1. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.
2. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
 - An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
3. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity.

The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au

When applying for a City Works Permit you will be required to supply the following information with the completed application form:

- A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);
- Description of equipment to be used;
- A copy of your Public Liability Insurance Certificate (minimum cover of \$20 Million required);
- Copies of consultation with any affected stakeholders including businesses or residents.

Please note: Upfront payment is required for all city works applications.

Applications can be received by Council via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

4. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.
5. Development Approval will not be granted until Building Rules Consent and an Encroachment Consent have been obtained. A separate application must be submitted for such consents. No building work or change of classification is permitted until the Development Approval has been obtained.
6. An Encroachment Permit will be separately issued for the proposed encroachment into the public realm when Development Approval is granted. In particular, your attention is drawn to the following:
 - An annual fee may be charged in line with the Encroachment Policy.
 - Permit renewals are issued on an annual basis for those encroachments that attract a fee.
 - Unauthorised encroachments will be required to be removed.
7. Any activity in the public realm, whether it be on the road or footpath, requires a City Works Permit. 48 hours' notice is required before commencement of any activity.

The City Works Guidelines detailing the requirements for various activities, a complete list of fees and charges and an application form can all be found on Council's website at www.cityofadelaide.com.au

When applying for a City Works Permit you will be required to supply the following information with the completed application form:

- A Traffic Management Plan (a map which details the location of the works, street, property line, hoarding/mesh, lighting, pedestrian signs, spotters, distances etc.);
- Description of equipment to be used;
- A copy of your Public Liability Insurance Certificate (minimum cover of \$20 Million required);
- Copies of consultation with any affected stakeholders including businesses or residents.

Please note: Upfront payment is required for all city works applications.

Applications can be received by Council via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

8. There is no objection to the proposed vehicle crossing place/alterations to the existing vehicle crossing place(s), however the work will be undertaken by Council and the cost of the work will be charged to the applicant. A separate application for the crossing place(s) is required and the applicant can obtain a form from Customer Service, 25 Pirie Street, Adelaide, or telephone 8203 7236. A quotation for the work will be provided by Council prior to the work being undertaken.
9. Section 779 of the Local Government Act provides that where damage to Council footpath / kerbing / road pavement / verge occurs as a result of the development, the owner / applicant shall be responsible for the cost of Council repairing the damage.

Yours faithfully

Rebecca Rutschack

MANAGER - PLANNING ASSESSMENT

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

Applicant: Citify Pty Ltd & BFC Pty Ltd
Development Number: 020/A097/18
Nature of Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Development Type: Merit
Zone / Policy Area: Main Street (Melbourne East) Zone
Subject Land: 69-71 Melbourne Street, North Adelaide
Contact Officer: Elysse Kuhar
Phone Number: 7109 7072
Close Date: 5:00 PM Tuesday 9 March 2019

My Name:

*Phil & Rosenthal
Kathy Rosenthal*

My phone number:

0408 839 720

Primary method(s) of contact:

Email:

prose41@bigpond.com.au

kathy@obriens-solicitors.com.au

Postal

Box 16

Address:

Renmark SA

Postcode:

5341

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

My interests are:
(please tick one)



owner of local property



occupier of local property



a representative of a company/other organisation affected by the proposal



a private citizen

The address of the property affected is:

12/16-20 Colley Street, North Adelaide

Postcode

5006

My interests are:
(please tick one)



I support the development



I support the development with some concerns



I oppose the development

The specific aspects of the application to which I make comment on are:

Please see attached

I:



wish to be heard in support of my submission

(please tick one)



do not wish to be heard in support of my submission
(Please tick one)

By:



appearing personally

(please tick one)



being represented by the following person
(Please tick one)

Signature:

Elysse Kuhar

Date:

25/2/19

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or
Email: scapreps@sa.gov.au

PJ & KR Rosenthal
PO Box 16
RENMARK SA 5341

Kathy mobile 0408 839 720

Email: Phil: prose41@bigpond.com.au

Kathy: kathy@obriens-solicitors.com.au

25 February 2019

**The Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001**

Email: scapreps@sa.gov.au
elysse.kahar@sa.gov.au

Dear Sir/Madam

Applicant: Citify Pty Ltd & BFC Pty Ltd
Application Number: 020/A097/18
Proposed Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Subject Land: 69-71 Melbourne Street, North Adelaide

We refer to the above application dated 13 February, 2019 and received on 20 February, 2019.

We are the owners of 12 16-20 Colley Street North Adelaide.

We note on the plans presented in the Application on Notification – Category 2 that unit 11 and unit 12 appear to have been transposed.

Unit 12 16-20 Colley Street North Adelaide was purchased by us in November 1999 with a view that it will become our retirement home in 2021. We have been renting the premises and in 2018 have commenced renovations to the interior with a view to have everything refurbished prior to our move to the city and have completed renovations to our upstairs and down stairs bathrooms.

We are concerned and deeply distraught and distressed by the notice received last week.

Our concerns are as follows:-

1. our current tenants and in the near future, we shall lose quiet and peaceful enjoyment, comfort and privacy in view of the fact that a seven storey building may be towering above us;
2. the seven storey building is not in keeping with neighbourhood character;
3. it is suggested that the external walls of the sixth floor will be principally composed of clear glass which means that the residents and visitors will have clear views into our two upper bedrooms, kitchen and dining area.
4. we believe that our neighbours in will also have the same issues;
5. it is proposed that there be 37 car parks plus an additional 5 for guests together with a possible 32 bicycles and 8 additional bicycles spaces. Although the bicycles may have access via Melbourne Street we believe that there is insufficient space in Colley Street and the additional traffic will excessive congestion. Even in current circumstances it is often difficult to manoeuvre when the car parks are full;
6. the elevator transporting the 37 cars may cause excessive noise;
7. the bins including putrescible bins for the commercial business together with residences will be located on the ground floor near our premises. We are concerned about odours and noise. Commercial businesses often have a large collection of cardboard and we are concerned about overflow of rubbish collection being left outside. We note that odour management shall be via ventilation to the atmosphere, this too is close to our premises;
8. in addition to our loss of privacy, peace and quiet enjoyment we believe that the seven storey building will blot out a lot of natural light and sunlight in the area. It will visually overwhelm the surrounding low-rise units and rob us of sunlight. We are concerned about our tenants initially and then our health and wellbeing in being robbed of natural light and sunlight;
9. with the additional tenants, tenants' guests, workmen and service people all entering the premises via Colley Street, privacy and security shall be lost;
10. we can see the additional storm water discharge flows and runoff to be discharged into the entry pit to be a problem as there already appears to be an issue with water being discharged into that area as the water tends to pool in that area when it rains;

11. the additional residential garbage collection up to 3 events per week and the commercial garbage collection estimated at 14 events per week, including weekends, will once again diminish the quiet enjoyment, peace, comfort and privacy of our premises.;
12. there is currently a dip in the road near our premises and we are concerned that with the additional digging for the underground parking, the numerous heavy industrial vehicles that will use that small road will cause damage to the road and in turn possible damage to our premises;
13. noise of the building's services, vehicles, residents, guests and late nights at the commercial premises are to be considered will diminish the quiet enjoyment, peace, comfort and privacy of our premises;
14. we will be unable to sit outside without someone looking down on us.
15. we do not believe that the suggested pot plants to be used as screens will provide the privacy that we would expect. If the residents would be able to see Bunday's Paddock then they would also be able to see into our windows and into our outdoor area.

Attached are photos of unit 12 being the closest to Colley Street together with a photo of the site of the proposed seven storey building. This shows the close proximity of our premises to where the seven storey building would tower above us and destroy our privacy.

We object to the apartments having clear glass overlooking onto our premises and do not think that the plants will be adequate to provide privacy.

We believe that as we are in a small development the large development being proposed has:-

1. disregarded the congestion that the additional traffic and additional garbage collections, will cause on Colley Street
2. not considered our privacy and the privacy of other premises in the area by installing clear glass to the seven storey building, when it ought to be opaque or privacy glass
3. has suggested plants for privacy rather than something more permanent
4. disregarded the water collection that occurs currently when it rains
5. not kept the building in keeping with the neighbourhood character
6. proposed a building to a height not within limits
7. ignored the fact that our premises will be shaded for a considerable time during the day.

We thank you for your care and consideration of our concerns as you negotiate the careful planning, development and growth of the Melbourne Street area, without compromising other premises in the vicinity.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P. Rosenthal', written in a cursive style.

PHIL & KATHY ROSENTHAL

Google Maps Colley St

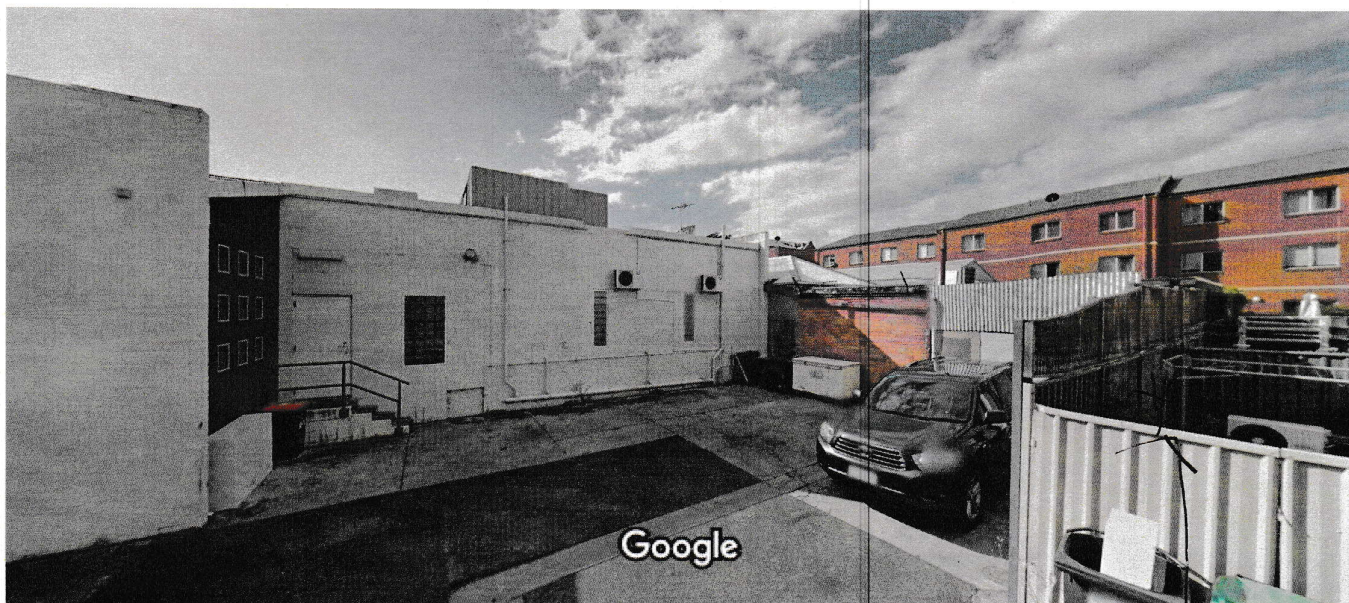
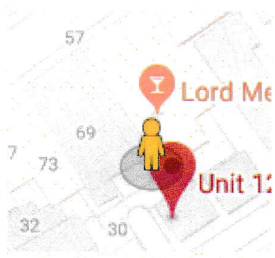


Image capture: Mar 2015 © 2019 Google

North Adelaide, South Australia



Street View - Mar 2015



our outdoor sitting area.

Google Maps Colley St

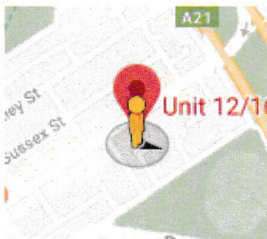


Image capture: Mar 2015 © 2019 Google

North Adelaide, South Australia



Street View - Mar 2015



Unit 12 on the end

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

Applicant: Citify Pty Ltd & BFC Pty Ltd
Development Number: 020/A097/18
Nature of Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Development Type: Merit
Zone / Policy Area: Main Street (Melbourne East) Zone
Subject Land: 69-71 Melbourne Street, North Adelaide
Contact Officer: Elysse Kuhar
Phone Number: 7109 7072
Close Date: 5:00 PM Tuesday 9 March 2019

RECEIVED 25 FEB 2019

My Name: DAVID CORLIS My phone number: 83670820

Primary method(s) of contact: Email: UNIT 3 0401647772
Postal Address: 16-20 Colley St. North Adelaide Postcode: 5006

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

My interests are:
(please tick one)

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

The address of the property affected is:

16-20 Colley St. North Adelaide Postcode 5006

My interests are:
(please tick one)

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

The specific aspects of the application to which I make comment on are:

Regular + free access via Colley St & McKinnon Rd
deleting demolition + construction of Building of 69-71 Melbourne St

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

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

Signature:

Date:

David Corlis
Feb 20th

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

Applicant: Citify Pty Ltd & BFC Pty Ltd
Development Number: 020/A097/18
Nature of Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Development Type: Merit
Zone / Policy Area: Main Street (Melbourne East) Zone
Subject Land: 69-71 Melbourne Street, North Adelaide
Contact Officer: Elysse Kuhar
Phone Number: 7109 7072
Close Date: 5:00 PM Tuesday 9 March 2019

My Name: Premal Patel My phone number: 04 3595 5477

Primary method(s) of contact: Email: Premal14@gmail.com
Postal Address: _____ Postcode: _____

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

My interests are:
(please tick one)

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

The address of the property affected is: Unit 1-16 Colley Street North Adelaide
Postcode 5006

My interests are:
(please tick one)

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

The specific aspects of the application to which I make comment on are: Concerns are exactly the same as highlighted by Mr and Mrs Rosenthal of Unit 12 Colley St.
1) Loss of quiet, 2) Traffic Congestion 3) Odour and noise related to rubbish collection 4) Blocking out of Natural Sunlight 5) Building height over limits

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

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

Signature: [Signature]
Date: 5/3/19.

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

Applicant: Citify Pty Ltd & BFC Pty Ltd
Development Number: 020/A097/18
Nature of Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Development Type: Merit
Zone / Policy Area: Main Street (Melbourne East) Zone
Subject Land: 69-71 Melbourne Street, North Adelaide
Contact Officer: Elysse Kuhar
Phone Number: 7109 7072
Close Date: 5:00 PM Tuesday 9 March 2019

My Name: Bhim and Holly Dangal My phone number: 0413415786

Primary method(s) of contact: Email: info.the.himalayan.kitchen@gmail.com
Postal Address: 73 Melbourne St North Adelaide Postcode: 5006

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

My interests are:
(please tick one)

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

The address of the property affected is:

73 Melbourne Street North Adelaide Postcode 5006

My interests are:
(please tick one)

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

The specific aspects of the application to which I make comment on are:

Minimise disruption to business and rectification of potential party wall issues.

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

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

Signature: [Signature]

Date: 6/3/19

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

Applicant: Citify Pty Ltd & BFC Pty Ltd
Development Number: 020/A097/18
Nature of Development: Demolition of existing building and construction of a multi-storey mixed-use building, comprising retail and residential uses and associated basement car park.
Development Type: Merit
Zone / Policy Area: Main Street (Melbourne East) Zone
Subject Land: 69-71 Melbourne Street, North Adelaide
Contact Officer: Elysse Kuhar
Phone Number: 7109 7072
Close Date: 5:00 PM Tuesday 9 March 2019

My Name: John Burke
Sally Burke
My phone number: 0418 156 809
0408 818 809
Primary method(s) of contact: Email: Johnburke@internode.on.net
Sallyburke@internode.on.net
Postal: 18A WURINYA AVE
Address: STONYFELL SA Postcode: 5066

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

My interests are:
(please tick one)

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

The address of the property affected is:

11, 16-20 Colley St, North Adelaide Postcode 5006

My interests are:
(please tick one)

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

The specific aspects of the application to which I make comment on are:

Please see attached letter

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

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

Signature:

Date:

Sally Burke
7/3/19

From Sally and John Burke
18a Wurinya Avenue
Stonyfell
SA 5066
John 0418156809
Email:sallyburke@internode.on.net/johnburke@internode.on.net
7th March 2019

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

Dear Sir/Madam

Application Number 020/A097/18
Subject land 69-71 Melbourne Street, North Adelaide

We are owners of Unit 11, 16-20 Colley Street North Adelaide. We are very concerned and distressed by the notice of a seven storey building, to be built right next door to our property, our other concerns are:

This new building will tower over our property, and we will lose our privacy to our bedrooms and living areas, plus our outside patio area. Plus, this building will shadow over us, causing us to lose natural light. Colley Street is very narrow and will not be able to cope with the additional traffic, additional rubbish collections, workmen and service people etc. The new building will not be in character to the rest of the area, 7 storeys is far too high, and will cause major congestion in our little street! I think this building is far too large for the area to cope and will cause much noise and disruption.

Thank you for your consideration.

Kind Regards
Sally and John Burke



4 April 2019

Ms Elysse Kuhar
Senior Planning Officer
Strategic Development Assessment
Development Division
Department of Planning, Transport and Infrastructure
By email: elysse.kuhar@sa.gov.au

Ground Floor,
89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

Dear Elysse,

RE: DEVELOPMENT APPLICATION 020/A097/18

We have been asked by our clients, Citify Pty Ltd and BFC Pty Ltd, to summarise and respond to the issues that have been raised by all five of the representors.

Before doing so, we wish to confirm that:

- two of the representors have offered their qualified support to this development;
- two of the three representors who are opposed to this development do not reside in the immediate vicinity of the site (the representors to which we refer are the registered proprietors ('the owners') of Units 11 and 12 at 16 – 20 Colley Street, North Adelaide ('Units 11 and 12'));
- Units 11 and 12 are in the Main Street (Melbourne East) Zone, not the North Adelaide Historic (Conservation) Zone; and
- we have, despite not being required to do so, had regard to both of the representations that were submitted after the official closing date (Tuesday, 5 March 2019).

Our consolidated response is set out below.

Height

The owners of Units 11 and 12 have asserted that the proposed building is too tall.

We do not agree with this assertion for several reasons.

First and foremost, it is important to note that the overall height of the proposed building has been lowered by 400 millimetres, from 24.1 metres to 23.7 metres. Accordingly, the proposed exceedance has also been reduced from 2.1 metres to 1.7 metres.

Second, it is clear from the North – South Privacy Section on Drawing PL.08 that the sixth floor level will not be visible from the private open spaces on the north-western side of Units 11 or 12, or from the ground or first floor levels of Units 11 or 12.

Third, the Government Architect has advised the Department of Planning, Transport and Infrastructure ('the Department'), as part of their referral response, that they "*support the proposed height in principle, given the amalgamated site size and the width of the frontage*" and are "*of the view that (the) setting back of the top floor built form aids in reducing the visual impact of the over height elements*".

Fourth, the sixth floor level will be set back 2.0 metres further from the north-western (front) boundary of the site than the balconies directly beneath it. The sixth floor level will also be set back twice the recommended distance from the south-eastern (rear) boundary of the site and approximately 14.8 metres from Units 11 and 12.

Fifth, the external walls of the sixth floor level will be heavily recessed from all four boundaries of the site and principally composed of clear glass so as to ensure that it remains relatively inconspicuous when viewed from Melbourne Street.

Sixth, the proposed building will still respect its existing low scale context through the provision of an appropriately scaled podium, as sought by Principle 13 of the Main Street (Melbourne East) Zone.

Seventh, the trellised mesh on the north-western side of the proposed building and the precast concrete bands on the south-eastern side of the proposed building have been deliberately incorporated to emphasise those floor levels that are situated between the podium and the sixth floor level.

Eighth, none of the adjacent habitable room windows or private open spaces will be overlooked or overshadowed to an unreasonable degree, as discussed in greater detail below.

Ninth, the additional height will allow our clients to set aside one dwelling on each floor level for eligible buyers within the affordable housing market for a period of up to, but not exceeding, 30 days.

In essence, the external impacts will be negligible and would remain almost identical if the height of the proposed building was to be lowered from seven storeys to six storeys or from 23.7 metres to 22.0 metres.

Overlooking

It has been asserted by the owners of Units 11 and 12 that their privacy will be diminished if this development goes ahead.

We do not agree with this assertion for two reasons.

First, Units 11 and 12 are presently occupied by tenants, none of whom have objected to this development.

Second, it is clear from the North – South Privacy Section on Drawing PL.08 that neither the habitable room windows nor the private open spaces on the north-western side of Units 11 and 12 will be visible from any of the apartments at the south-eastern end of the proposed building courtesy of the screening measures which have been adopted.

Overshadowing

The owners of Units 1, 11 and 12 are concerned that their habitable room windows and private open spaces will be overshadowed to an unreasonable degree by the proposed building.

These representors need not be concerned, as it is clear from the diagrams on Drawing PL.10 that the proposed building will not cast a single shadow over the habitable room windows or private open spaces of Units 1, 11 or 12 until 3:00 pm, 4:00 pm and 1:00 pm respectively.

Put simply, the habitable room windows and private open spaces of Units 1, 11 and 12 will continue to receive direct access to sunlight for seven consecutive hours, eight consecutive hours and five consecutive hours respectively on the winter solstice. This comfortably exceeds the Development Plan's general expectation that adjacent habitable room windows and private open spaces will to continue to receive direct access to sunlight for not less than three hours and two hours respectively on the winter solstice.

Notwithstanding this, it is also important for these representors to note that the diagrams on Drawing PL.10 depict the worst-case scenario in that the winter solstice marks the shortest day of the year and is when the sun is at its lowest point in the sky. They are also based on the assumption that there will be no cloud cover whatsoever during the middle of winter.

Noise

The owners of Unit 12 are concerned that they will be able to hear the automated stacker system from their property.

Whilst these representors have not provided any specialist advice to substantiate their concern, they need not be concerned for several reasons.

First, Unit 12 is located 18.9 metres to the south-east of the opening to the system which, by the way, will be orientated to the south-west, not to the south-east.

Second, there will be two precast concrete walls between Unit 12 and the opening to the system which will no doubt minimise the transfer of noise.

Third, the system makes, according to its manufacturer, very little noise due to the buffering of the hydraulic cylinders.

Fourth, it is not in our clients' best interests to install a system that generates a significant amount of noise because if that noise can be heard from Unit 12, it will most certainly be heard by the prospective residents and tenants of the proposed building.

Traffic

The owners of Units 1, 11 and 12 are concerned that Colley Terrace will not be able to cope with the additional traffic that is likely to be generated by this development.

Mr Thomas Wilson, a qualified and independent traffic engineer, was commissioned to respond to this particular issue.

Whilst Mr Wilson's response is attached for your consideration, it is important to note that this development, when compared to the existing fitness and pilates studio which it is set to replace, will generate an additional eight trips during the morning peak hour period and an additional 13 trips during the afternoon peak hour period.

Such an increase is considered by Mr Wilson to be low and unlikely to have a detrimental impact upon the representors' amenity.

Waste

The owners of Units 1 and 12 are concerned about the frequency of waste collections and the proximity of the waste enclosure to their properties.

It is clear from the updated Waste Management Plan that:

- the Council's clear preference is for all forms of waste to be collected via Colley Street, as this will negate the need for the existing bus stop and loading zone on the south-eastern side of Melbourne Street to be relocated elsewhere;
- small and medium rigid vehicles are presently reversed along Colley Street in order to collect all forms of waste from the Himalayan Kitchen, Club Rhythm and the Lord Melbourne Hotel;
- all waste collections will occur between the hours of 7:00 am and 7:00 pm on weekdays and Saturdays, and between the hours of 9:00 am and 7:00 pm on Sundays, as required by the Local Nuisance and Litter Control Act, 2016;
- the maximum number of collections per day and per week has dropped from four to three and from 17 to 11 respectively as a direct result of the alterations that have been made to the internal dimensions of the waste enclosure, and the reduction in the overall number of bedrooms within the proposed building; and
- the bins will come equipped with lids and deodorised bags, and be stored in a sealed space which means that these representors should not be adversely affected by way of odours.

Stormwater

The owners of Unit 12 are concerned that the carrying capacity of the existing drainage network beneath the surface of Colley Street will be overloaded by this development.

These representors need not be concerned for two reasons.

First, the Council has already advised the Department that runoff from the balconies and roof of the proposed building must only be discharged to Melbourne Street.

Second, our clients have already advised the Department that they would not object to the imposition of a condition which requires all of the runoff from the balconies and roof of the proposed building to be discharged to Melbourne Street, as the preliminary assessment which was undertaken by their civil engineer confirmed that such an arrangement is possible courtesy of the existing underground pipe.

Boundary Wall

The owners of the adjoining restaurant to the south-west of the site are concerned that:

- the north-eastern façade of the building which their restaurant occupies may need to be demolished and subsequently replaced with a new party wall; and
- the demolition and construction processes may disrupt the day to day running of their restaurant.

These representors need not be concerned for three reasons.

First, the demolition and construction processes are likely to conclude before 5:00 pm on weekdays which is when their restaurant opens to the public.

Second, the existing building on the site does not, to the best of our knowledge, share a party wall with the adjoining restaurant to the south-west of the site.

Third, a party wall will not be required in this instance, as the proposed building has been designed to abut the south-western (side) boundary of the site.

Colley Street

The owner of Unit 3 has sought reassurance that they will be able to enter and exit their Unit Complex during the demolition and construction processes.

This representor need not be concerned for two reasons.

First, our clients are in the process of developing a construction management plan which will confirm, amongst other things, that:

- the remains of the existing building will be removed via Melbourne Street;
- all goods will be delivered to the site via Melbourne Street; and
- a city works permit will be sought from the Council for the crane which will need to be positioned atop the footpath on the south-eastern side of Melbourne Street.

Second, it is our understanding that the builder's sub-contractors will be able to park their vehicles at the south-eastern end of the site once the ground and first floor slabs have been poured.

The owners of Unit 12 are concerned that their property will be damaged by the excavation associated with the basement.

It is most unlikely that the excavation associated with the basement will affect the stability of Unit 12 given that the basement will be located approximately 8.7 metres to the north-west of Unit 12.

With that said, there is nothing preventing these representors from obtaining a dilapidation report at their own expense to safeguard their asset.

Summary

We remain of the opinion, despite the handful of concerns that have been raised, that this development is deserving of consent.

Given that four of the representors wish to appear before the State Commission Assessment Panel ('the SCAP') in relation to this matter, could you please confirm when this matter will be formally considered by the SCAP so that we may be on hand to respond to these representors, and to answer any queries and/or concerns which the SCAP may have.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

Fabian Barone
Director



Ground Floor,
89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

4 April 2019

Ms Elysse Kuhar
Senior Planning Officer
Strategic Development Assessment
Development Division
Department of Planning, Transport and Infrastructure
By email: elysse.kuhar@sa.gov.au

Dear Elysse,

RE: DEVELOPMENT APPLICATION 020/A097/18

We have been asked by our clients, Citify Pty Ltd and BFC Pty Ltd, to summarise and respond to the Government Architect's concerns.

Our consolidated response is set out below.

Entrance Foyer

In order to address the Government Architect's concerns with respect to the spatial arrangement of, and the arrival experience associated with, the entrance foyer, our clients have decided to:

- shift the fire booster and gas meters 6.1 metres to the north-east of the opening to the entrance foyer;
- increase the width of the opening to the entrance foyer by 990 millimetres, from 1.6 metres to 2.59 metres;
- increase the width of the corridor which leads to the lift shaft and stairwell by 200 millimetres, from 1.6 metres to 1.8 metres;
- remove the door on the north-eastern side of Tenancy G.01;
- remove the door on the south-western side of Tenancy G.02;
- remove the doors separating the lift shaft from the corridor; and
- shift the opening of the lift shaft 800 millimetres closer to the corridor and 1.3 metres closer to Melbourne Street.

Car Park

The at-grade car park will contain a total of five spaces.

Those spaces on the left-hand side of the aisle will be allocated to the prospective residents of the proposed building, and those spaces on the right-hand side of the aisle will be allocated to the prospective tenants of the proposed building and their personnel.

The at-grade car park will not, therefore, be available to the general public.



Canopy

The canopy on the north-western side of the proposed building will be fitted with a glazed roof to provide shelter from the elements without depriving either of the retail tenancies of natural light.

Podium

Although the Government Architect is supportive of the height and masonry character of the podium, it is important to note that our clients have decided to lower the height of the podium by 500 millimetres in order to complement the strong parapet line that has been established by the neighbouring buildings to the south-west of the site, as sought by the City of Adelaide ('the Council').

Apartment Layouts

Apartment Entrances

Although it is highly unlikely that the entrances to Apartment Types A, C, D and E will all be open at the same time or for extended periods of time, our clients have sought to maximise internal privacy by increasing the length of the lobbies on the first, second, third, fourth and fifth floor levels by 1.78 metres, from 5.17 metres to 6.95 metres.

Natural Light and Ventilation

The bedroom which belongs to the Type E Apartments on the first, second, third, fourth and fifth floor levels will now have direct access to natural light and ventilation courtesy of the glazed sliding doors separating it from the abutting balcony.

The internal layout of the Type A Apartments on the second, third, fourth and fifth floor levels has also been altered so that all three of the bedrooms can have direct access to larger windows which also happen to be openable.

Penthouse Foyer

In order to address the Government Architect's concerns with respect to the amenity of the penthouse foyer, our clients have decided to increase the width of this space by 1.4 metres, from 1.3 metres to 2.7 metres.

Lightwells

In order to address the Government Architect's concerns with respect to the lightwells, our clients have decided to:

- increase the length of each lightwell by 950 millimetres, from 7.0 metres to 7.95 metres;
- decrease the width of the lightwell on the north-eastern side of the proposed building by 400 millimetres, from 3.6 metres to 3.2 metres;
- increase the width of the lightwell on the south-western side of the proposed building by 1.0 metre, from 2.2 metres to 3.2 metres;



- sprinkler the entire building so that the dimensions of those window frames which face the lightwells can be substantially increased;
- fit those window frames which face the lightwells with openable panels of glass which will also be obscured to a height of 1.6 metres above the finished floor levels; and
- replace the precast concrete panels with compressed fibre cement panels which come pre-finished.

As a consequence of these changes, the lightwells now comply with Principle 74 of the 'Medium to High Scale Residential' Module and exceed the requirements of the National Construction Code.

Side Walls

Whilst the Government Architect is not opposed to the patterned precast concrete panels or 'side walls', it is important to note that our clients have recently commissioned Guildhouse, a South Australian Organisation that creates and supports connections for creative practitioners within the State, to procure four murals (one mural for each of the side walls).

The attached document, which is named 'Botten and Bowser' after the original owners of the site, clearly attests to this.

Given that the procurement process will take time, we ask that you consider reserving this particular matter so as to not delay what is left of the development assessment process.

South-Eastern Façade

In light of the Government Architect's suggestion that further consideration be given to the composition of the south-eastern façade of the proposed building, our clients have decided to:

- shift the master suite which belongs to the Type A Apartment on the first floor level 3.0 metres to the north-west of the south-eastern (rear) boundary of the site;
- extend the balcony which belongs to the Type A Apartment on the first floor level all the way across the to the north-eastern (side) boundary of the site;
- increase the distance between the open plan kitchen, dining and living room which belongs to the Type A Apartment on the first floor level and the south-eastern (rear) boundary of the site by 300 millimetres, from 2.7 metres to 3.0 metres;
- increase the distance between Type C Apartment on the first floor level and the south-eastern (rear) boundary of the site by 300 millimetres, from 2.7 metres to 3.0 metres;
- shift the balconies which belong to the Type A Apartments on the second, third, fourth and fifth floor levels 4.0 metres to the south-west of the north-eastern (side) boundary of the site;
- shift the balconies which belong to the Type C Apartments on the second, third, fourth and fifth floor levels 2.2 metres to the north-east of the south-western (side) boundary of the site;
- shift the balcony which belongs to the southern penthouse 4.0 metres to the south-west of the north-eastern (side) boundary of the site and 2.2 metres to the north-east of the south-western (side) boundary of the site; and
- break down the mass of the horizontal precast concrete bands through the introduction of slimline louvres.

Chainmesh Screens

The attached letter from Mr Steve Kindstrom of LCS Landscapes, the Organisation which has been commissioned to design, document and implement the various landscaped zones, outlines the proposed maintenance strategy for the trellised plants.

Air Conditioning Condensers

The air conditioning condensers which belong to the penthouses on the sixth floor level will be affixed to the roof of the proposed building, and the remaining air conditioning condensers will be installed within individual enclosures on the balconies.

The enclosures will come equipped with aluminium louvred doors which will be angled towards the balustrades in order to direct air and noise away from the balconies.

All of the air conditioning condensers must be designed and manufactured to comply with the stringent criteria that has been prescribed for fixed domestic machines under the Environment Protection (Noise) Policy, 2007. Further, the sounds which they generate can be closely monitored by the Environment Protection Authority in the event that a complaint is made.

Building Height

Although the Government Architect is not overly concerned with the overall height of the proposed building, it is important to note that our clients have decided to:

- lower the floor to floor height of the ground floor level by 500 millimetres in order to complement the strong parapet line that has been established by the neighbouring buildings to the south-west of the site;
- increase the floor to floor height of the fifth floor level by 100 millimetres in order to accommodate all of the essential services; and
- lower the overall height of the proposed building by 400 millimetres.

As a consequence of these changes, the proposed building, excluding the lift overrun which will not be visible from Melbourne or Colley Streets, will now be 23.7 metres tall.

Concept Plan MS(ME)/1

It has been asserted by the Government Architect that the south-eastern (rear) boundary of the site represents the outer edge of the indicative location for six storey buildings, and is situated at the interface between the Main Street (Melbourne East) and North Adelaide Historic (Conservation) Zones.

This assertion is incorrect.

You will see from Concept Plan MS(ME)/1 on Page 210 of the Adelaide (City) Development Plan that:

- the opaque filter which represents the indicative location for six storey buildings extends beyond the south-eastern (rear) boundary of the site and terminates along the north-western (rear) boundary of the two storey townhouse known as Unit 11 at 16 – 20 Colley Street, North Adelaide; and



- the site is separated from the interface between the Main Street (Melbourne East) and North Adelaide Historic (Conservation) Zones by two privately owned allotments.

Further to this, we note that the Council has also stated, as part of its referral response, that “*Concept Plan MS(ME)/1 contemplates building(s) [sic] of up to six storeys located further to the south than the proposed development*”.

Summary

Our clients have made a concerted effort to address each and every one of the Government Architect’s concerns, and would appreciate it if you could forward the amended drawings, as well as our consolidated response, to the Government Architect prior to the forthcoming State Commission Assessment Panel Meeting.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

Fabian Barone
Director



4 April 2019

Ms Elysse Kuhar
Senior Planning Officer
Strategic Development Assessment
Development Division
Department of Planning, Transport and Infrastructure
By email: elysse.kuhar@sa.gov.au

Ground Floor,
89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

Dear Elysse,

RE: DEVELOPMENT APPLICATION 020/A097/18

We have been asked by our clients, Citify Pty Ltd and BFC Pty Ltd, to summarise and respond to the City of Adelaide's ('the Council's') comments. Our consolidated response is set out below.

Canopy

The Council has advised that the canopy on the north-western side of the proposed building must comply with its Encroachments Policy and Operating Guidelines.

The canopy in question will be 3.0 metres in height when measured from its underside to the surface of the existing footpath directly below and more than 600 millimetres away from the kerb on the south-eastern side of Melbourne Street, as required by the Council's Encroachments Policy and Operating Guidelines.

Stormwater

The Council has advised that runoff from the balconies and roof of the proposed building must be discharged to Melbourne Street.

Our clients would not object to the imposition of a condition which requires runoff from the balconies and roof of the proposed building to be discharged to Melbourne Street, as TMK's preliminary assessment dated Wednesday, 12 September 2018 indicates that such an arrangement is possible courtesy of the existing underground pipe.

Swimming Pool

The Council has advised that 'splash water' must be returned to the swimming pool.

The proposed building will not contain a swimming pool. This comment is, therefore, completely irrelevant.

Public Bicycle Racks

The Council is concerned that the proposed development will necessitate the relocation of three public bicycle racks.



You will see from the attached ground floor plan that the canopy on the north-western side of the proposed building will not necessitate the relocation of the bicycle racks in question.

Australia Post Letter Box

The Council is also concerned that the proposed development will necessitate the relocation of the Australia Post Letter Box on the south-eastern side of Melbourne Street.

You will also see from the attached ground floor plan that the columns associated with the canopy have been spatially rearranged to ensure that they do not interfere with the Letter Box in question.

Fire Booster and Gas Meters

The Council has recommended that the fire booster and gas meters be relocated elsewhere.

The fire booster and gas meters cannot be relocated elsewhere, as they must be visible and accessible from Melbourne Street. With that said, our clients have decided to shift the fire booster and gas meters 6.1 metres to the north-east of the opening to the entrance foyer in order to minimise their impact on the streetscape.

Structural Columns

It has been asserted by the Council that the location of each structural column is not plotted on the basement or ground floor plans.

This assertion is incorrect, as the location of each structural column is not only plotted on these plans but is also captured across the various cross-sections.

Automated Stacker System

The Council has requested further information regarding the automated stacker system that has been chosen by our clients.

The key dimensions and features of this system are depicted on the attached pamphlet.

Podium

The Council has recommended that the height of the podium be lowered and that the recycled red brickwork be replaced by face stonework or rendered masonry.

Whilst the Government Architect is supportive of the height of the podium, our clients have decided to lower its height by 500 millimetres in order to complement the strong parapet line that has been established by the neighbouring buildings to the south-west of the site, as sought by the Council.

Our clients are not prepared, however, to alter the external appearance of the podium, as the Government Architect, who is best placed to comment on this aspect of the proposal, is supportive of its current composition.

Front Setback

The Council has recommended that the proposed building be set further back from Melbourne Street.

Although the Adelaide (City) Development Plan does not provide any quantitative guidance when it comes to the distance between the proposed building and Melbourne Street, our clients have decided to set the side walls of the Type B and D Apartments another 1.15 metres back from Melbourne Street.

The benefits of this change are three-fold in that it will lessen the visual impact of the proposed building when viewed from Melbourne Street, improve access to natural light and increase the opportunity for passive surveillance to occur.

Building Height

It has been asserted by the Council that the proposed building exceeds the maximum height that has been prescribed for the Main Street (Melbourne East) Zone (22.0 metres) by 2.6 metres.

This assertion is incorrect for two reasons.

First, the proposed building, as depicted on the drawings which were supplied to the Council post lodgement, was originally 24.1 metres in height.

Second, the height of the proposed building has since been lowered by 400 millimetres, from 24.1 metres to 23.7 metres, and is now only 1.7 metres above the maximum height that has been prescribed for the Main Street (Melbourne East) Zone.

For clarity, we have not included the lift overrun as part of our calculations for two reasons.

First, the definition of 'building height' excludes "*any antenna, aerial, chimney, flagpole or the like*".

(Our underlining for emphasis)

Second, it will not be visible from Melbourne or Colley Streets.

If you have any queries or concerns regarding our consolidated response, please do not hesitate to contact the undersigned.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

Fabian Barone
Director

Ref: 18223|TAW

4 April 2019

Mr Joel Wilkinson
Citify Pty Ltd
PO Box 576
WELLAND SA 5007

Dear Joel,

**PROPOSED MIXED-USE DEVELOPMENT
69-71 MELBOURNE STREET, NORTH ADELAIDE
DEVELOPMENT APPLICATION 020/A097/18**

I refer to the proposed mixed-use development at 69-71 Melbourne Street, North Adelaide. Specifically, this letter provides updated parking and traffic impact assessments in relation to the proposal. The assessments have been based upon amended plans prepared Citify (job no. 1808A16 69MS, drawing PL.03 to PL.05, issue PA2, dated 19 March 2019).

Furthermore, this letter also responds to referral responses received from the City of Adelaide and Office for Design and Architecture SA (ODASA), as well as representations received as part of the public notification process. As requested, I have undertaken a review of the responses received, with key comments raised relating to traffic, parking and associated design aspects identified in italics, followed by my response.

AMENDED PROPOSAL

The amended plans now illustrate the following key components:

- 239 m² of commercial/retail floor area;
- 5x one-bedroom apartments;
- 15x two-bedroom apartments; and
- 7x three-bedroom apartments.
- 37x basement parking spaces (36 of which are provided within mechanical parking stackers);

- 5x at-grade parking spaces (one of which is designated as a parking space for people with disabilities);
- 8x at-grade vertical bicycle parking spaces; and
- 38x basement vertical bicycle parking spaces.

No changes to the site's access or parking design are proposed. All vehicle and bicycle parking spaces will comply with the requirements of the Australian/New Zealand Standard for "Parking facilities – Part 1: Off-street car parking" (AS/NZS 2890.1:2004), the Australian Standard for "Parking facilities – Part 3: Bicycle parking" (AS/NZS 2890.3:2015) and the Australian/New Zealand Standard for "Parking Facilities Part 6: Off-street parking for people with disabilities" (AS/NZS 2890.6:2009).

PARKING ASSESSMENT

Based upon the above yields, an updated parking assessment has been prepared. The assessment has been based parking rates applicable to 'Mixed Use Zones' identified in the City of Adelaide's Development Plan (Table Adel/7). Table 1 illustrates a breakdown of the theoretical parking requirement of each component within the proposal, as well as the number of spaces allocated to each use.

Table 1 – Breakdown of the theoretical parking requirement associated with each use based upon District Centre Zone parking rates

Use	Theoretical req. (based on Council's Dev Plan)	No. of allocated parking spaces	Comment
One-bed Apartments	5	5	No shortfall
Two-bed Apartments	15	20	5 additional spaces
Three-bed Apartments	7	14	7 additional spaces
Retail/Commercial	8	3	5-space shortfall

Table 1 indicates that a total of 27 residential parking spaces will be required in order to satisfy the requirements of Council's Development Plan. Given that 39 spaces will be allocated to the residential component of the proposal, the vehicle parking requirements of Council's Development Plan will be satisfied.

It should be noted that all parking spaces within the basement parking area will be allocated to residential apartments. Given that 37 spaces are provided in the basement, a further two at-grade spaces will also be allocated to residential apartments.

With regard to retail/commercial parking, a total of eight vehicle parking spaces are required when assessed against the requirements of Council's Development Plan. Given that three spaces will be provided, the proposal will have a small shortfall of five spaces.

As suggested in CIRQA's previous report (dated 8 November 2018), it is recommended that these spaces are designated as staff spaces (i.e. staff of the retail/commercial tenancies), in order to minimise longer duration on-street parking impacts. Accordingly, the small shortfall is expected to be associated with short-term/visitor parking.

Furthermore, for the reasons identified in CIRQA's previous report (customers typically being related to 'foot traffic', ample nearby parking opportunities and the site's existing 14-space parking shortfall), it is considered that the small shortfall would be readily accommodated on-street within the vicinity of the site (and may result in a theoretical improvement in parking availability within the vicinity of the site).

Finally, with regard to bicycle parking, the amended proposal will require 28 resident and 6 visitor bicycle parking spaces. Given that 38 bicycle parking spaces will be provided within the basement parking area (allocated to residents) and a further 8 spaces provided at grade (allocated to visitors and staff), the bicycle parking requirements of Council's Development Plan will be satisfied.

TRAFFIC IMPACT ASSESSMENT

Based upon the updated development yields, it is forecast that the proposal will generate in the order of 26 am and 31 pm peak hour trips. Such a generation is similar to that identified and assessed in CIRQA's previous report.

RESPONSE TO COUNCIL COMMENTS

The subject development has also been referred to the City of Adelaide as part of the development approval process. The following comments have been made by Council regarding the proposal.

"3 Bike racks, and a Parking sign will be impacted by this development."

As illustrated on plans prepared by Citify, the proposal does not include any modification to the existing bicycle rails, nor does it include any modification to adjacent parking controls.

"The current plans do not indicate the columns, power boxes or operation panels."

Both the previous and the amended plans illustrate column locations within ground and basement level parking areas.

"Selection of car lift and stacker system products must be able to fit with the demonstrated swept paths and general parking layout to operate in the manner shown. Confirmation should be sought, or future evidence provided of products selected, spatial layout and swept paths."

As part of the proposal, it is proposed to use both a car lift (for vehicle access between the ground and basement floor levels) and parking stackers (to increase parking provisions within the basement parking area).

CIRQA previously provided design advice with regard to the proposed car lift (an Ideal Park IP1-HMT V08 car elevator), including a template obtained from the car lift manufacturer. The car lift has been illustrated on Citify's plans in accordance with the manufacturer's specifications.

Furthermore, plans were previously provided by CIRQA (attached in Appendix B to CIRQA's previous report) illustrating appropriate access to and from the car lift. No changes have been made to the car lift since the preparation of the turn paths and, as such, the plans are considered demonstrate that appropriate access can be achieved.

With regard to the parking stackers, an automated Hercules car stacking system will be utilised. It is understood that Citify has liaised with Hercules directly in order to ensure that an appropriate system is installed. Based upon this, CIRQA is of the understanding that the system will permit appropriate access to/from all parking spaces.

"The parking layout shall comply with AS2890.1 and AS2890.6"

As noted in CIRQA's original report, the proposed parking layout will comply with the requirements of AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.

"It is recommended that communications with the Public Transport Division of DPTI and Council's On-Street Parking team be maintained for future required parking changes on Melbourne Street."

No changes are proposed to the adjacent bus zone, nor are they proposed to adjacent on-street parking areas or controls.

RESPONSE TO OFFICE FOR DESIGN & ARCHITECTURE

The following comments have been received from the Office for Design & Architecture:

"I strongly support the provision of a basement car parking and the inclusion of a car lift and car stacking system to minimize the footprint of car parking areas on the ground floor. I request further information is provided regarding the management of publicly accessible ground floor parking spaces for visitors and retail car parking, including lines of security and out of hour's access."

The basement parking spaces will be allocated to residential apartments only. As such, staff and visitors will not require access to/from the proposed car lift.

With regard to the secure ground level parking areas, two spaces will be allocated to apartments and three spaces will be allocated the retail/commercial tenancies. As stated in CIRQA's previous report (and above), the three parking spaces associated with the retail/commercial tenancies are recommended to be allocated as staff spaces (i.e. no provision for customers/visitors will be provided on-site). This will enable the tenancies to be provided with an access code to utilise the secure parking spaces (including outside of regular business hours).

Given that no provision for customers/visitors will be provided on-site, such users would be required to park on-street within the vicinity of the subject site. Taking into consideration foot-traffic, nearby parking opportunities and the site's existing parking shortfall, it is considered that parking associated with such users would readily be accommodated within the vicinity of the site (and may improve parking availability when compared to that of the existing situation).

RESPONSE TO REPRESENTATIONS

Finally, as part of the public notification period, five representations have been received. Specifically, the representations received have been categorised as follows:

- 1 supports the development with some concerns;
- 3 oppose the development; and
- 1 both supports the development with some concerns and opposes the development (the representor ticked both boxes on the form).

Only four representors have raised concerns relating to traffic and parking. Key points relating to traffic and parking matters are as follows:

- Phil and Kathy Rosenthal, Unit 12, 16-20 Colley Street, North Adelaide

"5. it is proposed that there be 37 car parks plus an additional 5 for guests together with a possible 32 bicycles and 8 additional bicycle spaces. Although the bicycles may have access via Melbourne Street we believe that there is insufficient space in Colley Street and the additional traffic will (sic) excessive congestion. Even in current circumstances it is often difficult to manoeuvre (sic) when the car parks are full;"

Colley Street comprises a 5.5 m wide carriageway, facilitating two-way vehicle movements. Such a width is appropriate in order to facilitate two-way vehicle movements.

Approximately six on-street (parallel) parking spaces are provided along the length of Colley Street. The parking spaces are separated into two groups of three spaces, separated by approximately 8.2 m. The parking spaces occupy

approximately 2.3 m of the road width, leaving 3.2 m for drivers to manoeuvre their vehicles past parked vehicles. Such a width exceeds the minimum width of 3.0 m required adjacent a parked vehicle by the Australian Road Rules (which includes consideration of access requirements for service and emergency services vehicles).

With regard to manoeuvring, given that Colley Street is a straight section of roadway, appropriate sight distances can be achieved when negotiating around parked vehicles. Furthermore, the separation between the two groups of parking spaces would facilitate the temporary storage of a vehicle while another vehicle passes (in the infrequent event that two vehicles were to be travelling in opposite directions simultaneously).

Finally, with regard to increased traffic, it is forecast that the proposed development would generate in the order of 26 am and 31 pm peak hour trips. Such a traffic generation is low and would not detrimentally impact upon amenity.

In comparison, by application of the applicable gymnasium rates identified in the RMS Guide, the site's existing use is forecast to generate in the order of 18 peak hour trips. While the proposed development will generate additional peak hour vehicle movements, the increase in movements is low and would be readily accommodated on Colley Street. Importantly, the additional movement will have no change the hierarchical classification or function of Colley Street (a local road).

"6. the elevator transporting the 37 cars may cause excessive noise;"

While typical operating noise information is not available specifically for the specified car lift (not included on the manufacturer specification sheet), car lifts are typically quiet (particularly given they are often specified for residential uses). Key features available on the model identified which help mitigate noise include 'soft speed up and slow down' (to minimise 'clunking' after moving and a 'noise protection kit' (to minimise general operating noise).

Furthermore, the car lift will be contained within an enclosed shaft within the enclosed building. As such, it is considered that minimal noise from the car lift would be audible off-site.

- Mary and David Corlis, Unit 3, 16-20 Colley Street, North Adelaide

"Regular and free access via Colley Street and McKinnon Parade during demolition and construction of building of 69-71 Melbourne Street"

A construction traffic management plan will be prepared (and required by SCAP) prior to construction commencing. This will ensure that appropriate access provisions for neighbouring sites are maintained.

"It has come to our notice that the entrance to the underground carpark for the new Melbourne St apartments will be from Colley [Street]. I really wonder how such a very narrow small street as ours with parking on only one side and the service vehicles for the Lord Melbourne Hotel and garbage trucks will be able to cope with another 20 cars parked in the new building."

As noted above, Colley Street currently accommodates two-way vehicle movements. As identified by Mr and Mrs Corlis, Colley Street also currently accommodates commercial vehicle movements (refuse and deliveries) associated with the Lord Melbourne Hotel.

Whilst it is acknowledged that the proposal will generate a minor increase in vehicle movements along Colley Street, drivers will remain being able to negotiate their vehicles along Colley Street as no changes are proposed to the existing (compliant) carriageway.

"... we really feel this carpark should enter out into Melbourne St."

Council's Development Plan (Melbourne Street East Zone PDC 26) states that *"Development should not result in additional crossovers on Melbourne Street"*. Given that the site does not currently have vehicular access via Melbourne Street, no additional crossovers have been proposed.

Furthermore, Melbourne Street is defined as a 'Core Pedestrian Area' in Council's Development Plan (Map Adel/1 Overlay 2). Any additional crossovers would result in additional conflict points being created along Melbourne Street, above that of the existing.

Finally, the subject site currently has rear access via Colley Street (and a right-of-way). As such, retention of the status-quo is considered to be an appropriate design outcome in line with Council's Development Plan.

- Premal Patel, Unit 1, 16 Colley Street, North Adelaide

"Concerns are exactly the same as highlighted by Mr and Mrs Rosenthal of Unit 12 Colley Street. ... 2) traffic congestion..."

Noted above.

- Sally and John Burke, Unit 11, 16-20 Colley Street, North Adelaide

"Colley Street is very narrow and will not be able to cope with the additional traffic, additional rubbish collections... will cause major congestion in our little street!"

Noted above.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Tom Wilson", with a stylized flourish at the end.

THOMAS WILSON

Senior Traffic & Transport Engineer | CIRQA Pty Ltd

guildhouse

BOTTEN 
+ BOWSER

Citify

Botten+Bowser Development,
Melbourne Street, North Adelaide.

Guildhouse engaged to project manage the research, procurement and management of professional artists in the Botten+Bowser development between March 2019 and September 2021.

The following document is provided commercial in confidence as part of Guildhouse's initial engagement.



Public Art Proposal

Four large scale murals will be key external features of the Citify site “Botten+Bowser” development in Melbourne St, North Adelaide

The new development is named after early land owners of the site – Phinneas Botten and his sister Mary Bowser. The development celebrates empowerment and independence, reflecting the timing and significance of the Married Women’s Landowners Act to the site’s history.

Each pair of murals will explore the stories of Melbourne street through portraits of Botten and Bowser and interpretive botanic illustrations, reflective of the site’s nearby parklands and leafy green aesthetic. The palette will be predominantly monochrome with some feature accents.

Each mural is approximately 250 square metres. Two murals will be located on the eastern side of the site and two on the western side.



Concept



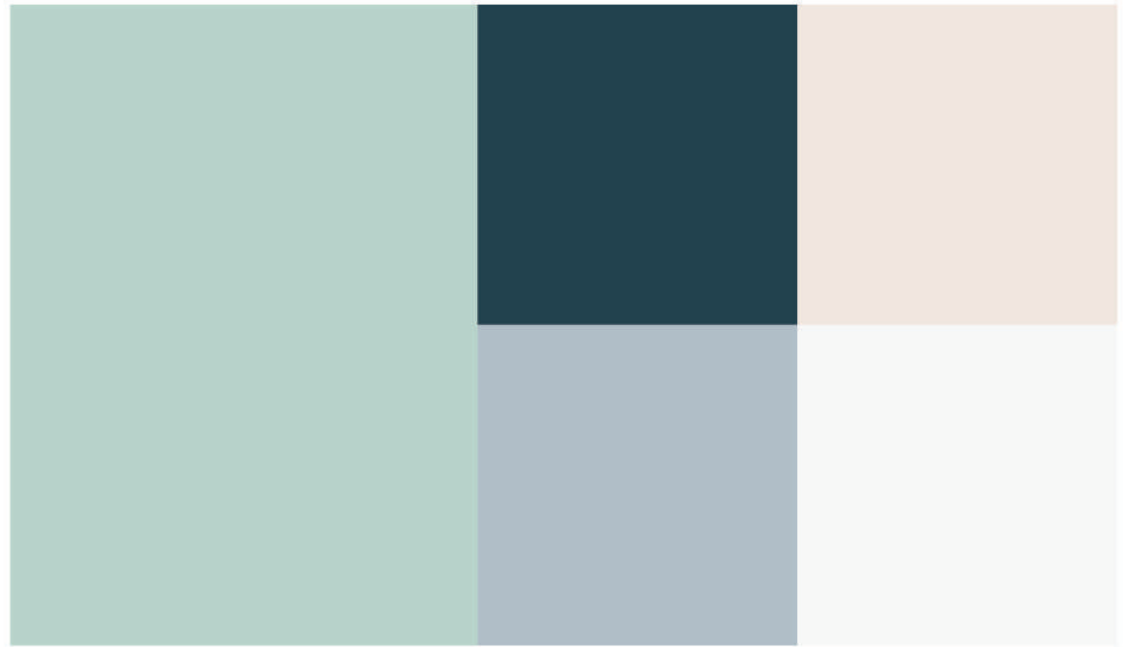
*Note: Images are only indicative of the project concept.



History, Independence & Empowerment

Colour Palette

Left: Monochrome with feature accents.



Our Artists

Guildhouse members are all professional creatives working across a variety of disciplines.

With an application process that is overseen by the Guildhouse executive team, our membership represents a cross section of some of the best visual artists, craftspeople and designers currently active in the creative industries.

Through membership Guildhouse ensures that our creatives have appropriate coverage, with insurance offered as part of our Accredited and Allied memberships. Our comprehensive insurance package includes \$20 million in public liability which ensures that our members are well positioned to execute any potential projects.



Artist Selection: Indicative



Jimmy C



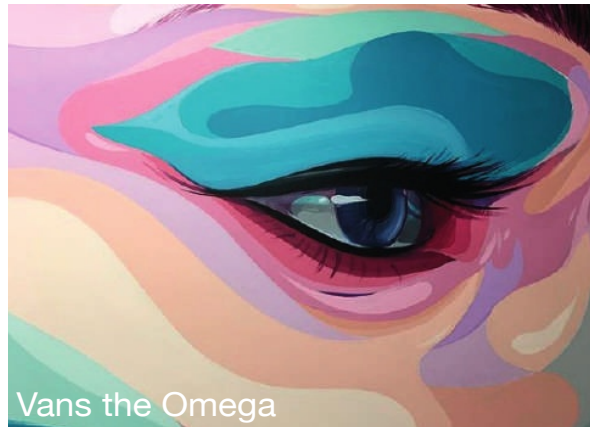
Seb Humphreys



Seb Humphreys



Jimmy C

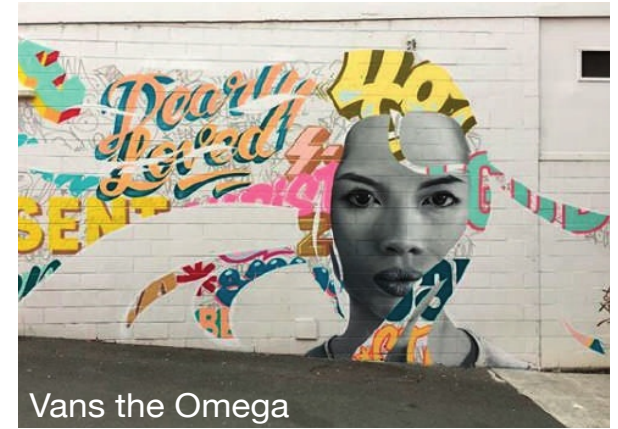


Vans the Omega



Vans the Omega

Artist Selection: Indicative



Project Timeline

Phase

Guildhouse to develop artist shortlist for direct commissioning

Guildhouse to provide concept overview
inc. images of indicative works

Guildhouse to develop Artist Brief (in consultation with Citify)

Engage shortlisted artists*

Concept proposal presentations – artist selection

Concept finalisation– completed by artist and approved by Citify

Implementation – on site

Completion

Time-frame

Late March

Early April

May

June

August

December 2019

December 2020

September 2021

*Note: this timeframe can be adapted to suit planning approval requirements



About Guildhouse

Guildhouse is a not for profit organisation that supports South Australian visual artists, craftspeople and designers to build and maintain sustainable careers.

We are trusted for our in-depth understanding of visual arts practice, sector knowledge, professional networks and our experienced team.

With a directory of more than 800 members from diverse artistic practices, we are uniquely qualified to connect South Australian artists, designers and craftspeople with private, public, and commercial opportunities. These include major public art installations, private commissions, exhibitions and international artist-in-resident programs.

You can explore more of Guildhouse's professional services online at guildhouse.org.au/professional-services/

860 + Members
Est. 1966



guildhouse_au



facebook.com/GuildhouseAU



5 April 2019

Future Urban Group
Fabian Barone
C/- Citify

Re: Covering letter for proposed landscape development of 69-71 Melbourne Street North Adelaide

To whom it may concern

The purpose of this letter is to provide Landscape Architectural Design advice for the proposed development at 69-71 Melbourne Street North Adelaide SA and accompanies the landscape concept LS.077.18 dated 03.04.2019.

This landscape design incorporates low maintenance and hardy trees and plants that provide maximum amenity within the raised garden beds. Species have been selected for their success in these types of projects within the Adelaide metropolitan area.

The Melbourne Street Façade landscape treatment aims to soften the built form with use of an attractive climbing plant. The *Trachelospermum jasminoides* is hardy and well suited for the northern aspect. In order to spread across the building façade, the incorporation of tensile web net mesh and brackets are proposed to be fixed horizontally and vertically to the building façade.

Raised planters are proposed to be installed on each balcony level with a tensile mesh panel linking them – refer to plans and associated diagrams within design report. The number of planters proposed will allow for controlled growth of the plants. This treatment is along the front façade only. Regular maintenance and pruning of these climbing plants can be achieved by access at each level and would be a straight forward exercise.

Overall the plant species selected for the whole project will provide vital greenspace for this development and will help soften the built form.

Please don't hesitate to contact me for further information.

Yours faithfully,

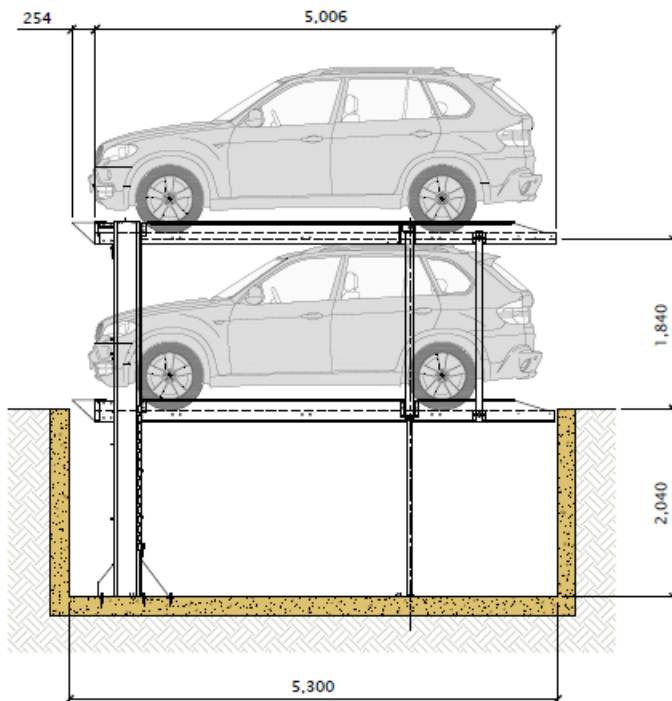


Steve Kindstrom
Registered Landscape Architect #3222
skindstrom@lcslandscapes.com.au
Mobile: 0448 075 035



HERCULES CARPARKING SYSTEMS

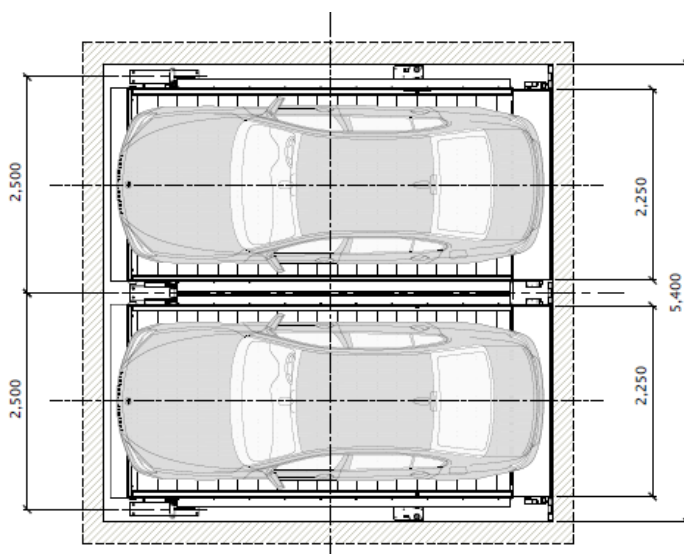
DEMETER BELOW THE PIT TWO POST PARKING LIFT



The Hercules Below Ground Demeter is a pit two post parking lifts, by platforms moving upwards from the pit or downwards to the pit, every vehicle can be parked or retrieved conveniently without moving any car else.

The Demeter Below is a kind of independent parking equipment, suitable for both commercial and residential parking purposes. 2 cars in a single unit to make full use of the limited space.

There are many dimensions possible for different project requirements—so contact us with your requirements and we'll make sure it fits. The structure should be placed in a pit with certain dimensions and reinforced by fixing posts to walls.



FEATURES

- 2500KG Standard Lifting Capacity for both SUVs and Sedans
- Freely access designated parking platform
- Sharing Post Design for saving both space and costs
- Dual Hydraulic Lifting Cylinders with Waving plate
- Hydraulic Overload Protection
- Full Range anti-fall lock
- Emergency Stop Button
- Multiple Limit Switches
- No wall needed for structure supporting
- Anti-rust smooth galvanizing and powder coating finishing





HERCULES

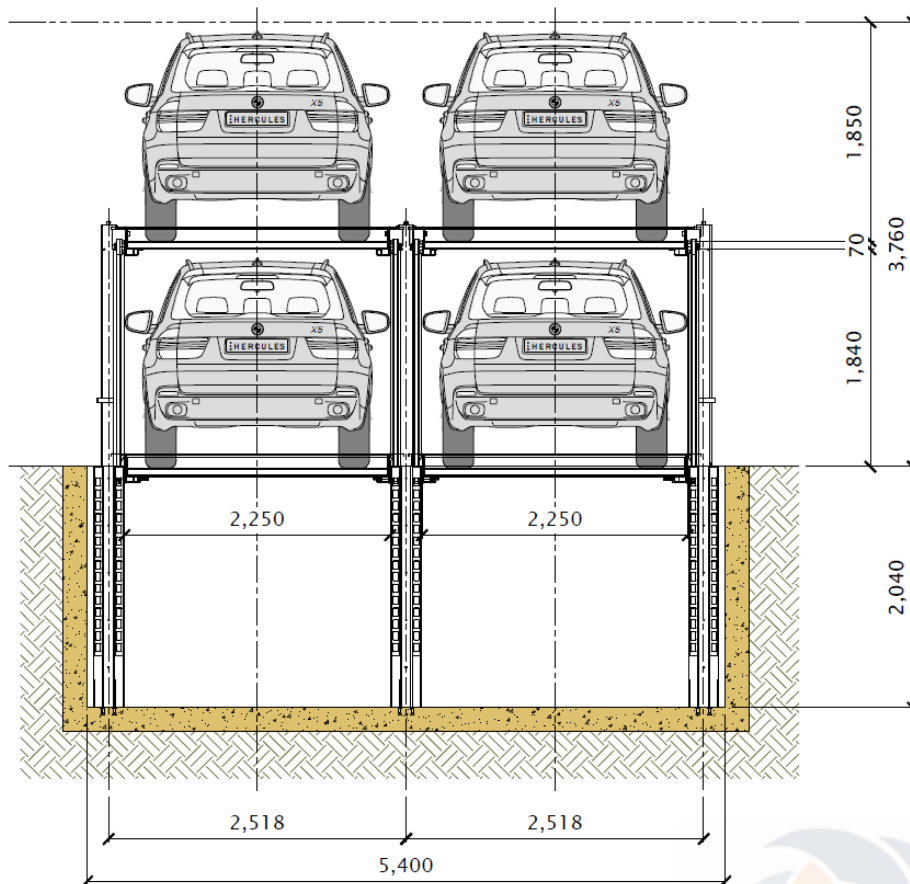
CARPARKING SYSTEMS

DEMETER BELOW

THE PIT TWO POST PARKING LIFT

SAFETY DEVICES:

- Limited switch at the top of the post. When the platform goes to the appointed height, it will automatic stopped to avoid the wrong operation
- Pressure relief valve and pressure compensate flow control valve
- Overload protection device for hydraulic power pack
- Electric protection for power over load or under voltage
- Auto locking system in case electrical failure
- 24v electric lock release has no harm for operator
- Mechanical anti-falling safety lock in the front of platform
- Chains loosen detection and break protection
- Full directions guiding system
- Emergency stop button
- Synchronization shaft





HERCULES CARPARKING SYSTEMS

HERCULES CARPARKING SYSTEMS – CREATING CAR PARKS OUT OF THIN AIR!

Hercules Carparking Systems specializes in customised solutions
for every conceivable parking requirement.

1800 649 603

Hercules Carparking Systems 2004 Pty Ltd

Unit 1, 87 Reserve Road,
ARTARMON NSW 2064

Hercules Carparking Systems (Melbourne) Pty Ltd

424 Johnston Street,
ABBOTSFORD VIC 3067

Hercules Carparking Systems (WA) Pty Ltd

41 Esplanade,
NEDLANDS WA 6009

Hercules Carparking Systems (Qld) Pty Ltd

Unit 1, 87 Reserve Road,
ARTARMON NSW 2064

Toll Free: 1800 649 603 | Head Office: (02) 9966 5600
info@hercules.com.au | www.herculescarparking.com.au



Kuhar, Elysse (DPTI)

From: Shirai-Doull, Aya (DPTI)
Sent: Thursday, 18 April 2019 5:38 PM
To: Kuhar, Elysse (DPTI)
Subject: applicant response to referral comments - 69-71 Melbourne St

Elysse,

This email is in response to the revised drawings and the associated documents forwarded on 9 April 2019.

The scheme has been revised to address some of the concerns raised in the Government Architect's referral letter dated 19 February 2019.

Ground floor configurations

Generally we support the proposed changes to the ground floor configurations, including:

- widening of the residential entry with the angled wall,
- widening of the entry corridor,
- relocation of the services infrastructure on the Melbourne Street frontage to the less central position, and
- relocation of the bike storage room to avoid conflict with the lift access.

Canopy

We acknowledge the inclusion of a glazed roof canopy and support the provision of the weatherproof canopy to positively contribute to the public realm.

Podium

We acknowledge and support the slight reduction in podium height to respond to the parapet height of the adjoining Local heritage place, as requested by the City of Adelaide.

Apartment layouts and light wells

We acknowledge and support a number of changes including the removal of inboard bedrooms from Type E apartments and the increased dimensions of the lightwells. We also acknowledge that the windows to the lightwells are openable. While we welcome a number of amendments to improve residential amenity, I remain concerned by the reliance on lightwells, particularly for type B apartments, where all the bedrooms rely on the lightwell for natural light and ventilation.

Side walls

We support the inclusion of public art as a means to activate the streetscape and to make a positive contribution to the public realm. We also acknowledge the existing street art in Melbourne Street, including the mural on the Minima Hotel wall. However in our opinion, an opportunity exists to deliver the intended interest through the building forms and innovative architectural expression integral to the building programming, rather than by application of paint alone.

We acknowledge the change of materiality of the lightwell walls from painted concrete to prefinished CFC cladding.

Built form composition and articulation on the south eastern elevation

We acknowledge the amendments made to the south eastern elevation with the view to increase the setback from the rear boundary and provide additional built form articulation.

We also acknowledge and support the introduction of the slimline louvres to the rear elevation, which in our opinion, assist in breaking down the composition of the rear elevation and contribute towards the management of overlooking to the neighbouring residential properties.

Overall, the proposed changes are supported. While we remain concerned about the apartment configurations that rely on the shared lightwells, we acknowledge the applicant's genuine attempt to improve the development outcome by responding to the issues raised in the referral letter.

Kind regards,

Aya Shirai-Doull

Senior Design Advisor

Office for Design + Architecture SA

Planning and Land Use Services

Department of Planning, Transport and Infrastructure

T 08 8402 1853 (internal 21853) • E aya.shirai-doull@sa.gov.au

Level 1, 26-28 Leigh Street, Adelaide SA 5000 • GPO Box 1533 Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au



collaboration . honesty . excellence . enjoyment . respect

We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance. We pay our respects to their ancestors and to their Elders.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

Affordable Housing Land Management Agreement

dated the date specified in Item 1 of the Schedule

Parties

Minister for Planning a body corporate pursuant to the *Administrative Arrangements Act 1994* (SA) of 12th Floor, 136 North Terrace, Adelaide SA 5000 ("**Minister**")

and

The Botten and Bowser Pty Ltd (ACN 629 047 070), of Oreon Partners, 28 Dequetteville Terrace, Kent Town, South Australia, 5067 ("**Owner**")

Background

- A. The Owner is the registered proprietor of the Land.
- B. The Owner acknowledges that the South Australian Government, via the South Australian Planning Strategy is committed to increasing both affordable home purchase and rental opportunities, and high need housing opportunities for South Australians, and that the planning strategy establishes a target of at least fifteen percent (15%) affordable housing in all significant new developments.
- C. The Minister and the Owner wish to manage the Land and to control development of the Land to ensure that the Government's affordable housing targets as set out in Background B above, are met.
- D. Pursuant to the provisions of Section 57(1) of the Act the Owner has agreed with the Minister to enter into this Agreement relating to any proposed development of the Land subject to the terms and conditions set out in this Agreement.
- E. The parties acknowledge that the matters recited in the Background and Schedule to this Agreement are true and accurate and agree that they form part of this Agreement.

Agreed Terms

1. Definitions and Interpretations

In this Agreement:

- 1.1 **Act** means the *Development Act 1993* (SA), and its replacement the *Planning Development and Infrastructure Act 2016* (SA);
- 1.2 **Affordable Housing Apartment** means an apartment constructed, or to be constructed, on the Land that meets the criteria for affordable housing specified in the Notice;
- 1.3 **Affordable Housing Facilitation Agreement** means a legal agreement made between the South Australian Government and a provider of housing which recognises, records and secures the policy and the respective financial interests agreed between the parties in respect to the provision of affordable housing;
- 1.4 **Affordable Housing Package** means each allotment on the Land created by the Plan of Division:
 - (a) which is offered for sale in a house and land package which, if constructed, will result in an Affordable Housing Residence, and
 - (b) which is purchased by an Eligible Buyer (or such other person as contemplated by clause 3.2) who has entered into a contract for the construction of a dwelling (which may be a different dwelling to the one originally included in the house and land package);
- 1.5 **Affordable Housing Property** means either an Affordable Housing Package or a completed or partially completed Affordable Housing Residence, a Land Only Affordable Housing Property, or an Affordable Housing Apartment, as the case may be;
- 1.6 **Affordable Housing Residence** means a dwelling that is constructed and meets the criteria for:
 - (a) affordable housing specified in the Notice; and
 - (b) a Standard Turn Key Home;
- 1.7 **Affordable Housing Plan** means the plan developed by the Owner and approved by the Director in accordance with clause 2.2 of this Agreement;
- 1.8 **Director** means the Director, Housing Growth and Development within South Australian Housing Authority;
- 1.9 **Eligible Buyer means either:-**
 - (a) a prospective homeowner listed on the SA Home Purchase Eligibility Register maintained by South Australian Housing Authority; or
 - (b) a registered community housing provider under the Community Housing Providers (National Law) (South Australia) Act 2013 (SA) or a party which is a transitioning housing association or transitioning housing co-operative under that Act; or
 - (c) South Australian Housing Trust; or
 - (d) a housing provider that is subject to an Affordable Housing Facilitation Agreement with any Minister, instrumentality or agency of the Crown in the right of the State of South Australia; or
 - (e) a Person approved to provide affordable rental under the NRAS; or
 - (f) such other Person as the Minister may from time to time nominate to the Owner in writing;
- 1.10 **GST** means the tax imposed by the GST Law;

- 1.11 **GST Law** has the meaning attributed in the *A New Tax System (Goods and Services Tax) Act 1999* (Cth);
- 1.12 **Land** means the whole of the land comprised in the Certificates of Title specified in Item 3 of the Schedule and includes any part or parts of the Land;
- 1.13 **Land Only Affordable Housing Property** means an Affordable Housing Property that is not an Affordable Housing Package, nor a completed or partially completed Affordable Housing Residence and which comprises only the land to be offered for sale in accordance with clause 3.5;
- 1.14 **Maximum Price** is the maximum sale price for the Affordable Housing Property specified in the Notice and is inclusive of GST payable by an Eligible Buyer but excludes stamp duty and registration fees payable by an Eligible Buyer;
- 1.15 **Mortgage** means the mortgage specified in Item 6 of the Schedule;
- 1.16 **Mortgagee** means the finance institution specified in Item 6 of the Schedule;
- 1.17 **Notice** means a notice published in the South Australian Government Gazette pursuant to Regulation 4 of the *South Australian Housing Trust (General) Regulations 2010* (SA) as amended from time to time;
- 1.18 **NRAS** means the former National Rental Affordability Scheme established by the Australian Government;
- 1.19 **Outcomes** has the meaning as set out in clause 2.1;
- 1.20 **Owner's Asking Price** is the sale price (inclusive of GST but excluding stamp duty and registration fees) at which the Owner advertises Affordable Housing (being an amount no higher than the Maximum Price);
- 1.21 **Person** will include a corporate body or other entity;
- 1.22 **Planning Strategy** means the strategy formulated under the Act.
- 1.23 **Practical Completion** means when an Affordable Housing Apartment is complete except for minor omissions and defects;
- 1.24 **Schedule** means the schedule to this Agreement;
- 1.25 **South Australian Housing Authority** means a statutory corporation under the *South Australian Housing Trust Act (1995)*.
- 1.26 **Standard Turn Key Home** means a dwelling other than an Affordable Housing Apartment which satisfies both the definition of "Turn Key Home" and includes the 'mandatory inclusions' as specified in the Government of South Australia Affordable Homes Program, Turn Key Home definition provided on the website (www.renewalsa.sa.gov.au) as at the time the Affordable Housing Property is listed for sale.
- 1.27 **Torrens Title Allotments** means an allotment that is not a community lot, a development lot or common property as defined in and created in accordance with the *Community Titles Act 1996*.
- 1.28 **Website** means the part of the website www.affordablehomes.sa.gov.au that is used and maintained by South Australian Housing Authority for the purposes of listing affordable properties.
- 1.29 Words and phrases used in this Agreement which are defined in the Act or in the Regulations made under the Act will have the meanings ascribed to them by the Act or the Regulations as the case may be;
- 1.30 References to any statute or subordinate legislation will include all statutes and subordinate legislation amending, consolidating or replacing the statute or subordinate legislation referred to;

- (a) any term which is defined in the statement of the names and descriptions of the parties or in the Background will have the meaning there defined;
 - (b) a reference to a party includes that party's administrators, successors and permitted assigns;
 - (c) words importing the singular number or plural number will be deemed to include the plural number and the singular number respectively;
 - (d) words importing any gender will include every gender;
 - (e) clause headings are provided for reference purposes only and will not be resorted to in the interpretation of this Agreement.
- 1.31 The requirements of this Agreement are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

2. Development of Affordable Housing

2.1 Obligation to Create Affordable Housing

The Owner must develop and offer for sale as Affordable Housing Properties not less than fifteen per cent (15%) of the total number of dwellings to be created on the Land (the "**Outcomes**").

2.2 Affordable Housing Plan

- 2.2.1 The Owner must prepare an initial Affordable Housing Plan, and in doing so consult with and obtain approval from the Director of an Affordable Housing Plan by no later than the date specified in Item 4 of the Schedule.
- 2.2.2 The Affordable Housing Plan must:
 - (a) specify development of the Land on a stage by stage basis;
 - (b) specify the approximate number and type of Affordable Housing Properties which are to be offered for sale in each sub-stage;
 - (c) control a balanced delivery across a project that may support sub-stage approval with increased or decreased Affordable Housing Properties, providing that the Outcomes are delivered;
 - (d) in the case of Affordable Housing Apartments, specify the number, type and floor level within the building or buildings that the Affordable Housing Apartments are to be offered for sale.
- 2.2.3 An Affordable Housing Plan can be amended from time to time by the Owner, provided that:
 - (a) the Outcomes are delivered in the amended Affordable Housing Plan; and
 - (b) the amended Affordable Housing Plan is approved by the Director within fourteen (14) days of the amendment being made.
- 2.2.4 If requested by the Director, the Owner must meet and consult with the Director in good faith in relation to any concerns that the Director may have with the Affordable Housing Plan or any amendments to the Affordable Housing Plan.
- 2.2.5 The Owner acknowledges that the factors to be taken into account by the Director in considering the Affordable Housing Plan submitted by the Owner include:
 - (a) the distribution of the Affordable Housing Properties through the stages, noting that some stages may have no Affordable Housing Properties;
 - (b) the style and specifications of the Affordable Housing Residences which the Developer proposes to construct or approve for construction on the Land;

- (c) the attributes of the Land such as slope, location of water courses, trees and vegetation;
 - (d) the home ownership and rental mix;
 - (e) the mix of built form;
 - (f) the proposed marketing plan for the Affordable Housing Properties.
- 2.2.6 The Owner must ensure that all Affordable Properties are developed and offered for sale in accordance with the approved Affordable Housing Plan (subject to any amendments agreed pursuant to clause 2.2.3) and in accordance with any development authorisation received in respect of the application for the development of the Land.

2.3 Construction of Affordable Housing

The Owner must ensure that:

- 2.3.1 Affordable Housing Properties are well integrated and complementary in design and appearance to other dwellings within the development;
- 2.3.2 in the event that the Owner is to develop the Land in stages, then the staging of the development must provide for the development of Affordable Housing Properties concurrently with the development of other land and dwellings;
- 2.3.3 Affordable Housing Properties are equivalent to other dwellings in the development in their energy efficiency, insulation, water conservation mechanisms, and solar access rating;
- 2.3.4 the exterior appearance of Affordable Housing Properties are reasonably similar to other dwellings built on the Land in the nature and quality of exterior building materials and finishes.

3. Price and Sale of Affordable Housing

3.1 Price of Affordable Housing Properties

- 3.1.1 Subject to clause 3.4, the Owner must not:
 - (a) advertise Affordable Housing Properties, or
 - (b) sell Affordable Housing Properties
 at a price greater than the Maximum Price.
- 3.1.2 The Owner acknowledges and agrees that at the date of this Agreement the Maximum Price is that specified in Item 5 of the Schedule.
- 3.1.3 The parties acknowledge and agree that the Maximum Price may vary by publication of a fresh Notice. On publication of a fresh Notice the Maximum Price will vary accordingly provided that the Maximum Price for the purposes of this Agreement will not be less than the price specified in Item 5 of the Schedule at the execution of this Agreement.
- 3.1.4 The parties acknowledge and agree that the Owner may apply to the Minister in accordance with the *Affordable Housing Gazette notice (Determination of Criteria for the Purposes of the Concept of Affordable Housing, Regulation 4 of Development Act 1993)* for a variance to the Maximum Price of up to 15% where certain criteria are met in relation to location to public transport, unique finance options, environmental inclusions, and dual occupancy.
- 3.1.5 If the Owner makes an application to the Minister pursuant to clause 3.1.4 of this

Agreement for a price variation which application is approved by the Minister (**Price Variation**) the Maximum Price for the purposes of this Agreement will vary according to the Price Variation.

3.2 Sale of Affordable Housing Properties - Eligible Buyers

3.2.1 The Owner must take reasonable steps to market Affordable Housing Properties to Eligible Buyers.

3.2.2 The Owner must not sell an Affordable Housing Property, being:

- (a) an Affordable Housing Package; or
- (b) a Land Only Affordable Housing Property; or
- (c) a completed or partially completed Affordable Housing Residence;

to any Person other than an Eligible Buyer unless and until the Owner has continuously advertised the Affordable Housing Property through the Website (and through any other marketing mediums that the Owner and the Director agree), for at least thirty (30) days after development plan consent has been granted by the relevant authority, provided that the Director may, at the Director's discretion.

3.2.3 The Owner must not sell an Affordable Housing Apartment to any Person other than an Eligible Buyer unless and until the Owner has advertised the Affordable Housing Apartment through the Website (and any other marketing mediums that the Owner and the Director agree) continuously for at least thirty (30) days after development plan consent has been granted for the Affordable Housing Apartment.

3.2.4 Subject to clause 3.4, if at any time within the period commencing with the first day of such advertising and continuing while any Affordable Housing Property remains unsold, an Eligible Buyer offers to purchase an Affordable Housing Property at either:

- (a) the Owner's Asking Price, or
- (b) the Maximum Price,

then the Owner must enter into a contract to sell the Affordable Housing Property to the Eligible Buyer for that price.

3.3 Sale of Affordable Housing Properties - Non-Eligible Buyers

In the event that no Eligible Buyer makes an offer which complies with clause 3.2. within the periods specified in clause 3.2, then the Owner may sell the Affordable Housing Property to any person on the open market. This sale will be counted as a sale of Affordable Housing Property towards the Owner's obligation to deliver the Outcomes.

3.4 Sale of Affordable Housing Properties - Higher than the Maximum Price

3.4.1 The Owner may sell Affordable Housing Properties at a price higher than the Maximum Price if:

- (a) the Eligible Buyer is of the class set out in clause 2(2)(b,c,d,e) of the Notice;
or
- (b) the "Dwelling", as that term is defined in the Notice:
 - (i) complies with clause 2(3) of the Notice;
 - (ii) any approval to a variation in the price is approved by the Chief Executive South Australian Housing Authority (or their delegate) pursuant to clause 2(3) of the Notice.

- (c) in the case of an Affordable Housing Package or a completed or partially completed Affordable Housing Residence, at the Eligible Buyer's request, the dwelling includes items in excess of the Standard Turn Key Home requirements which increases the Price.

4. Noting of this Agreement

4.1 Noting of Agreement

The Minister and the Owner will do and execute all such documents and things as may be necessary to ensure that as soon as is possible after the execution of this Agreement by all necessary parties this Agreement is noted and a memorial thereof entered on the Certificate of Title for the Land pursuant to the provisions of Section 57 of the Act in priority to any other interest in the Land save and except for:

- 4.1.1 the estate and interest of the Mortgagee as mortgagee of the Land pursuant to the Mortgage listed in Item 6 of the Schedule.

4.2 Noting of Rescission

4.2.1 The Owner and the Minister agree that the Minister shall rescind (as that term is used in the Act) this Agreement and procure the noting by the Registrar General of such rescission of this Agreement over such relevant portions of the Land following:

- (a) the approval of the Affordable Housing Plan by the Director; and
- (b) the grant of Development Approval for the development of the Affordable Housing Properties by the Relevant Authority; and
- (c) the deposit of any plans at the Lands Titles Office (if required, given the nature of the Owner's development on the Land); and
- (d) where homes are being made available for home ownership, the expiration of the Exclusive Listing Period; and
- (e) the Owner requesting the Minister to rescind the Agreement and specifying the particular allotment numbers in the relevant plan of division that will be used to deliver Affordable Housing Properties on that portion of the Land in accordance with the Affordable Housing Plan.

4.2.2 The Owner and the Minister agree that:

- (a) any rescission of this Agreement and noting of such rescission under this clause 4.2 shall not release the Owner from its obligations under this Agreement to deliver the Outcomes contemplated by the Affordable Housing Plan; and
- (b) the obligation on the Owner to deliver the Outcomes pursuant to this Agreement shall remain in full force and effect and is hereby confirmed.

4.2.3 Both the Owner and the Minister agree to undertake best endeavours to expedite the signing of any documents appropriate to rescind this Agreement from the relevant properties to meet the Owner's timing required to complete the sale of the relevant apartments in the development.

5. Owner to obtain consents

The Owner must:

- 5.1 obtain any consent(s) required to satisfy the requirements of Section 57 of the Act; and
- 5.2 provide a copy of the consent(s) to the Minister.

6. Costs

- 6.1 The Owner agrees to pay the costs incurred in the stamping and noting of this Agreement against the relevant certificates of title for the Land.
- 6.2 The Owner shall pay the Minister's costs of and incidental to the rescission or partial rescission of this Agreement and the noting of such rescission or partial rescission against the relevant portions of the Land.

7. Indemnity

In the event of a breach or non-performance of its obligations under this Agreement, the Owner hereby indemnifies the Minister and agrees to keep the Minister forever indemnified in respect of the whole of the Minister's costs and expenses (including without limitation legal costs and expenses) of and incidental to the enforcement of the Owner's obligations under this Agreement.

8. Notices

- 8.1 Without prejudice to any other means of giving notice any notice required to be served under this Agreement shall be sufficiently served or given:
 - 8.1.1 by personal service on that party (or if it is a body corporate on a director, secretary or other officer of the party);
 - 8.1.2 if to the Owner, by post to the address of the Owner set out in Item 7 of the Schedule such other address as the Owner may notify the Minister from time to time as being the Owner's address for service of notices; and
 - 8.1.3 if to the Minister, by post to the address of the Minister set out in Item 7 of the Schedule or such other address as the Minister may notify each other party from time to time as being the Minister's address for service of notices.
- 8.2 Any notice may be signed on that party's behalf by its attorney, director, secretary or other officer or solicitor.
- 8.3 A notice by post shall be deemed to be served or given at the time when it ought to be delivered in the due course of post.

9. Minister may delegate

The Minister may delegate any of its powers under this Agreement to any person.

10. Reporting

The Owner must provide to the Director information reasonably requested by the Director relating to the creation and sale of Affordable Housing on the Land.

11. General

11.1 Good Faith

The Owner and the Minister must deal with one another in good faith in relation to their respective obligations under this Agreement.

11.2 Joint and Several Liability

When two or more persons are parties to this Agreement the covenants obligations and agreements on their part contained in this Agreement shall bind them jointly and each of them severally.

11.3 Restrictions on dealing with Land

11.3.1 The Owner must not assign, encumber or attempt to novate any of its rights or obligations in relation to this Agreement without the prior written consent of the Minister.

11.3.2 The Owner must not grant any lease, licence, or any other right which may enable any person any right to breach an obligation imposed on the Owner under this Agreement, unless such grant is made in writing and with the prior written consent of the Minister.

11.4 Entire Agreement

11.4.1 This Agreement incorporates the attached Schedule.

11.4.2 This Agreement contains the entire agreement between the parties with respect to its subject matter.

11.4.3 This Agreement supersedes any prior agreement, understanding or representation of the parties on the subject matter.

11.5 Modification

Any modification of this Agreement must be in writing and signed by each party.

11.6 Waiver

The Minister may waive compliance by the Owner with the whole or any part of the Owner's obligations provided that no such waiver will be effective unless expressed in writing and signed by the Minister.

11.7 Severance

11.7.1 Each word, phrase, sentence, paragraph and clause of this Agreement is severable.

11.7.2 If a court determines that a part of this Agreement is unenforceable, invalid, illegal or void that court may sever that part.

11.7.3 Severance of a part of this Agreement will not affect any other part of this Agreement.

11.8 Relationship between the Parties

Nothing in this Agreement will constitute either party as the partner, agent, employee or officer of, or as a joint venturer with, the other party, and neither party has any authority to bind the other party in any manner without the prior written consent of the other party.

11.9 Governing Law

11.9.1 This Agreement is governed and construed in all respects in accordance with the law of the State of South Australia and the Commonwealth of Australia.

11.9.2 The parties submit to the jurisdiction of the Courts of the State of South Australia and the Commonwealth of Australia in respect of all matters arising under or relating to this Agreement, provided that any proceedings issued in the Courts of the Commonwealth of Australia are issued in the Adelaide Registry of any such Court.

11.10 Construction of Agreement

In the interpretation of this Agreement no rules of construction shall apply to the disadvantage of one party on the basis that that party put forward the Agreement or any part thereof.

Signing page

EXECUTED as a Land Management Agreement

By the **CHIEF EXECUTIVE, SOUTH AUSTRALIAN HOUSING TRUST**
as delegate for **THE MINISTER FOR PLANNING**
pursuant to an instrument of delegation dated
25 July 2018, pursuant to s20 of
the *Development Act 1993*:

.....
in the presence of

Witness

Print Name:


Position Held:

Address:

Contact Phone:

Date

Executed by **Botten and Bowser Pty Ltd**
(A.C.N. 629 047 070) in
accordance with Section 127 of the Corporations
Act 2001

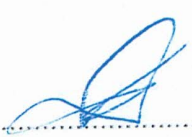

.....
Signature

JOEL WESTON WILKINSON

Full Name (print)

Director 22
.....
Office Held

22/5/2019
.....
Date


.....
Signature

JARROD SCOTT DUNN
.....
Full Name (print)

DIRECTOR
.....
Office Held

22/5/19
.....
Date

If only one person has signed, that person warrants that he/she is the sole director and the sole secretary of the company.

(Please affix the common seal if the company has a common seal)

Schedule

ITEM 1 - Date of Agreement

ITEM 2 – Owner

Owner's Name: Botten and Bowser Pty Ltd
Owner's Address: Oreon Partners, 28 Dequetteville Terrace, Kent Town, South Australia,
5067
A.C.N.: 629 047 070

ITEM 3 – Land (Clause 1.12)

The whole of the land comprised in Certificates of Title Volume 5301 Folio 449 and Volume 5301 Folio 200.

Address of development: 69 – 71 Melbourne Street, North Adelaide.

ITEM 4 - Provision of Affordable Housing Plan (Clause 2.2.1)

Due Date: within 30 days of obtaining Development Plan consent.

ITEM 5 - Current Maximum Price (Clause 3.1.2)

Dwelling	\$407,100.00
----------	--------------

ITEM 6 – Mortgage

Mortgage Institution	National Australia Bank Ltd
Mortgage Number	to be advised after settlement

ITEM 7 Addresses for Notices (Clause 8)

Minister

Contact Officer: Jodi Davy
Phone Number: 8207 0223
E-mail address: jodi.davy@sa.gov.au
Postal Address:

South Australian Housing Authority
Attention: Jodi Davy, Team Leader Affordable Housing
GPO Box 1669 Adelaide SA 5001

Owner:

Contact Person: Joel Wilkinson
Phone Number: 0409 795 312
E-mail address: joel@citifygroup.com.au
Postal Address: PO Box 576, Welland, SA, 5007

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party	Office Use Only
ANNEXURE to Land Management Agreement dated	NUMBER
over Certificate(s) of Title (See Below)	

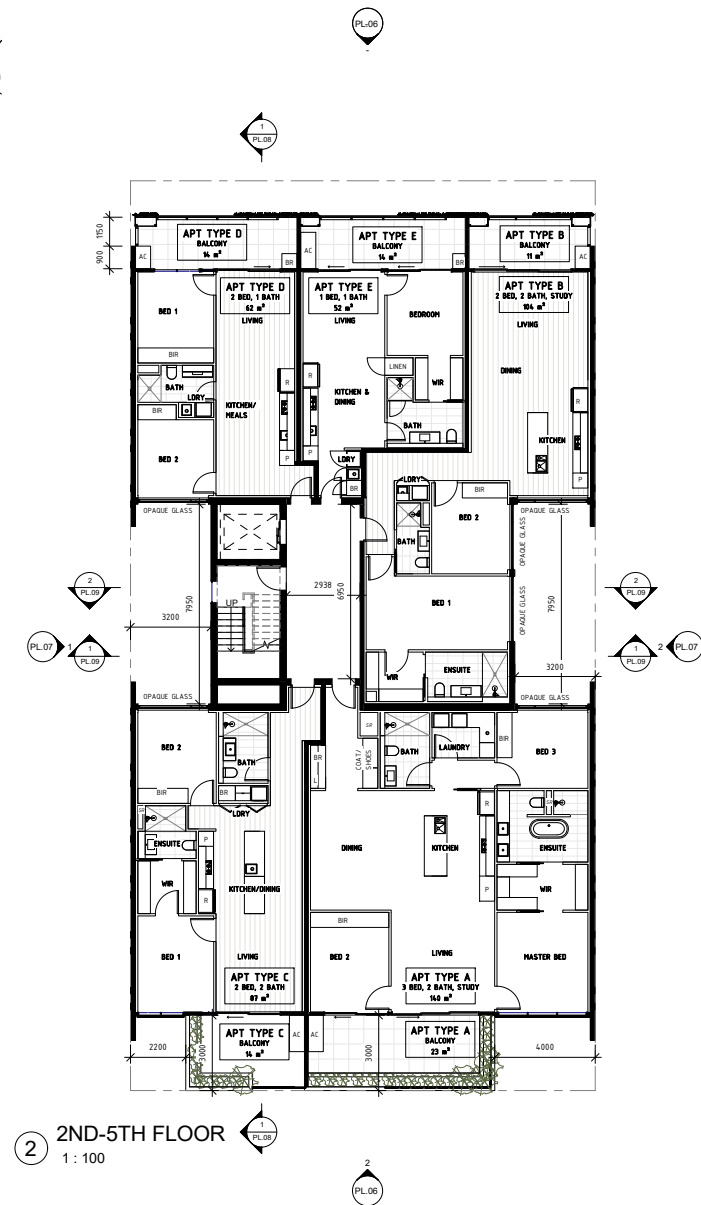
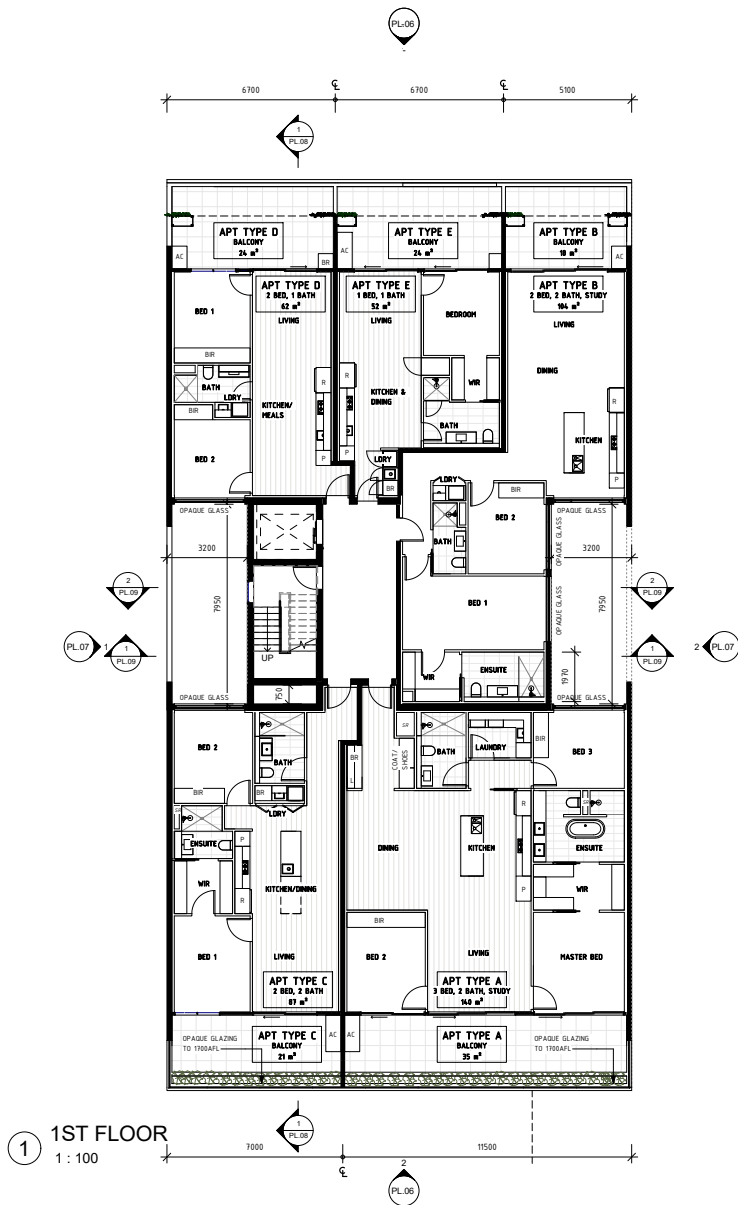
Land:- The whole of the land in Certificates of Title Volume 5301 Folios 200 and 449

Registered Proprietor:- Botten and Bowser Pty Ltd (ACN 629 047 070)

Dealing:- Land Management Agreement

Parties to Land Management Agreement:- Minister for Planning and Botten and Bowser Pty Ltd

NATIONAL AUSTRALIA BANK LIMITED of 22-28 King William Street Adelaide SA 5000 as Mortgagee to Memorandum of Mortgage No. hereby consents to the registration of the attached Land Management Agreement:



REVISIONS		
REV#	DATE	DESCRIPTION
PA1	04/11/2018	ISSUE FOR PLANNING APPROVAL
PA2	19/03/2019	RESPONSE TO REFERRALS
PA3	21/05/2019	PARKING ALLOCATION & STORAGE ADJUSTMENT

PROJECT ADDRESS
69-71 MELBOURNE STREET, NORTH
ADELAIDE
BOTTEN + BOWSER

CLIENT
CITIFY & BFC PTY LTD



SHEET
FLOOR PLANS 02
PL.04

AUTHOR
GB
21/05/2019
1808A16 69MS
ISSUE
PARKING ALLOCATION &
STORAGE ADJUSTMENT
NOT FOR
CONSTRUCTION

GEMMA | LEA
DESIGN STUDIO
www.gemmallea.com.au
gemma@gemmallea.com.au
0800 393 293 088

COUNCIL WIDE**Living Culture****OBJECTIVES**

Objective 1: The City of Adelaide as the prime meeting place and cultural focus for the people of metropolitan Adelaide and the State.

Objective 2: The City of Adelaide as a major focus for tourism, conventions, leisure, entertainment, sport and recreation, education, cultural development and the arts.

Objective 3: Development that enhances the public environment and provides interest at street level.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should, where appropriate, integrate public art into the design of new or refurbished building sites in a manner which is integrated with and commensurate in scale with, the new or refurbished buildings. For the purpose of enhancing the public environment, public art should:

- (a) demonstrate artistic excellence and innovation in design;
- (b) be made of high quality materials;
- (c) enhance the setting of new development;
- (d) be integrated into the design of the building and the surrounding environment;
- (e) consider any existing public art works; and
- (f) not hinder sight lines or create entrapment spots.

City Living**Housing Choice****OBJECTIVES**

Objective 6: A variety of housing options which supplement existing types of housing and suit the widely differing social, cultural and economic needs of all existing and future residents.

Objective 7: A range of long and short term residential opportunities to increase the number and range of dwellings available whilst protecting identified areas of special character and improving the quality of the residential environment.

Objective 8: A broad range of accommodation to meet the needs of low income, disadvantaged and groups with complex needs whilst ensuring integration with existing residential communities.

PRINCIPLES OF DEVELOPMENT CONTROL

2 Development should comprise of a range of housing types, tenures and cost, to meet the widely differing social and economic needs of residents.

6 Development should provide a variety of accommodation to meet the needs of low income people, student housing, social housing, housing for single people, large and small families, people with disabilities and people with other complex needs. These forms of housing should be distributed throughout the Council area to avoid over-concentration of similar types of housing in a particular

Council Wide

area and should be of a scale and appearance that reinforces and achieves the desired character of the locality, as expressed in the relevant Zone and Policy Area.

3 Residential development should be designed to be adaptable to meet people's needs throughout their lifespan to ensure that changes associated with old age, special access and mobility can be accommodated.

Medium to High Scale Residential/Serviced Apartment

OBJECTIVE

Objective 22: Medium to high scale residential (including student accommodation) or serviced apartment development that:

- (a) has a high standard of amenity and environmental performance;
- (b) comprises functional internal layouts;
- (c) is adaptable to meet a variety of accommodation and living needs; and
- (d) includes well-designed and functional recreation and storage areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Building Entrances

4 Entrances to medium to high scale residential or serviced apartment development should:

- (a) be oriented towards the street;
- (b) be visible and easily identifiable from the street; and
- (c) provide shelter, a sense of personal address and transitional space around the entry.

5 Entrances to individual dwellings or apartments within medium to high scale residential or serviced apartment development should:

- (a) be located as close as practical to the lift and/or lobby access and minimise the need for long access corridors;
- (b) be clearly identifiable; and

avoid the creation of potential areas for entrapment.

Daylight, Sunlight and Ventilation

6 Medium to high scale residential or serviced apartment development should be designed to maximise opportunities to facilitate natural ventilation and capitalise on natural daylight and minimise the need for artificial lighting during daylight hours.

7 Medium to high scale residential or serviced apartment development should be designed and located to maximise solar access to dwellings and communal open space on the norther facade.

8 Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.

9 All new medium to high scale residential or serviced apartment development should have direct ventilation and natural light.

10 The maximum distance of a habitable room such as a living, dining, bedroom or kitchen from a window providing natural light and ventilation to that room is 8 metres.

11 Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.

12 Medium to high scale residential or serviced apartment development should be designed to ensure living areas, private open space or communal open space, where such communal open space provides the primary area of private open space, are the main recipients of sunlight.

13 Medium to high scale residential or serviced apartment development should locate living areas, private open space and communal open space, where such communal open space provides the primary area of private open space, where they will receive sunlight and, where possible, should maintain at least two hours of direct sunlight solar time on 22 June to:

- (a) at least one habitable room window (excluding bathroom, toilet, laundry or storage room windows);
- (b) to at least 20 percent of the private open space; and
- (c) communal open space, where such communal open space provides the primary private open space for any adjacent residential development.

14 Natural cross ventilation of habitable rooms should be achieved by the following methods:

- (a) positioning window and door openings in different directions to encourage cross ventilation from cooling summer breezes;
- (b) installing small low level windows on the windward side and larger raised openings on the leeward side to maximise airspeed in the room;
- (c) installing higher level casement or sash windows, clerestory windows or operable fanlight windows to facilitate convective currents;
- (d) selecting windows which the occupants can reconfigure to funnel breezes such as vertical louvred, casement windows and externally opening doors;
- (e) ensuring the internal layout minimises interruptions to airflow;
- (f) limiting building depth to allow for ease of cross ventilation; and/or
- (g) draught proofing doors, windows and other openings.

Private Open Space

15 Medium to high scale residential development and serviced apartments should provide the following private open space:

- (a) studio (where there is no separate bedroom): no minimum requirement but some provision is desirable.
- (b) 1 bedroom dwelling/apartment: 8 square metres.
- (c) 2 bedroom dwelling/apartment: 11 square metres.
- (d) 3+ bedroom dwelling/apartment: 15 square metres.

A lesser amount of private open space may be considered appropriate in circumstances where the equivalent amount of open space is provided in a communal open space accessible to all occupants of the development.

Private open space for 2 or more bedroom dwellings/apartments may be divided into different areas whilst private open space for studios or 1 bedroom dwelling/apartments should be in a single area.

Areas used for parking of motor vehicles are not included as private open space.

Note: In the City Living, Main Street and Institutional Zones, specific landscaped open space and private landscaped open space provisions apply.

16 Medium to high scale residential (other than student accommodation) or serviced apartment development should ensure direct access from living areas to private open space areas, which may take the form of balconies, terraces, decks or other elevated outdoor areas provided the amenity and visual privacy of adjacent properties is protected.

17 Other than for student accommodation, private open space should have a minimum dimension of 2 metres and should be well proportioned to be functional and promote indoor/outdoor living.

18 Balconies should be integrated into the overall architectural form and detail of the development and should:

- (a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;
- (b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;
- (c) be of a depth that ensures sunlight can enter the dwelling below; and
- (d) allow views and casual surveillance of the street while providing for safety and visual privacy.

19 Secondary balconies, including Juliet balconies or operable walls with balustrades should be considered, subject to overlooking and privacy, for additional amenity and choice.

20 For clothes drying, balconies off laundries or bathrooms and roof top areas should be screened from public view.

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

Visual Privacy

22 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.

23 A habitable room window, balcony, roof garden, terrace or deck should be set-back from boundaries with adjacent sites at least three metres to provide an adequate level of amenity and privacy and to not restrict the reasonable development of adjacent sites.

Noise and Internal Layout

24 Medium to high scale residential or serviced apartment development close to high noise sources (e.g. major roads, established places of entertainment and centres of activity) should be

designed to locate noise sensitive rooms and private open space away from noise sources, or be protected by appropriate shielding techniques.

25 Attached or abutting dwellings/apartments should be designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.

Minimum Unit Sizes

26 Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:

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

Note: Dwelling/apartment "unit size" includes internal storage areas but does not include balconies or car parking as part of the calculation.

27 Internal structural columns should correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.

Adaptability

28 Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:

- (a) a range of activities and privacy levels between different spaces;
- (b) flexible room sizes and proportions;
- (c) efficient circulation to optimise the functionality of floor space within rooms; and
- (d) the future reuse of student accommodation as residential apartments through a design and layout that allows individual apartments to be reconfigured into a larger dwelling or other alternative use.

Outlook

29 All medium to high scale residential or serviced apartment development should be designed to ensure the living rooms have a satisfactory external outlook. Living rooms that do not have an outlook or the only source of outlook is through high level windows or a skylight are not considered to provide an appropriate level of amenity for the occupiers.

Note: Outlook is a short range prospect and is distinct from a view which is more extensive and long range to particular objects or geographic features.

30 Light wells may be used as a source of daylight, ventilation, outlook and sunlight for medium to high scale residential or serviced apartment development provided that:

- (a) living rooms do not have lightwells as their only source of outlook;
- (b) lightwells up to 18 metres in height have a minimum horizontal dimension of 3 metres or 6 metres if overlooked by bedrooms; and

- (c) lightwells higher than 18 metres in height have a minimum horizontal dimension of 6 metres or 9 metres if overlooked by bedrooms.

On-Site Parking and Fencing

OBJECTIVE

Objective 23: Safe and convenient on-site car parking for resident and visitor vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 31** To ensure an adequate provision of on-site parking, car parking should be provided for medium to high scale residential (other than student accommodation) or serviced apartment development in accordance with [Table Adel/7](#).
- 32** Garages and parking structures associated with medium to high scale residential or serviced apartment development should be located so that they do not visually dominate the street frontage.
- 33** Car parking areas should be designed and located to:
- (a) be close and convenient to dwellings/apartments;
 - (b) be lit at night;
 - (c) be well ventilated if enclosed;
 - (d) avoid headlight glare into windows; and
 - (e) clearly define visitor parking.
- 34** Where garages are located within a basement or undercroft:
- (a) the width of access driveways should be kept to a minimum and should not detract from the streetscape;
 - (b) driveways should be designed to ensure safe and convenient access and egress;
 - (c) access should be restricted to one driveway or one point of access and egress;
 - (d) vehicles should be able to safely exit in a forward direction and should not compromise pedestrian safety or cause conflict with other vehicles; and
 - (e) the height of the car park ceiling should not exceed one metre above the finished ground floor level to ensure minimal impact on the streetscape.
- 35** Fencing and walls should:
- (a) be articulated and detailed to provide visual interest;
 - (b) assist the development to address the street;
 - (c) assist in the provision of safety and surveillance;
 - (d) assist in highlighting entrances; and
 - (e) enable visibility of buildings from and to the street.

Storage Areas

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

Council Wide

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

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

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

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

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

38 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;

Council Wide

- (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.

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

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

41 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.

42 Public toilets should be designed and located to:

- (a) promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;
- (b) limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;
- (c) avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and
- (d) maximise surveillance through location near public transport links, pedestrian and cyclist networks.

Noise Emissions

OBJECTIVES

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Noise Sources

43 Development with potential to emit significant noise (including licensed entertainment premises and licensed premises) should incorporate appropriate noise attenuation measures in to

their design to prevent noise from causing unreasonable interference with the amenity and desired character of the locality, as contemplated in the relevant Zone and Policy Area.

44 Development of licensed premises or licensed entertainment premises or similar in the Capital City, Main Street, Mixed Use and City Frame Zones should include noise attenuation measures to achieve the following when assessed at:

- (a) the nearest existing noise sensitive location in or adjacent to that Zone:
 - (i) music noise ($L_{10, 15 \text{ min}}$) less than 8 dB above the level of background noise ($L_{90, 15 \text{ min}}$) in any octave band of the sound spectrum; and
 - (ii) music noise ($L_{A10, 15 \text{ min}}$) less than 5 dB(A) above the level of background noise ($L_{A90, 15 \text{ min}}$) for the overall (sum of all octave bands) A-weighted levels; or
- (b) the nearest envisaged future noise sensitive location in or adjacent to that Zone:
 - (i) music noise ($L_{10, 15 \text{ min}}$) less than 8dB above the level of background noise ($L_{90, 15 \text{ min}}$) in any octave band of the sound spectrum and music noise ($L_{10, 15 \text{ min}}$) less than 5dB(A) above the level of background noise ($L_{A90, 15 \text{ min}}$) for the overall (sum of all octave bands) A-weighted levels; or
 - (ii) music noise ($L_{10, 15 \text{ min}}$) less than 60dB(Lin) in any octave band of the sound spectrum and the overall ($L_{A10, 15 \text{ min}}$) noise level is less than 55 dB(A).

Note: A report regarding noise associated with licensed premises or licensed entertainment premises or similar prepared by an acoustic engineer at the planning application stage should specify the noise attenuation measures and address other typical noise sources to ensure those sources do not result in unreasonable interference. These noise attenuation measures might include:

- (a) *installation of an in-house music system which has a limiting device that monitors and controls the volume of the system so that the maximum internal noise level certified by the acoustic engineer is not exceeded;*
- (b) *treatment of openings, such as by airlocks and seals for doors, sealing of wall and roof vents and treatment of ventilation and air-conditioning paths;*
- (c) *acoustic treatment of building elements, such as sealing and double glazing of windows or upgrading roof construction;*
- (d) *no entertainment on or in any balcony or outdoor area;*
- (e) *no loud speakers placed on or in the fascia of the premises, balcony or any adjacent outdoor area or footpath;*
- (f) *external windows and doors are kept closed where relied upon for noise attenuation;*
- (g) *locating and designing entrances and fencing to assist in keeping patrons away from noise sensitive areas; or*
- (h) *locating car park, delivery and rubbish collection areas away from noise sensitive development and limiting times of activity to minimise noise impacts.*

45 Speakers should not be placed on the fascias of premises or on the pavement adjacent to the premises to ensure development does not diminish the enjoyment of other land in the locality.

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

(a) 55 dB(A) during daytime (7.00am to 10.00pm) and 45 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

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

47 To ensure minimal disturbance to residents:

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

(i) after 10.00pm; and

(ii) before 7.00am Monday to Saturday or before 9.00am on a Sunday or Public Holiday.

(b) typical activity within any car park area including vehicles being started, doors closing and vehicles moving away from the premises should not result in sleep disturbance when proposed for use after 10.00pm as defined by the limits recommended by the World Health Organisation.

Noise Receivers

48 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.

49 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.

50 Noise sensitive development adjacent to noise sources should include noise attenuation measures to achieve the following:

(a) satisfaction of the sleep disturbance criteria in the bedrooms or sleeping areas of the development as defined by the limits recommended by the World Health Organisation;

(b) the maximum satisfactory levels in any habitable room for development near major roads, as provided in the Australian/New Zealand Standard AS/NZS 2107:2000 - 'Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors'; and

(c) noise level in any bedroom, when exposed to music noise (L_{10}) from existing entertainment premises, being:

(i) less than 8 dB above the level of background noise ($L_{90,15 \text{ min}}$) in any octave band of the sound spectrum; and

Council Wide

(ii) less than 5 dB(A) above the level of background noise ($L_{A90,15 \text{ min}}$) for the overall (sum of all octave bands) A-weighted levels.

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

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

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

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

Note: The report prepared by a suitably qualified acoustic engineer at the planning application submission stage should identify existing noise sources, identify the appropriate level of sound attenuation required and specify the noise attenuation measures that will be applied to the proposal. The noise attenuation measures might include:

- (a) siting and orientating the building away from the noise source and/or providing an external area that limits noise levels to World Health Organisation recommendations for residential areas;
- (b) sensitive internal layout of rooms, by locating noise sensitive rooms such as bedrooms and secluded private open space areas away from the noise source;
- (c) locating and designing entrances to be sealed and to provide air lock entries to sensitive rooms;
- (d) window location and design through thicker glass or double glazing of windows in recognition of the noise source;
- (e) sloping of roof or flat roof/parapet design to assist in noise passing overhead rather than penetrating through the roof of the dwelling;
- (f) selecting appropriate construction materials, such as sound absorbing materials and materials that reduce sound transmission;
- (g) installing door seals;

- (h) *creation of hybrid buildings that serve as a buffer between different uses, eg the location of offices between residential and entertainment uses, can be vertically or horizontally applied;*
- (i) *adequate separation between residential and noise generating uses;*
- (j) *acoustic separation of ducts, fans etc;*
- (k) *constructing shared walls and floors between dwellings/apartments in a way which minimises the transmission of noise; or*
- (l) *separating openings of adjacent dwellings/apartments by a distance of a least three metres.*

51 Attached dwellings/serviced apartments should be designed to minimise the transmission of sound between dwellings/serviced apartments and should particularly protect bedrooms from possible noise intrusion.

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

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

53 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.

54 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.

55 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

56 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

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

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

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

59 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.

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

- (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.

60 Orientation and pitch of the roof should facilitate the efficient use of solar collectors and photovoltaic cells.

61 Buildings, where practical, should be refurbished, adapted and reused to ensure an efficient use of resources.

62 New buildings should be readily adaptable to future alternative uses.

63 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.

Residential Development

64 New residential development and residential extensions should be designed to minimise energy consumption and limit greenhouse gas emissions.

65 Development is encouraged to avoid heat loss by incorporating treatments, such as double glazing of windows along the southern elevation, or by minimizing the extent of windows facing south.

Micro-climate and Sunlight

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

66 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.

67 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.

68 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.

69 Glazing on building facades should not result in glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles.

70 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.

71 Weather protection should not be introduced where it would interfere with the integrity or heritage value of heritage places or unduly affect street trees.

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

Stormwater Management

OBJECTIVES

Objective 35: Development which maximises the use of stormwater.

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

Surface water (inland, marine, estuarine) and ground water has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

Objective 37: Development designed and located to protect or enhance the environmental values of receiving waters.

Objective 38: Development designed and located to prevent erosion.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both the construction and operation phases of development to minimise the transportation of sediment and pollutants off-site.

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

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

76 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.

77 Development should not cause deleterious affect on the quality or hydrology of groundwater.

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

Infrastructure

OBJECTIVES

Objective 40: Minimisation of the visual impact of infrastructure facilities.

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

PRINCIPLES OF DEVELOPMENT CONTROL

79 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.

80 Infrastructure and utility services, including provision for the supply of water, gas and electricity should be put in common trenches or conduits.

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

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

Heritage and Conservation

PRINCIPLES OF DEVELOPMENT CONTROL

General

82 Development on land adjacent to a heritage place in non-residential Zones or Policy Areas should incorporate design elements, including where it comprises an innovative contemporary design, that:

- (a) utilise materials, finishes, and other built form qualities that complement the adjacent heritage place; and
- (b) is located no closer to the primary street frontage than the adjacent heritage place.

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

Heritage and Conservation – North Adelaide

Note: The principles under the heading “Heritage and Conservation – North Adelaide” are additional to the Council Wide Heritage and Conservation Objectives and Principles of Development Control and in cases of apparent conflict, take precedence over the Council Wide Heritage and Conservation Objectives and Principles of Development Control.

Development on Land Adjacent to a Heritage Place

84 Development on land adjacent to land containing a Heritage Place should demonstrate design consideration of the relationship with the Heritage Place (without necessarily replicating its historic detailing) by establishing compatible:

- (a) scale, bulk and setbacks;
- (b) proportion and composition of design elements;
- (c) form and visual interest (as determined by play of light and shade, treatments of openings and depths of reveals, roofline and silhouette, colour and texture of materials and details, landscaping and fencing);
- (d) width of frontage and boundary set-back patterns; and
- (e) vehicle access and carparking arrangements.

85 Development on land adjacent to a Heritage Place and sited in prominent locations, such as corners or at the termination of vistas where a strong presence is desirable, should have a scale and detail equal to that of the Heritage Place.

86 In a locality where single-storey Heritage Places prevail at or close to the primary street frontage, single storey development and a consistent building set-back should be maintained. Sympathetically designed second storey components that utilise or extend roof space to the rear of a building may be appropriate subject to scale, views from the street, overshadowing and privacy considerations.

87 Development that is visible from the street should match the building levels and storey heights of adjacent Heritage Places.

Built Form and Townscape

OBJECTIVES

Objective 46: Reinforcement of the city’s grid pattern of streets through:

- (a)
- (b) vibrant main streets of a more intimate scale that help bring the city to life
- (c)

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

88 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

89 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;

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

91 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.

92 Where possible, large sites should incorporate pedestrian links and combine them with publicly accessible open space.

93 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

94 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.

95 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

96 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.

97 Balconies should be designed to give shelter to the street or public space at first floor levels.

98 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.

99 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.

100 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

101 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.

102 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

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

104 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

105 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.

106 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.

107 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.

108 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

109 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)*

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

111 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.

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

Outdoor Dining

OBJECTIVE

Objective 52: Development that contributes to the vibrancy, activity and desired character of a locality.

PRINCIPLES OF DEVELOPMENT CONTROL

113 Outdoor dining should:

- (a) be located outside the associated premises;
- (b) provide sufficient set-backs, such as from kerbs and property boundaries, and clearances, such as from buildings;
- (c) be located in an area safe for patrons where the security of the building is not compromised;
- (d) ensure the dining area is set back from the building line at street intersections;

Council Wide

- (e) ensure unimpeded pedestrian flow through free and uninterrupted pedestrian paths; and
- (f) ensure wheelchair access to pedestrian ramps is not compromised.

114 Structures should:

- (a) be of high quality design and form an integral part of the streetscape;
- (b) not restrict public access;
- (c) not detract or restrict views of significant sightlines, buildings and landmarks;

115 Signage that identifies the business name or logo, or advertises goods sold on the premises is only appropriate on glass and canvas screens and umbrellas and should meet the following:

- (a) signage and advertisements should be designed to improve and complement the amenity of the premises, be of an appropriate design and consistent with the desired character of the locality;
- (b) advertisements on outdoor dining items such as umbrellas and canvas screens should not exceed a portion that covers 10 percent of the total available space on each outdoor dining item, up to half of which may be commercial advertisements in the form of product logos used or sold by the premises;
- (c) advertisements should not be illuminated or animated; and
- (d) third party advertising on outdoor dining items is inappropriate.

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

116 The demolition of any building should not occur unless Development Approval for a replacement development has been granted. Exceptions may only be granted:

- (a) for documented reasons of public health or safety agreed by the planning authority or alternatively agreed by a statutory order; or
- (b) where located within the Park Lands Zone.

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

Landscaping

OBJECTIVE

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

PRINCIPLES OF DEVELOPMENT CONTROL

117 Landscaping should:

- (a) be selected and designed for water conservation;

Council Wide

- (b) form an integral part of the design of development; and
- (c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area.

118 Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place.

119 Landscaping should be provided to all areas of communal space, driveways and shared car parking areas.

120 Landscaping between the road and dwellings should be provided to screen and protect the dwellings from dust and visual impacts of the road.

Advertising

OBJECTIVE

Objective 56: Outdoor advertisements that are designed and located to:

- (a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;
- (b) be concise and efficient in communicating with the public, avoiding a proliferation of confusing and cluttered displays or a large number of advertisements; and
- (c) not create a hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

121 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.

122 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.

123 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.

124 Advertisements relating to vending machines and automatic teller machines should be restrained in size and style.

125 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.

126 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.

Squares and Public Spaces*

OBJECTIVES

Objective 57: High quality, readily accessible external and internal open spaces in appropriate locations that form an integral part of the public domain, provide sanctuary, visual pleasure and a range of recreational and leisure opportunities and contribute to the City's pedestrian and bicycle network.

Objective 59: A distinctive Adelaide streetscape identity through the use of street furniture, graphics, public art, signs, lighting and landscaping, recognising existing visually significant buildings and trees.

* Public spaces includes streets, lanes, squares, parks, gardens, building forecourts and atria internal to a building.

PRINCIPLES OF DEVELOPMENT CONTROL

127 Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:

- (b) enhancing interest, use, safety and a range of activities by ensuring:
 - (i) facades abutting public spaces provide visual interest; and
 - (ii) appropriate elements of public art;
- (c) defining the major streets as important linear public spaces which display a formal townscape character by:
 - (i) ensuring that buildings in the Capital City Zone maintain or re-establish, a continuous edge of built-form abutting or situated close to major street frontages;
 - (ii) emphasising the townscape importance of development at the intersections of major streets, and intersections of major streets with City Squares, with corner buildings of a scale and form appropriate to their location and situated close to or abutting both street frontages;
 - (iii) ensuring that buildings fronting on to such streets are of a shape and orientation which relate to and reinforce the rectilinear grid pattern of the City; and
 - (iv) requiring that any substantial set-back, open space or plaza be behind a built-form or landscape element which maintains or reinforces the continuity and line of the street frontage;
- (d) maintaining the existing pattern and structure of streets and laneways;
- (e) restricting building over minor streets and laneways to avoid over-shadowing and preserve the built-form pattern established by traditional land sub-division in the City; and
- (f) allowing for ease of pedestrian circulation and through access where possible.

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

220.1 In relation to Principle 220(a), minimising set-back distances from the perimeter of the space to increase the ability of the building to interact with the public realm.

220.2 In relation to Principle 220(b), incorporating uses such as home offices, artist studios, galleries, cafés and restaurants where encouraged by the Policy Areas provisions.

128 Development on, over, encroaching upon, or opening on to public spaces should not endanger public safety or cause undue inconvenience to either pedestrians, including persons with disabilities, or users of vehicles, and should ensure adequate alignment of building levels to surface levels.

129 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.

130 Public spaces should allow good visibility into and across the space to promote security and safety and should provide opportunities for citizens to meet and socialise.

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

131 Development should provide safe, convenient and comfortable access and movement.

132 Vehicle access points along primary and secondary city access roads and local connector roads, as shown on [Map Adel/1 \(Overlay 1\)](#) should be restricted.

Pedestrian Access

OBJECTIVES

Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.

Objective 62: Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.

Objective 63: Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.

PRINCIPLES OF DEVELOPMENT CONTROL

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

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

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

135 Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within [Map Adel/1 \(Overlays 2, 2A and 3\)](#) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.

136 Permanent structures over a footpath should have a minimum clearance of 3.0 metres above the existing footpath level, except for advertisements which should have a minimum clearance of

2.5 metres and temporary structures and retractable canopies which should have a minimum clearance of 2.3 metres above the existing footpath level.

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

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

Bicycle Access

OBJECTIVES

Objective 64: Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.

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

PRINCIPLES OF DEVELOPMENT CONTROL

139 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.

140 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](#).

141 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.

142 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;

Council Wide

- (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.

143 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.

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

Public Transport

OBJECTIVES

Objective 66: Development that promotes the use of sustainable transport consistent with State Government objectives and initiatives.

Objective 67: Accessible public transport for all metropolitan residents and visitors and safe and attractive facilities for public transport users.

PRINCIPLES OF DEVELOPMENT CONTROL

145 Development along a high concentration public transport route should be designed to ensure that activity and interest for public transport passengers is maximised through the incorporation of active street frontages.

146 Development along high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#) should:

- (a) ensure there are pedestrian links through the site if needed to provide access to public transport;
- (b) provide shelter (e.g. verandahs) for pedestrians against wind, sun and rain;
- (c) provide interest and activity at street level; and
- (d) where possible, avoid vehicle access across high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#). Where unavoidable, vehicle access should be integrated into the design of the development whilst retaining active street frontages.

Traffic and Vehicle Access

OBJECTIVES

Objective 68: Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).

Objective 69: An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.

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

PRINCIPLES OF DEVELOPMENT CONTROL

147 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.

148 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.

149 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.

150 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.

151 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.

152 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).

153 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.

154 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.

PRINCIPLES OF DEVELOPMENT CONTROL

155 Car parking areas should be located and designed to:

- (a) ensure safe and convenient pedestrian movement and traffic circulation through and within the car parking area;
- (b) include adequate provision for manoeuvring and individually accessible car standing areas;
- (c) enable, where practical, vehicles to enter and leave the site in a forward direction;
- (d) minimise interruption to the pattern of built form along street frontages;
- (e) provide for access off minor streets and for the screening from public view of such car parking areas by buildings on the site wherever possible;
- (f) minimise adverse impacts on adjoining residential properties in relation to noise and access and egress;
- (g) minimise loss of existing on-street parking spaces arising through crossovers and access;
- (h) incorporate secure bicycle parking spaces and facilitate convenient, safe and comfortable access to these spaces by cyclists; and
- (i) provide landscaping, such as semi-mature trees, to shade parked vehicles and reduce the visual impact of the car parking area while maintaining direct sight lines and informal visual

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

157 Within the City Living Zone, Adelaide Historic (Conservation) Zone, North Adelaide Historic (Conservation) Zone, Main Street, Mixed Use and Institutional Zones:

- (a) adequate car parking should be provided within the site area of the development to meet the demand generated by the development;
- (b) car parking should be provided in accordance with [Table Adel/7](#); and
- (c) car parking rates lower than the minimum in Table Adel/7 may be appropriate where there is readily accessible and frequent public transport in the locality or it can be demonstrated that a lower provision is warranted, such as for the following reasons:

Council Wide

- (i) the nature of development;
- (ii) existing heritage places on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of on-site parking;
- (iii) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation;
- (iv) use of a car share scheme; or
- (v) suitable arrangements for any parking shortfall to be met elsewhere or by other means.

158 Off-street parking should:

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

159 Garaging and parking structures (including the width of any support structure) provided on a public street frontage or on a laneway that functions as the dwellings primary frontage should be of a width less than 50 percent of the allotment width on that frontage.

160 Undercroft parking is not appropriate within the City Living Zone, Adelaide Historic (Conservation) Zone, North Adelaide Historic (Conservation) Zone, Mixed Use Zones or Main Street Zones.

161 Undercroft parking should project no higher than 1 metre above ground level and should be screened from public view and designed to add interest and creativity to the street frontage.

162 Multi-level car parks or non-ancillary car parking use of an existing building should only be established where it can be demonstrated that there is a need which is not adequately satisfied by other parking facilities in the locality.

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

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

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

165 Car parking associated with development for older people and people with disabilities should:

- (a) be conveniently located on site within easy walking distance to resident units;

- (b) be adequate for residents, staff, service providers and visitors in accordance with the requirements set out in [Table Adel/7](#);
- (c) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles;
- (d) have slip-resistant surfaces with low gradients;
- (e) allow ease of vehicle manoeuvrability;
- (f) be designed to allow the full opening of all vehicle doors; and
- (g) minimise the impact of car parking on adjacent residences due to visual intrusion, noise and emission of fumes.

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

166 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.

Council Wide

167 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.

Centres and Main Streets

OBJECTIVES

Objective 78: Main Street Zones along O'Connell, Melbourne, Hutt, Halifax and Sturt Streets:

- (a) developed with a retail, community and commercial function, providing local services for surrounding residential communities, and accommodating a range of visitor facilities and commercial activity, arising from their centrality and high accessibility by walking, public transport, cycling and car.
- (b) developed with an increased component of residential accommodation and with enhanced vitality and character while effectively managing their impact in order to protect the amenity of adjacent residential areas.
- (c) with restricted potential for further expansion or intensification of commercial activity due to car parking demands and the need to protect the amenity of neighbouring residential areas.

Objective 79: Local community facilities that provide shopping and local facilities to serve day to day needs of the local community.

PRINCIPLES OF DEVELOPMENT CONTROL

168 Development should:

- (a) cater for the existing and future shopping needs of the population and community;
- (b) provide a degree of choice;
- (c) result in the expansion of the total range of retail goods and services presently available to the community;
- (d) result in the maintenance of retail employment in the area;
- (e) be safely and readily accessible to the population they will serve;
- (f) have minimal adverse impact on surrounding residential uses;
- (g) have minimal adverse impact on traffic movement;
- (h) be compatible with adjoining areas in terms of the location of access ways, buffer strips and transitional use areas;
- (i) not demonstrably lead to the physical deterioration of any designated centre; and
- (j) incorporate carefully located advertisements that are in scale with the desired character. Illumination from signs or floodlights should not spill over to adjacent areas.

169 Provision for the movement of people and goods should comply with the following:

- (a) development should not cause inconvenient and unsafe traffic and pedestrian movements or result in the need for significant expenditure on transport and traffic works, or facilities within, or outside the locality;
- (b) development should be concentrated for pedestrian convenience;

Council Wide

- (c) access to car parking areas should be designed not to cause congestion or detract from the safety of traffic on abutting roads;
- (d) development should include adequate and convenient provision for service vehicles and the storage and removal of recyclables, waste goods and materials;
- (e) parking areas should be consolidated and coordinated into convenient groups, rather than located individually, and access points should be minimised;
- (f) car parks should be orientated to facilitate direct and convenient access of pedestrians between them and the facilities they serve; and
- (g) retail showrooms should provide appropriate manoeuvring and circulation areas on the site to accommodate trucks and trailer movements for the carriage of bulky products.

OVERLAYS

Overlay 1 – Affordable Housing

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

INTERPRETATION

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

OBJECTIVES

Objective 1: Affordable housing that is integrated with residential and mixed use development.

Objective 2: Development that comprises a range of affordable dwelling types that cater for a variety of household structures.

Objective 3: Affordable housing that deliver whole-of-life cost savings to the occupants.

Objective 4: Affordable housing that is provided in a wide range of locations and integrated into the City.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.

2 Where development includes affordable housing, then the quantitative provisions in respect to the following elements are not applicable to the affordable housing component provided the qualitative outcomes can be achieved:

- (a) allotment area and dimensions;
- (b) building height;
- (c) site area and dimensions;
- (d) site coverage;
- (e) front, side and rear setbacks to boundaries;
- (f) area and dimensions of private open space;
- (g) minimum unit sizes;
- (h) minimum storage areas;
- (i) plot ratio;
- (j) dwelling unit factor; and
- (k) landscaped open space.

MAIN STREET (MELBOURNE EAST) ZONE

Introduction

The desired character, objective and principles of development control that follow apply to the Main Street (Melbourne East) Zone shown on [Maps Adel/9 and 10](#) and [Figure MS\(ME\)/1](#). They are additional to those expressed for the whole of 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

The Zone will be enhanced as the focus for neighbourhood shopping, leisure, commercial activity and community facilities primarily to service the needs of the lower North Adelaide residential community.

The mix of complementary land uses will extend activity into the evening to enhance the vibrancy and safety of the area and provide visual interest after hours, including by having no external shutters.

Small licensed premises will occur in limited numbers where they are designed and sited to maintain day and evening activation at street level and minimise impacts on nearby residential development.

Development should complement the attractive linear shopping centre and its visual character. Development should be in the form of buildings up to two storeys in height sited on or close to the street boundary complementing the intimate commercial townscape and pedestrian environment with higher elements set away from the street frontage and the adjacent North Adelaide Historic (Conservation) Zone. Development on corner sites should present a strong built form edge to the secondary street boundary.

Development should continue the established identity of the street through incorporating vines, verandahs and pergolas where appropriate.

A high degree of accessibility for local and through traffic, public transport and for cyclists should be maintained. The Zone should maintain a high level of pedestrian accessibility, safety and amenity with a high quality, consistent approach to landscaping, footpath treatments (such as kerb protuberances) attractive street furniture and public art. Further street tree planting enhancing pedestrian amenity and landscape character is desired.

The impacts of development will be carefully managed to ensure the enhancement of amenity for residential development within the Zone and in adjacent Zones to ensure the achievement of a high quality residential living environment.

Catalyst sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate an increase in the residential population of the City, while also activating the public realm and creating a vibrant main street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of service and shopping facilities within the main street.

Development on catalyst sites will exemplify quality and contemporary design that is generally greater in intensity than its surroundings. However, development will be designed to carefully manage the interface with sensitive uses in the North Adelaide Historic (Conservation) Zone, particularly with regard to massing; proportions; overshadowing; traffic and noise related impacts.

OBJECTIVE

Objective 1: A shopping and commercial main street supported by medium density residential development.

Objective 2: A visually interesting streetscape with buildings having a high level of fenestration and detail, and balconies oriented towards the street.



Objective 3: An intimate public realm with active frontages created by buildings designed with frequently repeated forms and narrow tenancy footprints.

Objective 4: An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and/or the use of parapets.

Objective 5: 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 in the Zone:

Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Office

Pre-school

Residential flat building

Restaurant

Retirement village

Shop or group of shops

Supported accommodation

Tourist accommodation.

2 A mix of land uses should exist which primarily provide services to the local residential community.

3 Land uses that add to the vitality of the area and extend activities into the evening should occur, including restaurants, shops, small licensed premises, educational, community and cultural facilities, and visitor and residential accommodation.

4 Consulting rooms, dwellings and offices are appropriate except at ground floor level on frontages to Melbourne Street west of 59 and 60 Melbourne Street.

5 Licensed premises should be secondary to the primary land use mix, small in scale, not detract from the streets daytime or evening activation, and have minimal impact on residential amenity. Further licensed premises or entertainment activities late at night are not appropriate. Restaurants and outdoor cafes are appropriate provided they maintain pedestrian flow and have minimal impact on residential amenity in the adjacent North Adelaide Historic (Conservation) Zone.

6 Development listed as non-complying is generally inappropriate.

Form and Character

- 7 Development should be consistent with the Desired Character for the Zone.
- 8 Development should be in accordance with Concept Plan [Figure MS\(ME\)/1](#).
- 9 Development should ensure a high quality living environment is achieved for residential development within the Zone and in the adjacent North Adelaide Historic (Conservation) Zone.

Design and Appearance

- 10 Development should contribute to the creation of an attractive, linear shopping and commercial centre characterised by new buildings which blend with and complement the long-established commercial and residential architecture.
- 11 Buildings should reflect the intimate pedestrian scale and informal character of the shopping environment.
- 12 Buildings along Melbourne Street should incorporate modelled facades and verandahs or balconies. Blank, unarticulated facades to the street frontage are inappropriate and should be avoided.
- 13 The street wall height of buildings fronting Melbourne Street or Jerningham Street should be designed to reinforce the prevailing datum heights and parapet levels of the street through incorporating two storey podium elements on the street frontage and with upper storeys setback to provide a clear distinction between the levels below and above the prevailing datum line.
- 14 Except on sites greater than 1500 square metres in area (which may include one or more allotment), development may be built to the following maximum building height:
- (a) 22 metres on the south side of Melbourne Street;
 - (b) 14 metres on the north side of Melbourne Street.
- 15 Development adjacent to the North Adelaide Historic (Conservation) Zone should be consistent with the building envelope as shown in Figures 1 and 2, except where a variation to the building envelope demonstrates minimal impacts upon adjacent housing in terms of massing and overshadowing through alternative design methods:
- (a) to minimise building mass at the interface, buildings should be constructed within a building envelope provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of an allotment within the North Adelaide Historic (Conservation) Zone (except where this boundary is the southern boundary), as illustrated in *Figure 1*.

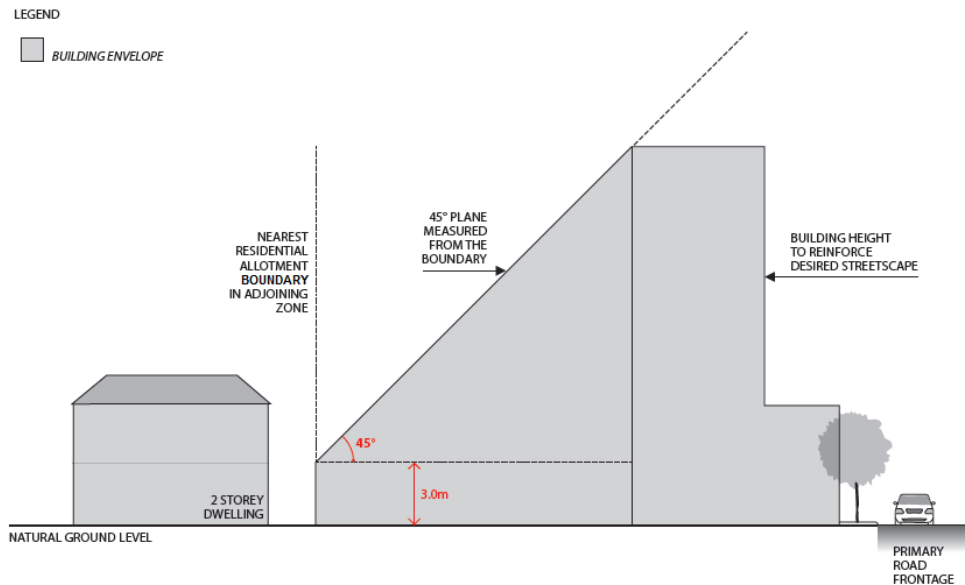


Figure 1

(b) to minimise overshadowing of sensitive development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane grading north, measured from a height of 3 metres above natural ground level at the southern zone boundary, as illustrated in Figure 2.

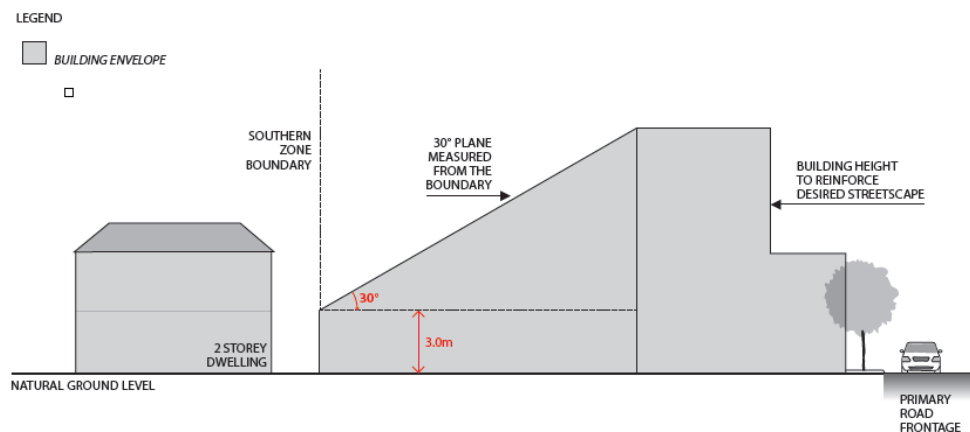


Figure 2 southern boundary

16 Where a site has frontage to a road that forms a zone boundary with the North Adelaide Historic (Conservation) Zone, any part of the building exceeding two storeys should:

- (a) be setback from the street frontage;
- (b) incorporate design treatments to reduce the visual presence of the higher components and to achieve an orderly visual transition between the different zones.

17 Development should use building forms, colour and materials of a more domestic nature to provide a suitable transition to the adjoining North Adelaide Historic (Conservation) Zone.

18 Buildings should have a minimum building height of 2 storeys.

19 Development may incorporate landscaping in planter tubs or window boxes, or in-ground vine planting where appropriate.

Catalyst Sites

20 Development on catalyst sites (sites greater than 1500 square metres, which may include one or more allotment) should be comprised of medium scale residential development that is carefully integrated with non-residential development.

21 Catalyst sites should be developed to manage the interface with the North Adelaide Historic (Conservation) Zone with regard to intensity of use, overshadowing, massing, building proportions and traffic to minimise impacts on residential amenity.

22 Catalyst sites should contribute to the vibrancy of the main street through building designs that:

- (a) include a mix of land uses that create activity and overlooking of the street, particularly at the ground and first floor;
- (b) create the appearance of narrow frontages and enhance visual interest;
- (c) are vertically massed; and
- (d) include above street level fenestration, balconies, parapets, architectural detailing and ornamentation which contribute to the rich visual texture.

23 The scale of development on a catalyst site should depend on its context, particularly the nature of adjacent land uses and the interface treatments required to address impacts on sensitive uses.

24 Where there is an apparent conflict between the catalyst site principles and Zone or Council Wide objectives and principles (including the quantitative provisions) the catalyst site principles will take precedence.

Car Parking

25 Access to sites should preferably be via the minor streets or lanes within or abutting the Zone provided there is no unreasonable impact on residential amenity.

26 Development should not result in additional crossovers on Melbourne Street. Access from Melbourne Street should be designed to minimise conflict with pedestrians and to minimise disruption to the continuity of built form.

27 Parking should be provided away from the primary frontages and be designed to minimise its impacts on residential amenity.

Advertising

28 Advertisements should be designed to complement the desired townscape character and should be principally directed at a pedestrian audience.

29 Illumination of advertisements is appropriate provided the residential amenity of surrounding residences is not adversely affected.

Complying Development

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

In addition, the following kinds of development are designated as **complying**:

- (a) Temporary depot for Council for a period of no more than 3 months provided appropriate provision is made for:
 - (i) dust control;
 - (ii) screening, including landscaping;
 - (iii) containment of litter and water; and
 - (iv) securing the site.

Non-complying Development

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

- (a) A change of use to any of the following:

Adult entertainment premises

Adult products and services premises

Amusement machine centre

Car park except:

- (i) where ancillary to an approved or existing use
- (ii) a multi-level car park

Industry

Licensed entertainment premises exceeding 120 patrons

- (b) Total demolition of a Local Heritage Place or portion of a Local Heritage Place being the frontage and side wall returns which are visible from the street, where the elements of heritage value of that place are so limited.

- (c) Total demolition of a State Heritage Place (as identified in [Table Adel/1](#)).

- (d) Advertisements involving any of the following:

Animation

Third party advertising

Advertisements at roof level where the sky or another building forms the background when viewed from ground level.

Public Notification

32 For the purposes of public notification in accordance with the procedures and rights established by the *Development Act 1993*, development is assigned to the specified categories as follows:

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

(i) the following forms of development, or any combination of (except those classified as non-complying):

Advertisement

All forms of development that are ancillary and in association with residential development

Consulting room

Dwelling

Office

Restaurant

Residential flat building

Shop or group of shops

Tourist accommodation

(ii) a kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.

(b) **Category 2**, public notification required. Third parties may, at the discretion of the relevant planning authority, appear before the relevant planning authority on the matter. Third parties do not have appeal rights:

(i) all development, other than where the development is assigned Category 1 or where the development is classified as non-complying.

(ii) any development assigned as Category 1 where the site of the development is adjacent land to land in the North Adelaide Historic (Conservation) Zone and it exceeds two storeys in building height.

(iii) any development on a catalyst site (a site greater than 1500 square metres, which may include one or more allotment) that exceeds two storeys in building height.

TABLE Adel/7**Capital City, Main Street, City Frame, I1 Institutional (St Andrews) and Mixed Use Zones**

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

Type of Development	Minimum Provision of Car Park Spaces	Maximum Provision of Car Park Spaces
Hospital	In the City Frame, Main Street Zones: 1.5 spaces per bed.	-
Low Scale Residential	In the Main Street (O'Connell), Main Street (Hutt), Main Street (Melbourne East) and Mixed Use (Melbourne West) Zones: 1 space per dwelling up to 200 square metres building floor area. At least 2 spaces per dwelling greater than 200 square metres building floor area. Multi-unit dwellings should provide 1 visitor space for each 4 dwellings.	-
Medium to High Scale Residential or Serviced Apartment	In the Main Street (O'Connell), Main Street (Hutt), Main Street (Melbourne East) and Mixed Use (Melbourne West) Zones: 1 space per dwelling up to 200 square metres building floor area. At least 2 spaces per dwelling greater than 200 square metres building floor area.	Within the Primary Pedestrian Area shown on Map Adel/1 (Overlay 2A) : 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Multi-unit dwelling: 1 visitor space for each 6 dwellings.
Non-residential development (excluding tourist accommodation)	In the City Frame, Institutional (St Andrew's), Main Street and Mixed Use Zones: 3 spaces per 100 square metres of gross leasable floor area	In the City Frame, Institutional (St Andrew's), Main Street and Mixed Use Zones: 5 spaces per 100 square metres
Tourist Accommodation	In the City Frame, Main Street and Mixed Use Zones: 1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	In the City Frame, Main Street and Mixed Use Zones: 1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

PARKING FOR PEOPLE WITH A DISABILITY - MINIMUM RATE FOR RESERVED SPACES**General Requirement**

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

People with Disabilities

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

Zone Maps



NOTE : For Policy Areas: See MAP Adel/40
 MS(ME) Main Street (Melbourne East) Zone
 MU Mixed Use (Melbourne West) Zone
 NAH(C) North Adelaide Historic (Conservation) Zone
 PL Park Lands Zone

Scale 1:4150
 0metres 100 200 300

— Zone Boundary
 — Development Plan Boundary

ADELAIDE (CITY)
ZONES
MAP Adel/9
 Consulted - 7 June 2018

Main Street (Melbourne East) Zone

Policy Areas



Main Street (Melbourne East) Zone

Maps



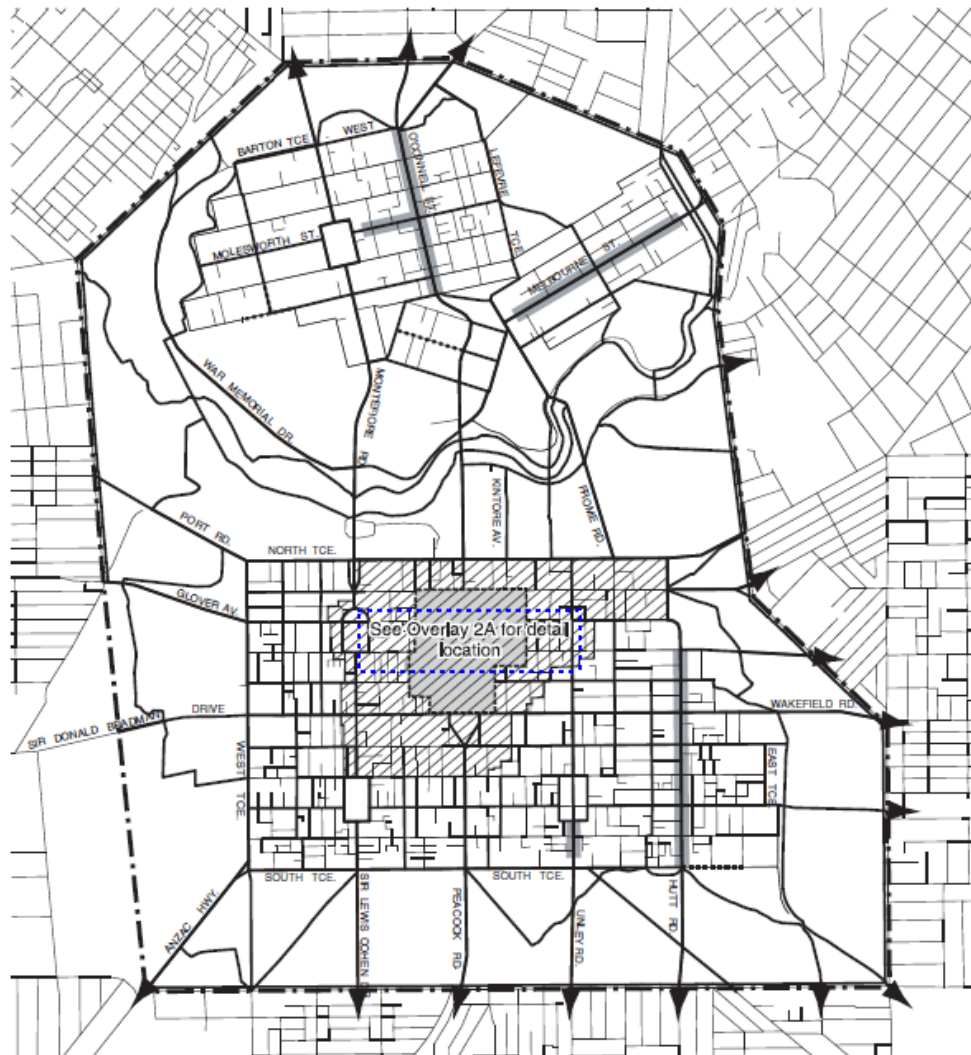
- Primary City Access
- - - Secondary City Access
- Local Connector
- - - Development Plan Boundary









Scale 1:26,000
0metres 500 1000

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

Consolidated - 7 June 2018



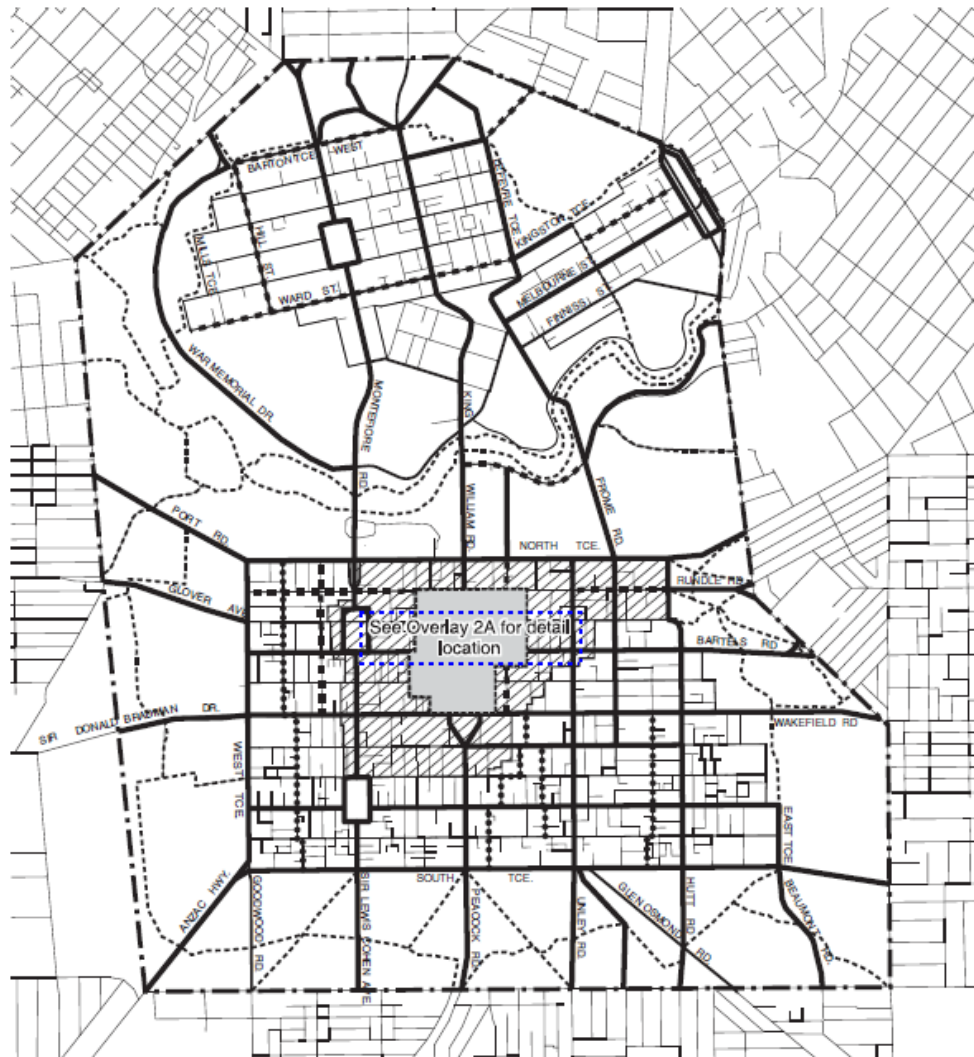
-  Primary Pedestrian Area [See Map Adel /1 (Overlay 2A) for detail]
-  Core Pedestrian Area (non-ancillary car park non-complying)
-  Secondary Pedestrian Area
-  Localised Walking Route
-  Major Walking Route
-  Development Plan Boundary



Scale 1:26,000
0metres 500 1000

ADELAIDE (CITY) PEDESTRIAN NETWORK MAP Adel/1 (Overlay 2)

Consolidated - 7 June 2018



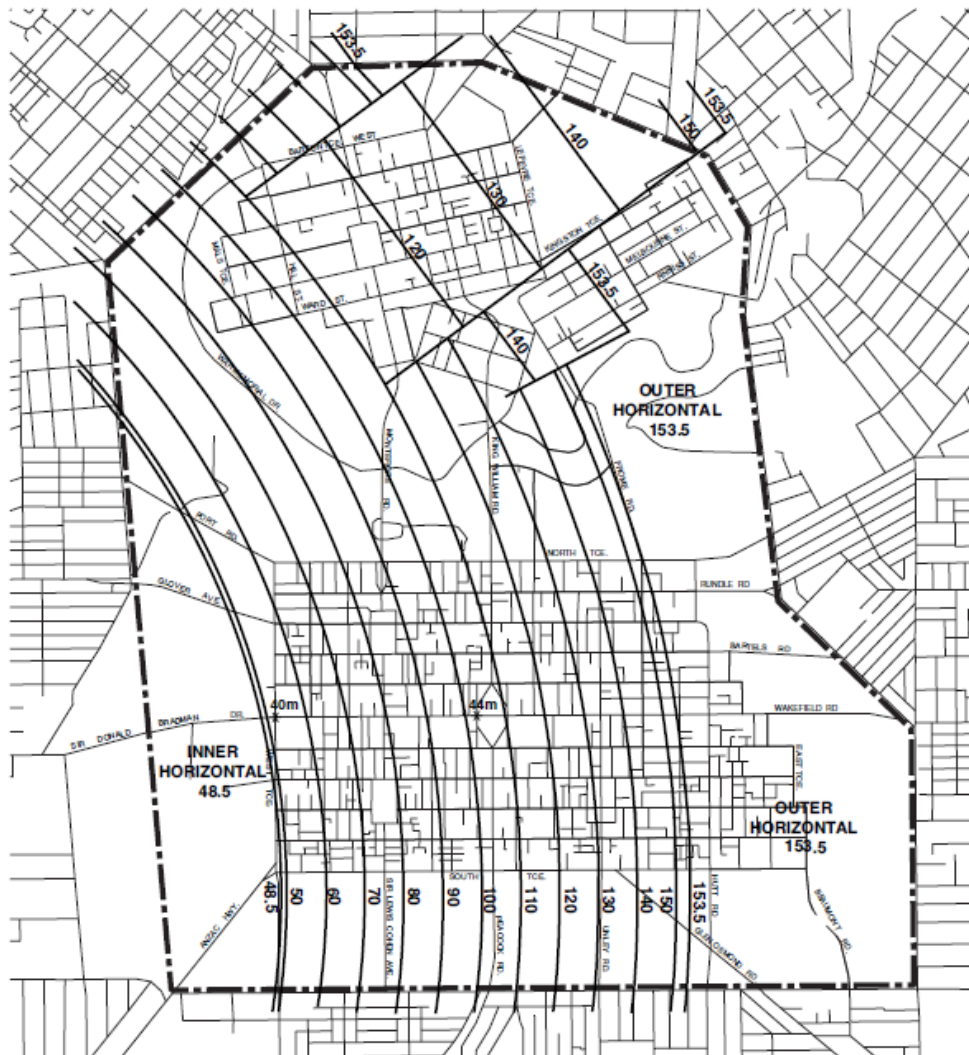
- Primary Bicycle Network
- Important Secondary Road
- Important Secondary Route
- Recreational Route
- ▨ Primary Pedestrian Area [See Map Adel /1 (Overlay 2A) for detail]
- ▨ Core Pedestrian Area (non-ancillary car park non-complying)
- - - Development Plan Boundary



Scale 1:26,000
0metres 500 1000

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

Consolidated - 7 June 2018



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

100 OLS Values in Australian Height Datum (AHD)

OLS Contour Boundary

* 40m Indicative ground level in AHD. Note: Ground level varies throughout the Council area and accurate ground level in AHD would need to be confirmed

Development Plan Boundary

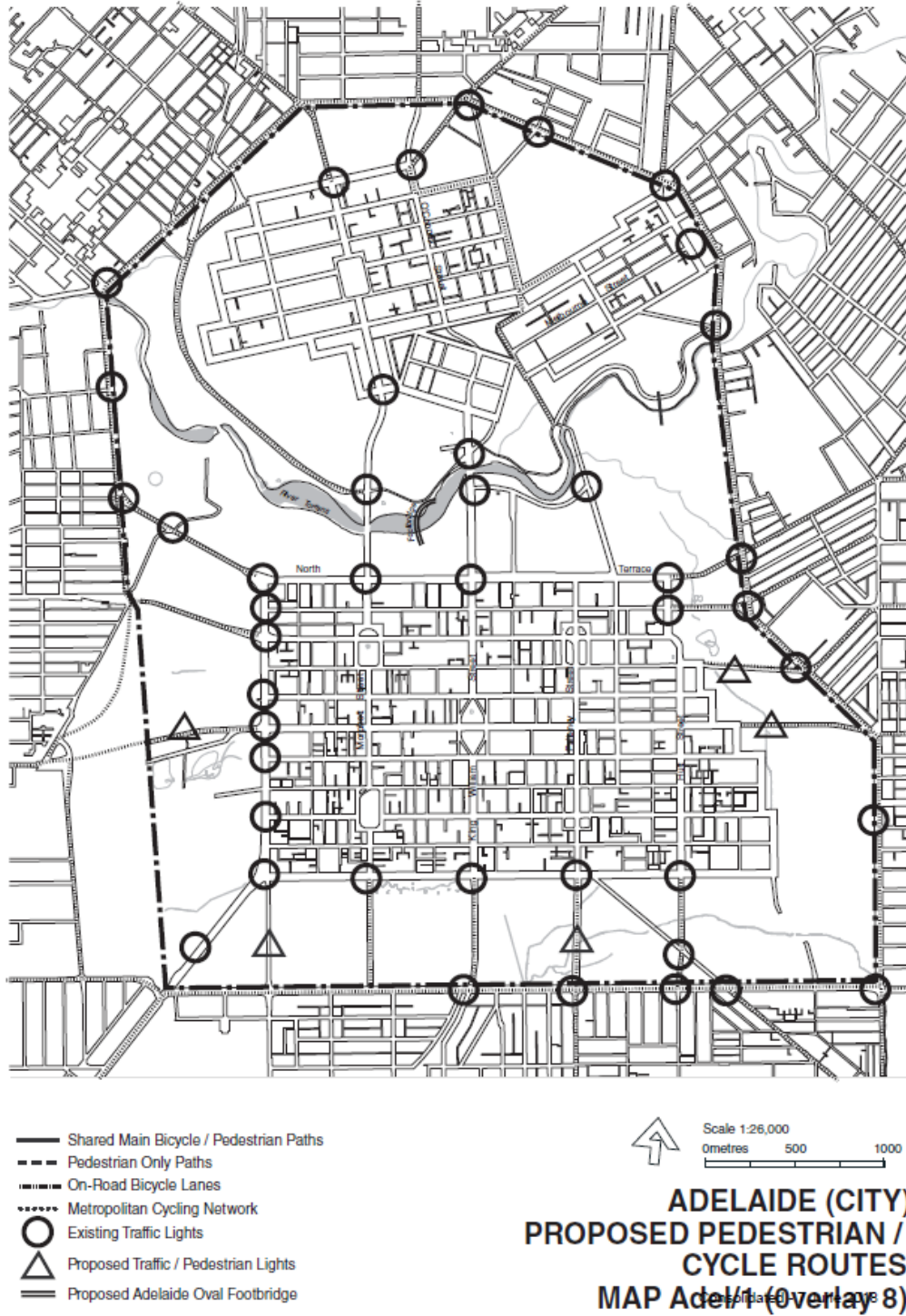
Note: Approval is required under the Commonwealth Airports Act 1996 for structures and the like that penetrate prescribed air space (as defined in the Airports Act 1996)

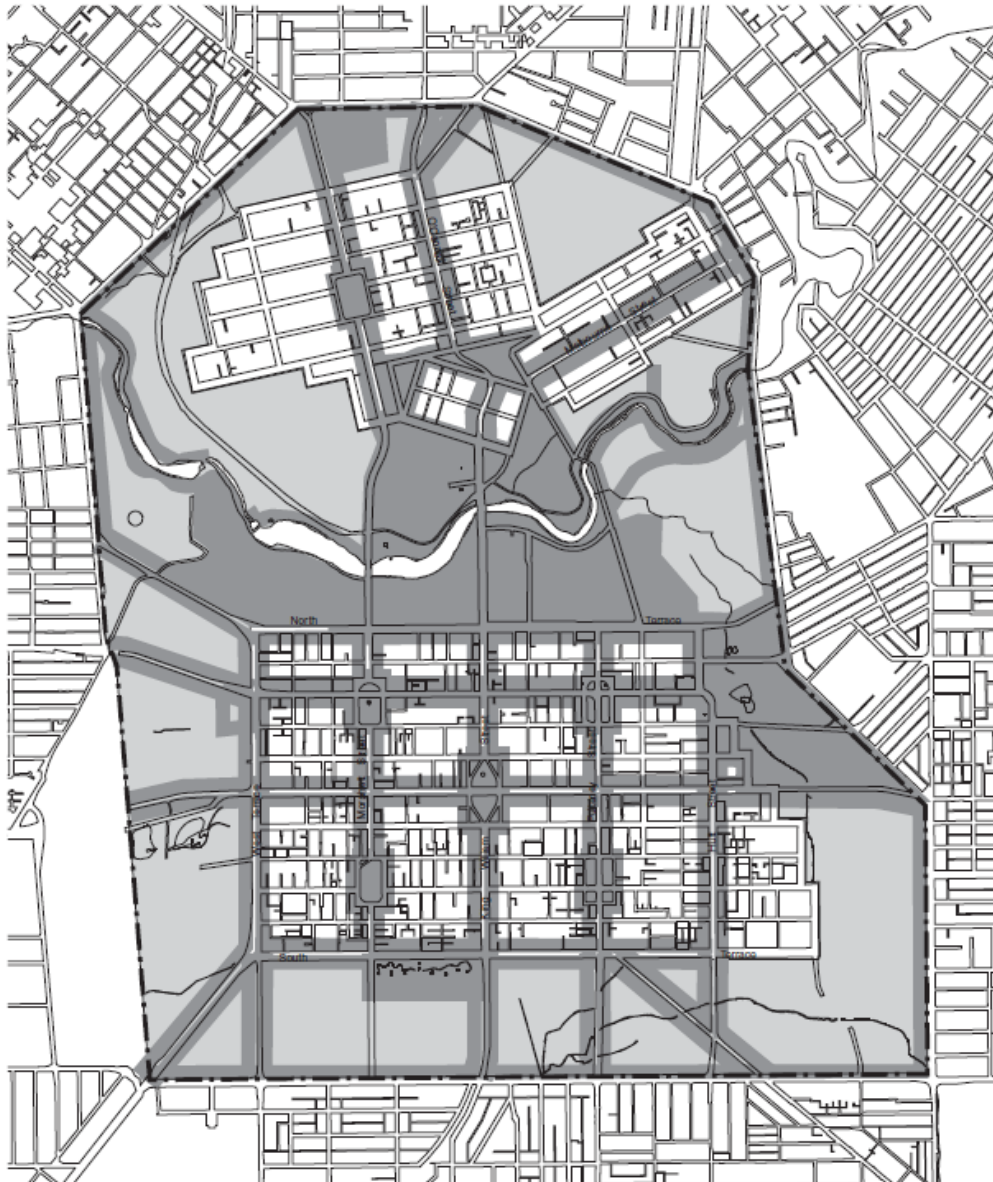


Scale 1:26,000
0metres 500 1000

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

Consolidated - 7 June 2018





- Precincts of Higher Coverage / Amenity / Safety
- Precincts of Lower Coverage / Amenity / Safety



Scale 1:26,000
0metres 500 1000

--- Development Plan Boundary

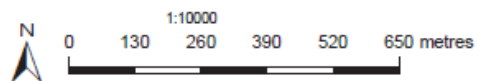
ADELAIDE (CITY) PROPOSED LIGHTING FRAMEWORK MAP Ade/1 (Overlay 13)

Consolidated as of 7 June 2018

Main Street (Melbourne East) Zone



 Designated Area



ADELAIDE (CITY)
AFFORDABLE HOUSING
MAP Adel/1 (Overlay 15c)

Consolidated - 7 June 2018