

Council Assessment Panel

Meeting Agenda

Monday, 28 October 2019, at 5.30 pm, Colonel Light Room, Town Hall, Adelaide.

Presiding Member – Mr Mark Adcock [Apology]

Panel Member – Councillor Anne Moran

Specialist Members – Mr Marc Duncan, Ms Colleen Dunn and Mr Mads Gaardboe

Appointment of Panel Member to preside

In the absence of the Presiding Member, the Assessment Manager will call for nominations for the appointment of a Panel Member to preside for the meeting or until the appointment of a Permanent Acting Presiding Member

1. Items of Business

1.1 Adoption of Meeting Procedures, Appointment of Permanent Acting Presiding Member and Adoption of Meeting Schedule (2019/02186) [CAP] [Page 3]

1.2 Confirmation of Minutes – 30/9/2019 [CAP]

That the Minutes of the meeting of the City of Adelaide Council Assessment Panel held on 30 September 2019, be taken as read and be confirmed as an accurate record of proceedings.

2. Non-Complying Applications - Nil

3. Applications for consideration on Merit

3.1 Subject Site 69-79 Gilbert Street, Adelaide SA 5000 [Page 11]

Application No. DA/453/2019

Proposal Change of use from office and warehouse to office, shops and cafe including associated internal and external alterations and a car stacker system within building

Recommendation Development Plan Consent Be Granted

3.2 Subject Site 421-425 Pulteney Street, Adelaide SA 5000 [Page 71]

Application No. DA/566/2019

Proposal Demolition of existing building and construction of a nine storey building comprising 35 residential dwellings, ground floor retail tenancy and 34 car parking spaces

Recommendation Development Plan Consent Be Granted

3.3 Subject Site Adjacent, 118 King William Street, Adelaide SA 5000 [Page 257]

Application No. DA/454/2018

Proposal Change in content of advertising on telephone booth

Recommendation Development Plan Consent Be Granted

- 3.4** Subject Site Adjacent, 41 Grenfell Street, Adelaide SA 5000 [Page 299]
 Application No. DA/507/2018
 Proposal Change in content of advertising display on telephone booth
 Recommendation Development Plan Consent Be Granted
- 3.5** Subject Site Adjacent, 202 Rundle Street, Adelaide SA 5000 [Page 340]
 Application No. DA/474/2018
 Proposal Change in content of advertising on telephone booth
 Recommendation Development Plan Consent Be Granted
- 4.** **Other Applications - Nil**
- 5.** **Other Business**
- 5.1** List of Recent Lodgements for Planning Consent (2017/02505) [CAP] [Page 382]
- 5.2** Other Business
- 6.** **Exclusion of the Public from attendance to Receive, Discuss or Consider Information/Matter on a Confidential Basis (If required)**
- 7.** **Confidential Matters (If any)**
- 8.** **Closure**

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CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019**Item No: 1.1**

From: Associate Director, Planning, Design & Development

Subject: Adoption of Meeting Procedures, Appointment of Permanent Acting Presiding Member and Adoption of Meeting Schedule (2019/02186) [CAP]

PURPOSE

The purpose of this report is for the Panel to:

- Adopt the Meeting Procedures
- Appoint a Permanent Acting Presiding Member; and
- Adopt a Meeting Schedule.

RECOMMENDATION

That:

1. **The City of Adelaide Council Assessment Panel adopts the Meeting Procedures as set out in Attachment A to Item 1.1 on the Agenda for the meeting of the City of Adelaide Council Assessment Panel held on 28 October 2019.**
2. **The City of Adelaide Council Assessment Panel appoints for the CAP term a permanent Acting Presiding Member who will preside over meetings when the Presiding Member is unavailable.**
3. **The City of Adelaide Council Assessment Panel adopts the Meeting Schedule as set out in Attachment B to Item 1.1 on the Agenda for the meeting of the City of Adelaide Council Assessment Panel held on 28 October 2019.**

Background

1. The CAP has been established in accordance with Section 83 of the *Planning, Development and Infrastructure Act 2016* ('PDI Act'). The term of the current CAP is until September 2021.
2. Section 83(1)(b)(vi) of the PDI Act states 'a designated authority must determine...the process for appointing an Acting Presiding Member'. The Acting Presiding Member is therefore to be confirmed and appointed by the CAP.
3. The new CAP is now required to appoint a permanent Acting Presiding Member who will be responsible for presiding over the meeting when the Presiding Member is unavailable.
4. The *Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017* ('PDI Regulations'), Gazetted on 1 August 2017 establishes some of the legislative requirements of the CAP Meeting Procedures. The Local Government Authority ('LGA') engaged Norman Waterhouse Lawyers to prepare draft CAP Meeting Procedures which were provided to all South Australian Councils.
5. The City of Adelaide Development Assessment Panel - Meeting Procedures have been revised for the CAP in accordance with the PDI Regulations and LGA draft Meeting Procedures.
6. The new CAP is now required to adopt the CAP Meeting Procedures.

Discussion

7. The proposed Meeting Procedures of the City of Adelaide Council Assessment Panel are included in **Attachment A**.
8. If at any time the Panel seeks changes to the adopted Meeting Procedures, this can be facilitated by Administration. A report would then be presented back to the Panel for its consideration.
9. Clause 4.7 of the *City of Adelaide Council Assessment Panel - Terms of Reference* states that the CAP will appoint a permanent Acting Presiding Member for the CAP term who will preside at any meeting that the Presiding Member is unavailable.
10. The meeting schedule attached proposes a reduction in the number of meetings to one on the fourth Monday of the month. If required, a 'special meeting' can be scheduled to accommodate any urgent matters. Once the PDI Act is fully operational in July 2020, the meeting schedule may need to be re-visited in order to ensure assessment timeframes are met.

Summary

11. The recommendation has been framed to facilitate:
 - Adoption of the Meeting Procedures
 - Appointment of permanent Acting Presiding Member; and
 - Adoption a Meeting Schedule.

Council Assessment Panel

Meeting Procedures

Adopted by the CAP



These Meeting Procedures are to be read in conjunction with the meeting procedures contained within the *Planning, Development and Infrastructure (General) Regulations 2017* (Regulations) and Council's adopted CAP Terms of Reference.

1. CAP Meetings

Ordinary Meetings

- 1.1 The time and place of the first meeting of the CAP following its establishment will be determined by the Assessment Manager. The Assessment Manager must give notice of the first CAP meeting to the CAP and the public in accordance with clauses 1.3 and 1.5.
- 1.2 Notice of an ordinary meeting will be given to all CAP Members by the Assessment Manager not less than 3 clear days prior to the holding of the meeting in accordance with clause 1.3.
- 1.3 Notice of a meeting of the CAP must:
 - 1.3.1 be in writing;
 - 1.3.2 set out the date, time and place of the meeting;
 - 1.3.3 contain or be accompanied by the agenda and any documents and/or reports that are to be considered at the meeting (in so far as practicable); and
 - 1.3.4 be given to a CAP Member via e-mail.
- 1.4 A notice that is not given in accordance with clause 1.3 is taken to have been validly given if the Assessment Manager considers it impracticable to give the notice in accordance with that clause and takes action the Assessment Manager considers reasonably practicable in the circumstances to bring the notice to the attention of the Member.
- 1.5 A copy of the agenda, CAP report and associated attachments for all meetings of the CAP will be available for viewing by the public on the Council's website and at the Council's offices as soon as practicable after the time that notice of the meeting has been given to CAP Members.
- 1.6 The Assessment Manager may, with leave or at the request of the Presiding Member, include in the agenda an item to be considered at the meeting to which the agenda relates after notice of the meeting has been given to CAP Members. In such instance, the Assessment Manager shall provide an updated agenda and any documents and/or reports relating to that item to be considered at the meeting to Members as soon as practicable. The Assessment Manager will also make an updated agenda available to the public.

Special Meetings

- 1.7 The Assessment Manager may by delivering a written request to the Presiding Member, or two or more CAP Members, require a special meeting of the CAP to be held. The written request must be accompanied by the agenda for the special meeting.
- 1.8 On receipt of a request pursuant to clause 1.7, the Assessment Manager must determine the date, time and place of the special meeting and give notice to all CAP members at least 4 hours before the commencement of the special meeting.

2. Deputy Members

- 2.1 If a CAP Member is unable or unwilling to attend a meeting or part of a meeting, he or she must use his or her best endeavours to notify the Assessment Manager at his or her earliest opportunity.
- 2.2 If notification pursuant to clause 2.1 is given, the Assessment Manager may request a Deputy Member (subject to clause 4.3 and 4.4 of the CAP Terms of Reference) attend the meeting in place of the CAP Member for the meeting or part of the meeting.

3. Commencement of Meetings

- 3.1 Subject to a quorum (minimum of three (3) members) being present, a meeting of the CAP will commence as soon as possible after the time specified in the notice of a meeting.
- 3.2 If the number of apologies received by the Assessment Manager indicates that a quorum will not be present at a meeting, the Assessment Manager may adjourn the meeting to a specified day and time.
- 3.3 If at the expiration of thirty minutes from the commencement time specified in the notice of the meeting a quorum is not present, the Presiding Member may adjourn the meeting to a specified date and time.
- 3.4 In the event that the Presiding Member is absent from a meeting, the permanent Acting Presiding Member will preside that meeting.
- 3.5 In the instance when both the Presiding Member and permanent Acting Presiding Member are not present at a CAP meeting, then those CAP members who are present at the meeting will appoint one of their number to act as the Presiding Member at that meeting.

4. Representations

- 4.1 The Assessment Manager and/or Presiding Member may in his or her discretion exclude:
 - 4.1.1 a representation or response to representation(s) which is received out of time;
 - 4.1.2 a representation in relation to Category 2 development from a person who was not entitled to be given notice of the application; or
 - 4.1.3 a representation or response to representation(s) which is otherwise invalid.
- 4.2 The Assessment Manager and/or Presiding Member may in his or her discretion accept and allow to be considered by the CAP any new or additional material submitted by a representor or applicant. The CAP may defer consideration of the application to enable full and proper assessment of the further information.
- 4.3 Any material to be considered by the CAP pursuant to clause 4.2 must be provided to the applicant and/or representor(s) (as the case may be) and those parties be provided with an opportunity to respond, either in writing or verbally, at the discretion of the Assessment Manager.
- 4.4 In relation to each application to be considered and determined by the CAP:
 - 4.4.1 a person who has lodged a representation in relation to a Category 2 or 3 application which has not been excluded pursuant to clause 4.1 and who has indicated that they wish to be heard on their representation is entitled to appear before the CAP and be heard in support of their representation, in person or by an agent;
 - 4.4.2 where one or more representors are heard by the CAP, the applicant is entitled to appear before the CAP to respond to any matters raised by a representor, in person or by an agent;
 - 4.4.3 where a Category 2 or 3 application before the Panel is recommended for refusal and no representations have been received in respect of the application, the Panel may in its absolute discretion, allow the applicant to address the Panel in support of the application.
 - 4.4.4 representors and applicants will be allowed five minutes each to address the CAP. The Presiding Member may allow a party additional time at his or her discretion;
 - 4.4.5 CAP members may question and seek clarification from a representor or applicant who has addressed the CAP at the conclusion of their address; and
 - 4.4.6 following addresses from representors and the applicant, the Presiding Member will invite all Members to speak on any matter relevant to the application.

- 4.5 The Presiding Member may adjourn a meeting in the event of a disruption or disturbance by any person (including a CAP Member, applicant, representor or other member of the public) to a future date and time.
- 4.6 The Presiding Member may ask a member of the public (including an applicant, representor or other member of the public) to leave a meeting where he or she is, in the opinion of the Presiding Member:
 - 4.6.1 Behaving in a disorderly manner; or
 - 4.6.2 Causing an interruption or disruption to the meeting.

5. Decision Making

- 5.1 Subject to complying with these procedures, during debate and decision making, the CAP will act with a minimum of formality and without regard to formal procedures or protocols.
- 5.2 Prior to calling for a motion, the Presiding Member will ensure that each Member has an opportunity for discussion, comments and questions about the matter for decision.
- 5.3 At the conclusion of discussion, or otherwise at the Presiding Member's discretion, the Presiding Member will call for a Member to move a motion in relation to the matter.
- 5.4 A motion must have a mover and seconder and will lapse if it is not seconded at an appropriate time.
- 5.5 For the avoidance of doubt, a Member may move a motion to defer the matter to enable further information about the matter to be gathered, provided or clarified and/or for a site inspection to be undertaken.
- 5.6 Further discussion and debate on a proposed motion may occur involving all Members after the motion has been seconded.
- 5.7 At all times, discussion will be managed by the Presiding Member in the Presiding Member's absolute discretion.
- 5.8 Any Member (other than the mover or seconder) may move an amendment to a motion. An amendment must have a mover and seconder and will lapse if it is not seconded at an appropriate time.
- 5.9 If an amendment to a motion is proposed, the Presiding Member may invite brief discussion in relation to the proposed amendment before putting the amendment to a vote. If carried, the amendment is incorporated into the motion. Regardless of the outcome, discussion on the motion (as amended, or not) may then continue.
- 5.10 There shall be a maximum of two amendments proposed to any motion.
- 5.11 At the conclusion of discussion and debate on a motion (as originally proposed or as amended, as the case may be), or otherwise at the Presiding Member's absolute discretion, the Presiding Member will call for a vote in relation to the motion.
- 5.12 If a motion is not carried, the Presiding Member will call for an alternative motion, in which case the preceding process applies.
- 5.13 Each Member present at a meeting of the CAP, (including a Deputy Member who has been requested to attend the meeting or part of the meeting in place of a Member who is unable or unwilling to attend the meeting) is entitled to one vote on any matter arising for decision. Additional experts/advisors appointed to the CAP to provide expert advice and assistance are not entitled to vote.
- 5.14 Matters arising for decision at a meeting of the CAP will be decided by a majority of the votes cast by Members present at the meeting and entitled to vote. If the votes are equal, the Presiding Member is entitled to a second or casting vote.

- 5.15 In relation to each application it considers, the CAP must:
 - 5.15.1 Determine whether the proposal is seriously at variance with the Development Plan; and
 - 5.15.2 Provide reasons for refusing Development Plan Consent (including reasons for any determination that the proposal is seriously at variance), or for the imposition of any conditions, as the case may be.

6. Minutes and Reporting

- 6.1 The CAP must ensure that accurate minutes are kept of all meetings.
- 6.2 The Assessment Manager, or a person nominated by the Assessment Manager, will take minutes of all meetings.
- 6.3 The minutes will record:
 - 6.3.1 the names of all Members present;
 - 6.3.2 the names of all Members from whom apologies have been received;
 - 6.3.3 the name and time that a Member enters or leaves the meeting;
 - 6.3.4 the name of every person who makes a representation;
 - 6.3.5 in relation to each application determined by the CAP:
 - 6.3.5.1 the determination of the CAP as to whether the proposal is seriously at variance with the Development Plan;
 - 6.3.5.2 the reasons for refusing Development Plan consent (including reasons for any determination that the proposal is seriously at variance), or for the imposition of any conditions, as the case may be; and
 - 6.3.5.3 where a decision is by majority vote, the decision and its mover and seconder, but not each Members' vote;
 - 6.3.6 if an application is not determined by the CAP, the deferral of the application and the reasons for the deferral;
 - 6.3.7 a decision to exclude the public from attendance and retain the minutes of the item in confidence pursuant to the *Regulations*;
 - 6.3.8 any disclosure of a direct or indirect pecuniary interest in any aspect of a development or anybody associated with any aspect of a development made by a Member in accordance with Section 83(1)(g) of the Act, and the nature of the interest;
 - 6.3.9 any disclosure of a conflict of interest made by a Member pursuant to the Code of Conduct adopted by the Minister under Clause 1(1)(c) of Schedule 3 of the Act (Code of Conduct), and the nature of the interest; and
 - 6.3.10 if a meeting is adjourned by the Presiding Member, the reason for the adjournment and the date and time to which the meeting is adjourned.
- 6.4 All minutes must be confirmed by the CAP as being accurate, at the commencement of the following CAP meeting.

7. Additional Procedures

- 7.1 Insofar as any procedure to be followed by the CAP is not prescribed by the Act and Regulations (and, during the transition to the *Act* and *Regulations*, the *Development Act* and *Development Regulations 2008*), the CAP's Terms of Reference, the Code of Conduct or these Meeting Procedures - the CAP may by resolution determine the procedure for itself. Any such determination may be added to these Meeting Procedures.

- 7.2 The CAP may call for and consider such professional assistance from the Assessment Manager and, in consultation with the Assessment Manager, other professional advisors as it deems necessary and appropriate from time to time.

CAP Meeting Schedule 2019/2021

2019
28 October
25 November
16 December*

2020
3 February+
24 February
23 March
27 April
25 May
22 June
27 July
24 August
28 September
26 October
23 November
21 December*

2021
1 February+
22 February
22 March
28 April+ (Wednesday)
24 May
28 June
26 July
23 August
27 September

* meeting not on the 4th Monday of the month due to Christmas closure
+ meeting not on the 4th Monday of January due to public holiday

CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019

Item No	3.1
Address	69-79 Gilbert Street, Adelaide SA 5000
Proposal	Change of use from office and warehouse to office, shops and cafe including associated internal and external alterations and a car stacker system within building (DA/453/2019, SG) [CAP]
Applicant	Anthony Donato Architects
Relevant Development Plan	7 June 2018
Lodgement Date	27 June 2019
Zone / Policy Area	City Living Zone/South Central Policy Area 32
Public Notification	Category 2
Application Type	Application Assessed on Merit
Delegations Policy	Unresolved Representations
Recommendation	Development Plan Consent Be GRANTED

ATTACHMENTS

Plans and Supporting Information

• Proposal Plans	1 - 7
• Traffic Assessment	8 - 13
• Acoustic Assessment	14 - 15
• Certificate of Title	16 - 17
Comments from Public Notification	18 - 28
Applicant Response to Representations	29 - 38

PERSONS SPEAKING BEFORE THE PANEL

Representors

- Ms Lisa Carter – 81 Gilbert Street, Adelaide
- Mr Jason Tan – 81 Gilbert Street, Adelaide
- Mr Michael & Mrs Robyn Kelly – 10 Stafford Street, Adelaide
- Ms Elizabeth Leonard – 12a Stafford Street, Adelaide

Applicant

- Mr Anthony Donato – Applicant

1. DESCRIPTION OF PROPOSAL

- 1.1 Planning consent is sought for a change of use from office and warehouse to office, shops and cafe including associated internal and external alterations and a car stacker system within an existing building at 69-79 Gilbert Street, Adelaide.
- 1.2 Five separate tenancies are proposed at ground level fronting Gilbert Street. Four of the tenancies will be shops and one will be a café/shop. The tenancies will range from approximately 75m² to 150m² in area. A cool room is proposed to the rear of the café/shop tenancy. Existing offices will be retained at the upper level.
- 1.3 Façade changes are proposed to the Gilbert Street façade as follows:
- Remove garage roller on eastern side
 - Remove upper level shading devices
 - Remove existing façade tiles and replace with painted rendered surface
 - Install floor to ceiling glazing, a servery window and doors, including bi-fold doors at ground level
 - Retain existing canopies for both upper and ground level windows and install fibre cement sheet cladding to underside of canopies.

Façade changes are proposed to the rear O'Halloran Lane frontage as follows:

- Remove four existing windows and replace with two roller doors and associated 'visionary' fencing adjacent each roller door
 - New high level windows
 - Painted rendered surface to walls.
- 1.4 Car stackers are proposed at ground level. A total of 17 car parking spaces will be provided. Vehicle access will be provided from O'Halloran Lane with two vehicle access points proposed to allow vehicles to enter and exit in a forward motion.
- 1.5 Nine bicycle racks are proposed at ground level.
- 1.6 Waste storage bins will be kept at various locations at ground level as shown on the plans.

2. DEVELOPMENT DATA

Not relevant to this application.

3. BACKGROUND

Not relevant to this application.

4. SITE

- 4.1 The site is located on the southern side of Gilbert Street, approximately 25 metres west of the Gilbert Street and O'Halloran Street intersection.
- 4.2 It has a frontage to Gilbert Street of approximately 38.37 metres, side boundary lengths of approximately 32 metres and a frontage to O'Halloran Lane of 38.51 metres. The land has an area of approximately 1,230m² and is not subject to any easements.
- 4.3 An existing two storey building is located on the site and has recently been used as an office and warehouse.
- 4.4 Vehicle access is currently provided via an existing crossover to Gilbert Street.
- 4.5 There is no vegetation located on the site as it is occupied by built form.

5. LOCALITY

- 5.1 The locality contains commercial and residential properties in a mix of single to three level buildings.
- 5.2 There is a combination of both contemporary and Local Heritage listed buildings.
- 5.3 The locality is varied with distinct and different characteristics between the Gilles Street portion and O'Halloran Lane portion.
- The Gilles Street portion appears as a relatively wide tree lined street with buildings varying between one and three levels
 - The O'Halloran Lane portion is a relatively narrow laneway and includes built form surrounding the laneway up to three levels as well as an open lot car park on the southern side.
- 5.4 In summary, the locality has a low to medium density mixed commercial and residential character.



KEY



Subject Site



Local Heritage Place

CiL32

City Living Zone/South Central Policy Area 32



Policy Area Boundary

MS(A)

Main Street (Adelaide) Zone



Locality

R

Representor

Photo 1 – Site viewed from the northern side of Gilbert Street



Photo 2 – Rear of site, viewed from O'Halloran Lane



Photo 3 – Student apartment building recently constructed at 85 Gilbert Street



Photo 4 – Three storey townhouses recently constructed at 12-16 Stafford Street



Photo 5 – Development located on the northern side of Gilbert Street



6. **PUBLIC NOTIFICATION**

- 6.1 The proposal is a Category 2 form of development therefore public notification was undertaken. Two invalid representations were received during the notification process which are not referred to below.

Category of Notification	Category 2
Representations Received – 5	<ul style="list-style-type: none"> • Ms Lisa Carter – 81 Gilbert Street, Adelaide • Mr Jason Tan – 81 Gilbert Street, Adelaide • Mr Michael & Mrs Robyn Kelly – 10 Stafford Street, Adelaide • Mr Paul Berton – 18 Stafford Street, Adelaide • Ms Elizabeth Leonard – 12a Stafford Street, Adelaide

Summary of Representations	Applicant Response
Potentially noisy car-stacker system proposed adjacent bedroom and living room wall of neighbouring property at 81 Gilbert Street will cause a negative impact. Stacker should be placed at the eastern end.	Applicant provided acoustic assessment since notification which confirms proposal will comply with Development Plan requirements.
Proposed entry and exit in O'Halloran Lane not acceptable to residents who use this lane. The lane is narrow with a dead end at the rear of 83 Gilbert Street. The increase in traffic will block the only vehicle access to 81 Gilbert Street. The existing entry and exit should be retained.	Traffic Engineer confirmed a separate entry and exit arrangement (compared with a combined entry/exit) will enable satisfactory access and circulation to parking spaces.
The use of the car stacker will take sufficient time and cause queuing into O'Halloran Lane.	Traffic Engineer confirmed car stacker spaces are expected to be assigned to staff. Access will be associated with staff arriving for work and leaving at the end of the day so there will be minimal turnover of the parking spaces. Considering the small number of stackers involved, delays to cars entering the stackers will be very low which will ensure that cars are not held up in the laneway.
The location of the proposed car parking entry door is likely to cause car park users to encroach on the private property of residential sites along O'Halloran Lane. Should be moved eastern end of the building instead of the western.	The turn path diagram provided in the traffic report shows that an entering car will not encroach into private property when turning in.
O'Halloran Lane is only wide enough for one car and this plan shows traffic flow in both directions. There is no mention of foot traffic which also frequents this lane.	No specific response provided.
The proposal will reduce the amount	Traffic Report indicates that adequate parking

of car parking spaces available which has already been reduced by the recent completion of the nearby student accommodation building.	will be provided.
There is currently a car park on Stafford Street that provides the ability to exit onto Stafford Street from O'Halloran Lane. This is a private car park so any traffic management needs to make an assumption this is not a viable exit point to use as the land may be built upon in the future.	No specific response provided.
What is the noise level associated with the entry and exit doors into the proposed car park?	Proposed roller doors will not make anymore noise than that emanated from any of the neighbouring house roller doors. Modern roller doors are quiet and efficient. Minimal use of these doors outside of these hours as office/shop/café would be mainly during office hours.
How will O'Halloran Lane be impacted during construction of the development? How will access for properties fronting O'Halloran Lane be maintained at all times?	Any building work will be undertaken between 10am and 4pm Monday to Friday so neighbours are not disturbed. The builder will be advised the laneway needs to be kept clear for vehicle access during construction.
There is potential for staff from the tenancies that operate at night to congregate at the rear of the building late at night for smoke breaks which is not an issue with the current tenants and associated business hours of operation.	This concern does not seem justified as it is more likely staff would spend breaks near the Gilbert Street side of the of the building rather than the car park or laneway.
The proposed garage door will negatively impact the visual amenity of 12a Stafford Street which will result in loss of value. The opening and closing of the roller door consistently and the sound from the stackers is a major concern. One entrance/exit from O'Halloran Lane or maintaining the existing crossover from Gilbert Street should occur.	See the above response regarding potential roller door noise. A Traffic Engineer has confirmed that a separate entry and exit arrangement (compared with a combined entry/exit) would enable satisfactory access and circulation to parking spaces for the car park.
Traffic will increase in the laneway, with lights and sounds from vehicles in the early morning and late at night noticeable seven days per week.	A Traffic Engineer has confirmed trip generation would be in the order of 20vpd. Given the low traffic volumes, adverse traffic impact is not envisaged.

7. REQUIRED EXTERNAL REFERRALS

7.1 No external referrals required.

8. SPECIALIST ADVICE

8.1 Traffic

The minor ramp proposed to match the level of O'Halloran Lane and the existing floor level of the car park must not extend into O'Halloran Lane.

The closure of the crossover on Gilbert Street is supported.

The increase in on-street parking through the closure of the crossover is supported. The parking controls placed on on-street parking will be determined by the on-street parking management team.

RELEVANT CITY OF ADELAIDE 2016-2020 STRATEGIC PLAN ACTIONS

Whilst an assessment against the Strategic Plan is not required, the Development Plan is informed by Council's Strategic Plan Actions as below:

SMART	GREEN
<ul style="list-style-type: none"> • Develop and promote an international City brand that showcases the smart, liveable, green and cultural advantages of Adelaide 	<ul style="list-style-type: none"> • Improve energy performance and use of renewable energy in Council and privately-owned buildings, including consideration of solar heating, solar energy generation and battery storage • Work with private property owners and the State Government to embed better environmental performance into new and existing developments • Identify opportunities for building adaptation and re-use that supports heritage aspirations while reducing carbon emissions and waste • Work with all City stakeholders to increase public and private greening with street trees, gardens, community gardens, green walls and roofs, providing incentives where appropriate
LIVEABLE	CREATIVE
<ul style="list-style-type: none"> • Encourage growth in the full range of residential property development in a mixed-use environment in a manner that respects the human scale and different character of districts in the City • Promote and protect Adelaide's built character and heritage through our operations, incentives, policies and direct investment, while working with and advocating to Federal and State governments for an increase in City buildings protected under State or Local Heritage regulations 	<ul style="list-style-type: none"> • Increase public art and cultural expression in private development by using planning levers and requirements

9. DETAILED ASSESSMENT

9.1 Summary of South Central Policy Area 32 Objectives & Principles

Subject DP Ref	Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Shops are appropriate at the ground level of buildings. • Facades articulated. 	✓
Objective O1	<ul style="list-style-type: none"> • Consistent with Desired Character. 	✓
Land Use P1	<ul style="list-style-type: none"> • Existing commercial building and non-residential development is appropriate at ground and first floor. 	✓

9.2 Summary of City Living Zone Objectives & Principles

Subject DP Ref	Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> Proposed shop, café and office uses compatible with residential amenity. 	✓
Objective O3	<ul style="list-style-type: none"> Non-residential activities proposed to support city living and amenity with minimal impact on the environmental quality of living conditions. 	✓
Land Use P3	<ul style="list-style-type: none"> Non-residential development proposed on land already lawfully used for non-residential purposes. 	✓
Form and Character P10	<ul style="list-style-type: none"> Finished ground level shall be conditioned to be at grade with the footpath. 	✓
Car Parking P11	<ul style="list-style-type: none"> An existing vehicle entry from Gilbert Street will be closed and access will be from O'Halloran Lane only (minor street). 	✓

9.3 Summary of Council Wide Objectives & Principles

Subject DP Ref	Assessment	Achieved ✓ Not Achieved ✗
ENVIRONMENTAL		
Crime Prevention through Urban Design O24 P82 & 85	<ul style="list-style-type: none"> Passive surveillance increased improvements to the Gilbert Street and O'Halloran Lane facades. 	✓
Noise O26 Noise Sources P92 & 93	<ul style="list-style-type: none"> Refer Section 9.4. 	✓
Waste Management O28 P101-103	<ul style="list-style-type: none"> Areas dedicated for bin storage are proposed at ground level. 	✓
Energy Efficiency O30 P106-109	<ul style="list-style-type: none"> Some of the shading is proposed to be retained for north facing windows. 	✓

Composition & Proportion P180-181	<ul style="list-style-type: none"> Floor to ceiling height glazing for the ground level frontage to Gilbert Street. 	✓
Articulation & Modelling P182	<ul style="list-style-type: none"> Greater articulation with increased glazing to the Gilbert Street and a varied façade treatments proposed. 	✓
Materials, Colours & Finishes P187-190	<ul style="list-style-type: none"> Materials, colours and finishes will be similar and sympathetic to neighbouring development. 	✓
Active Street Frontages O50 & 51 P196-198	<ul style="list-style-type: none"> Refer Section 9.4. 	✓
Access & Movement O60 P224-225	<ul style="list-style-type: none"> Traffic Report confirms adverse traffic impacts not expected. Existing vehicle access to Gilbert Street removed. 	✓
Pedestrian Access O61 P230	<ul style="list-style-type: none"> Vehicle access to Gilbert Street removed to reduce conflict with motor vehicles. 	✓
Bicycle Access O64 & 65 P234-238	<ul style="list-style-type: none"> Refer Section 9.4. 	✓
Traffic and Vehicle Access O70 P241-250	<ul style="list-style-type: none"> Refer Section 9.4. 	✓
Car Parking O71-72 P251-265	<ul style="list-style-type: none"> Refer Section 9.4. 	✗

9.4 **Detailed Discussion**

Land Use

Non-residential activities that support city living and amenity with minimal impact on the environmental quality or amenity of living conditions are envisaged in the City Living Zone. Non-residential land uses should be limited to land lawfully used for non-residential purposes and should comprise land uses more in conformity with the intended residential amenity.

This application proposes to change the use from office and warehouse to shops and a café/shop. The Desired Character for the Policy Area refers to a shop as being an appropriate use at the ground level of buildings. Whilst the *Development Regulations 2008* (SA) define a restaurant as 'shop', the Adelaide (City) Development Plan has been structured so that shops, restaurants and cafes are distinct land uses. Therefore, for the purposes of this assessment, a café is not defined as a 'shop'.

Whilst a café is not directly referred to, it is expected to provide a '*valued local service*' which is also referred to in the Desired Character. The café/shop is expected to operate between 7am and 10pm Monday to Friday and 9am to 10pm Saturdays and Sundays. The shops are expected to operate between 8am and 7pm Monday to Saturday. These uses and the proposed operating hours are expected to maintain residential amenity in the area.

Built Form and Design

The Desired Character for the Policy Area envisages articulated facades with finer details that contribute positively to the public realm. At street level, visual interest and activity should be enhanced through considered design approaches, including buildings that contribute to activating the street, by the careful treatment of driveways and access areas and by avoiding blank walls at street level.

The proposal will improve the ground level frontage to Gilbert Street by removing an existing garage roller door and associated vehicle access and incorporating floor to ceiling height glazing and doors for the new shop and café tenancies. This will contribute positively to the public realm, activate this façade and enliven the building edge in accordance with Council Wide Objectives 50 and 51 and PDCs 196, 197 and 198.

Noise

Representors have raised concern regarding potential noise impacts associated with the proposed car stackers, use of the car park and roller doors. Subsequently, the applicant was requested to provide an acoustic assessment to address these concerns.

The acoustic assessment is based on a worst-case scenario of the roller doors for the car park being open. The assessment concluded noise from the car stackers and typical car park activities are predicated to comply with the limits outlined in Council Wide PDCs 93 and 94(b).

This assessment has been peer reviewed by an acoustic engineer and the following has been recommended:

The acoustic assessment indicates the relevant PDCs will be achieved. It is recommended conditions be attached to any approval to ensure the criteria are achieved as follows:

- *Noise from the car stacker shall not exceed 50 dB(A) during daytime (7.00am to 10.00pm) or 40 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007.*
- *Noise from vehicles on the subject site at night (10.00pm to 7.00am) shall not exceed Leq 45 dB(A) or Lmax 60 dB(A) when measured at a location equivalent to a bedroom window of a residence existing at the date of this approval.*

The abovementioned condition is included in Section 10 of this report.

Access

The applicant has provided a Traffic and Parking Assessment for the proposal.

Zone PDC 11 stipulates the following:

'Access to parking and service areas should be located so as to minimise the interruption to built form on street frontages and to minimise conflict with pedestrians. Access, where possible, should be from minor streets, or side or rear lanes provided road width is suitable and the traffic generation does not unreasonably impact residential amenity.'

The access to the building from Gilbert Street is proposed to be relocated to O'Halloran Lane. This satisfies the first part of the abovementioned provision.

There is expected to be an increase in vehicle movement along O'Halloran Lane associated with access to the rear of the building. The Traffic and Parking Assessment anticipates the 17 space car park will primarily be used by staff and traffic generation will be approximately 20 vehicles per day. Considering the use by staff and the expected relatively low number of vehicles per day, the proposal is not expected to unreasonably impact on residential amenity.

Parking

There are currently 13 car parking spaces located in the existing building. A total of 17 car parking spaces are proposed. The Traffic and Parking Assessment report refers to the following:

'We note existing authorised land uses include 858m² of office use and 60m² of storage use. The theoretical parking requirement, using Table Adel/7 would be 28 spaces (rounded up), assuming a parking rate of 3 spaces per 100m² for all of the uses.'

Based on the proposed mixed use development and using the parking rates of 5 spaces per 100m² for shops, 3 spaces per 100m² for offices and 1 space per 3 seats for café, the overall parking required would be 43 spaces (rounded up).

Existing authorised land uses for the subject site have a theoretical parking requirement of 28 spaces. These uses have peak parking demands that occur at the same time.

The proposed uses would have different peak parking demands, which would allow for shared parking to occur, thereby assisting in reducing the parking demands overall.

With the increase in parking provided on-site to 17 spaces and the increase in 2 on-street spaces in Gilbert Street, we are of the opinion parking conditions would be improved, compared to the current situation.

Floor areas have been calculated which differ from those included in the Traffic and Parking Assessment. These areas and the associated car parking required are shown in Table 9.4.1.

Table 9.4.1 – Minimum Car Parking Required		
Use	Area/Seats	Requirement
Office	380m ²	3 spaces per 100m ² = 11.4 spaces
Shops	580m ²	5 spaces per 100m ² = 29 spaces
Cafe	45 seats	1 space for every 3 seats = 15 spaces
Overall Total:		55.4 (56) spaces

The Traffic and Parking Assessment refers to a requirement of 43 spaces as opposed to the 56 spaces in Table 9.4.1. It also refers to the existing use requiring 28 spaces based on a floor area of 918m².

Council Administration calculated an existing floor area (excluding car parking) of 1,290m² which requires 39 car parking spaces. The existing building contains 13 car parking spaces so there is an existing shortfall of 26 spaces.

The proposed development requires 56 car parking spaces. A total of 17 spaces will be provided and consequently there will be a shortfall of 39 spaces (13 space shortfall increase).

The Traffic and Parking Assessment determined the proposal is mixed use and therefore shared parking will occur. Furthermore, different peak times are expected to result in a reduced parking demand overall and adequate parking is therefore expected to be provided.

Whilst the required car parking numbers differ between those referred to in the Traffic and Parking Assessment and those calculated by Council Administration, the 13 space additional shortfall is acceptable as the site is located:

- In a portion of the City Living Zone and South Central Policy Area 32 that has a mixed commercial and residential character where car parking demand and expectations differ from low scale residential areas which predominate throughout the remainder of the Zone and Policy Area.
- Only 90 metres west of the Capital City Zone where no minimum car parking is required
- Within 220 metres west of King William Street where frequent public transport is provided. Council Wide PDC 253 allows for car parking rates lower than the minimum requirements in Table Adel/7 when there is readily accessible frequent public transport
- In a building where mixed uses and shared car parking will occur. Shared car parking justifies lower parking rates according to Council Wide PDC 253.

A total of 9 bicycle spaces are proposed at ground level which exceeds the 8 space requirement outlined in Table 9.4.2 below:

Table 9.4.2 – Minimum Bicycle Parking Required		
Type of Development	Employees	Customers, Visitors, Shoppers
Office	1 per 200m ² GLA = 1.9 spaces	2, plus 1 per 1,000m ² GLA = 2 spaces
Shops	1 per 300m ² GLA = 1.9 spaces	1 per 600m ² GLA = 0.9 space
Cafe	1 per 20 employees = 0.4 space	1 per 50 seats = 0.9 space
Total	4.2 spaces	3.8 spaces
Overall Total:	8 spaces	

9.5 Conclusion

This application proposes a change of use from office and warehouse to office, shops and cafe including associated internal and external alterations and a car stacker system within the existing building.

The majority of the relevant Development Plan provisions are satisfied by the proposal and it is considered acceptable as:

- Non-residential land uses are proposed in a building that is already used for non-residential purposes which is acceptable in the City Living Zone and South Central Policy Area 32
- The proposal is in keeping with the mix of uses in the locality
- The façade alterations will result in activation of Gilbert Street and an overall improvement in the appearance of the building
- Noise impacts are expected to satisfy Council Wide PDCs 93 and 94(b)
- A shortfall in car parking will be acceptable as the site is located in proximity to the Capital City Zone where no minimum car parking is required, King William Street where frequent public transport is available and in a building where mixed uses and shared car parking will occur.

The proposal is not considered to be seriously at variance with the provisions of the Development Plan. It has been determined that, on balance, the proposal warrants Development Plan Consent.

10. **RECOMMENDATION**

That the development, the subject of the application from Anthony Donato Architects to change the use from office and warehouse to office, shops and cafe including associated internal and external alterations and a car stacker system within building at 69-79 Gilbert Street, Adelaide SA 5000 as shown on plans designated DA/453/2019:

1. Is not seriously at variance with the provisions of the Development Plan and
2. Be GRANTED Development Plan Consent, subject to the following conditions and advices:

Conditions

1. **The Development shall be undertaken in accordance with the plans, drawings, specifications and other documents submitted to the Council that are relevant to the consent as listed below:**

Plans prepared by Anthony Donato Architects as follows:

- **Streetscape & Site Plan, DWG No. DD01, dated June 2019**
- **Demolition Plan, DWG No. DD02, dated June 2019**
- **Proposed Ground Floor Plan, DWG No. DD03 Rev A, dated 25 September 2019**
- **Proposed Upper Floor Plan & Section, DWG No. DD04, dated June 2019**
- **North & East Elevations, DWG No. DD05, dated June 2019**
- **South & West Elevations, DWG No. DD06, dated June 2019**

to the reasonable satisfaction of the Council except where varied by conditions below (if any).

***Reason:** To ensure that the Development is undertaken in accordance with the plans and details submitted.*

2. **External materials, surface finishes and colours of the Development shall be consistent with the description and sample hereby granted consent and shall be to the reasonable satisfaction of the Council.**

***Reason:** To ensure a high standard of materials and finishes used in the finished presentation of the Development.*

3. **The hours of operation for the café/shop on the Land shall be limited to 7am and 10pm Monday to Friday and 9am to 10pm Saturday and Sunday. The hours of operation for the shops on the Land shall be limited to 8am to 7pm Monday to Saturday.**

***Reason:** To ensure the Development does not unduly diminish the enjoyment of other land in the vicinity of the Development.*

4. **Noise from the car stacker shall not exceed 50 dB(A) during daytime (7.00am to 10.00pm) or 40 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007.**

Noise from vehicles on the subject site at night (10.00pm to 7.00am) shall not exceed Leq 45 dB(A) or Lmax 60 dB(A) when measured at a location equivalent to a bedroom window of a residence existing at the date of this approval.

Reason: To ensure the acoustic amenity of the locality is not unduly affected by air-conditioning noise.

5. **The existing footpath level shall not be modified to suit the floor level of the entry point to the development, unless otherwise agreed to by the Council in writing. The finished floor level of the car park entry and exit points on the Land shall match the adjacent O'Halloran Lane level unless otherwise agreed to by the Council in writing.**

Reason: To ensure public footpaths and roads remain level and as such pedestrian and vehicle safety and amenity is not compromised.

Advices

1. **External Signs**

This consent does not include signage for which a separate application must be submitted.

2. **Building Consent for Approval**

Development Approval will not be granted until Building Rules Consent has been obtained. A separate application must be submitted for such consent. No building work or change of classification is permitted until the Development Approval has been obtained.

3. **Expiration Time of Approval**

Pursuant to the provisions of Regulation 48 under the Development Act 1993, this consent / approval will lapse at the expiration of 12 months from the operative date of the consent / approval unless the relevant development has been lawfully commenced by substantial work on the site of the development within 12 months, in which case the approval will lapse within 3 years from the operative date of the approval subject to the proviso that if the development has been substantially or fully completed within those 3 years, the approval will not lapse.

4. **Crossing Made Obsolete**

The Gilbert Street vehicle crossing place made redundant as a result of this development will be closed by Council and the applicant will be charged directly for the work. A quotation for the work will be provided by Council to the applicant prior to the work being undertaken.

5. City Works Permit

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 lodged via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

Item No. 3.1 – Attachments 1 – 38 (69-79 Gilbert Street, Adelaide SA 5000)

Pages 33 to 70

ATTACHMENTS

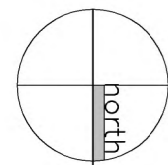
Plans and Supporting Information

- Proposal Plans 1 - 7
- Traffic Assessment 8 - 13
- Acoustic Assessment 14 - 15
- Certificate of Title 16 - 17

Comments from Public Notification 18 - 28

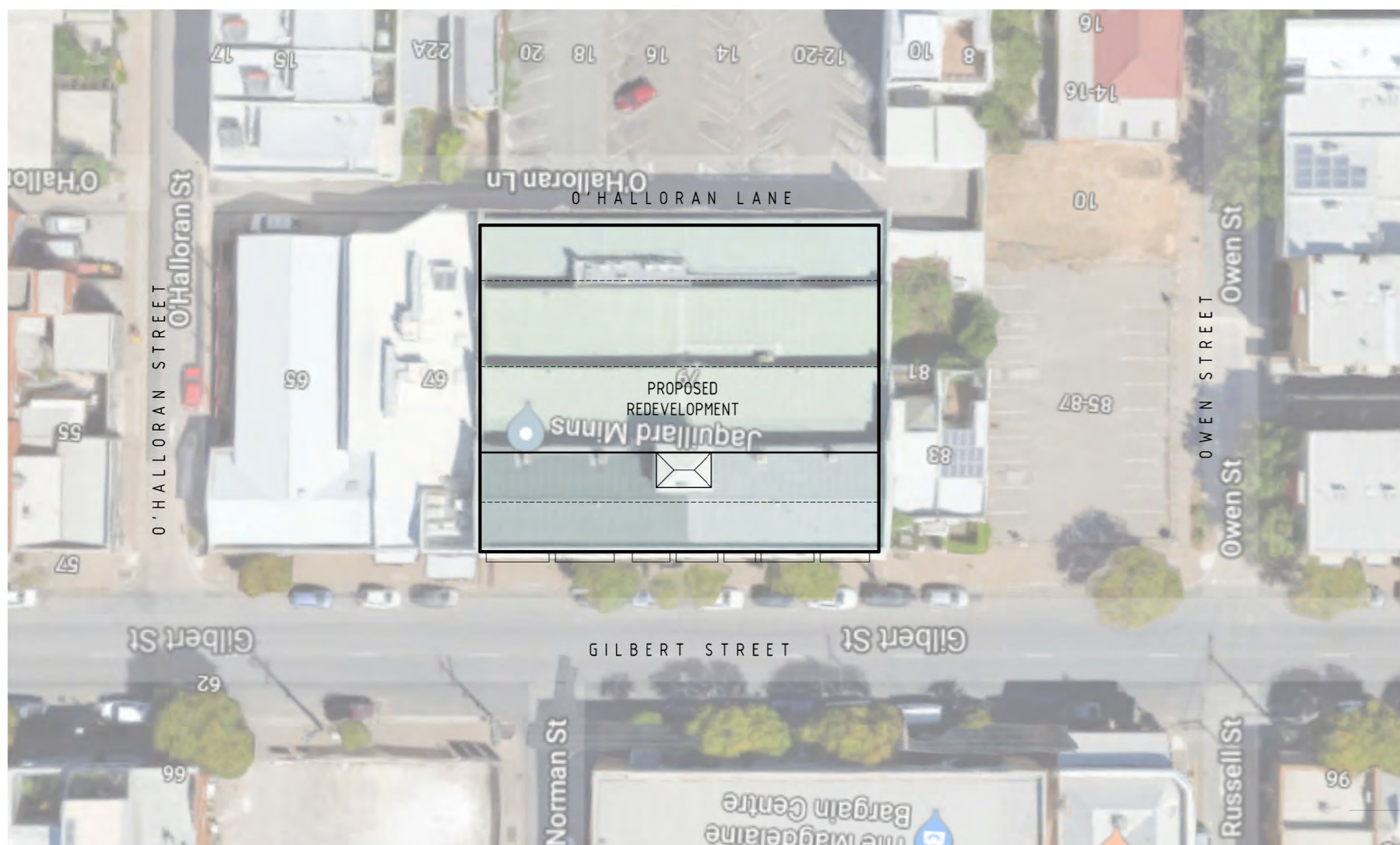
Applicant Response to Representations 29 - 38

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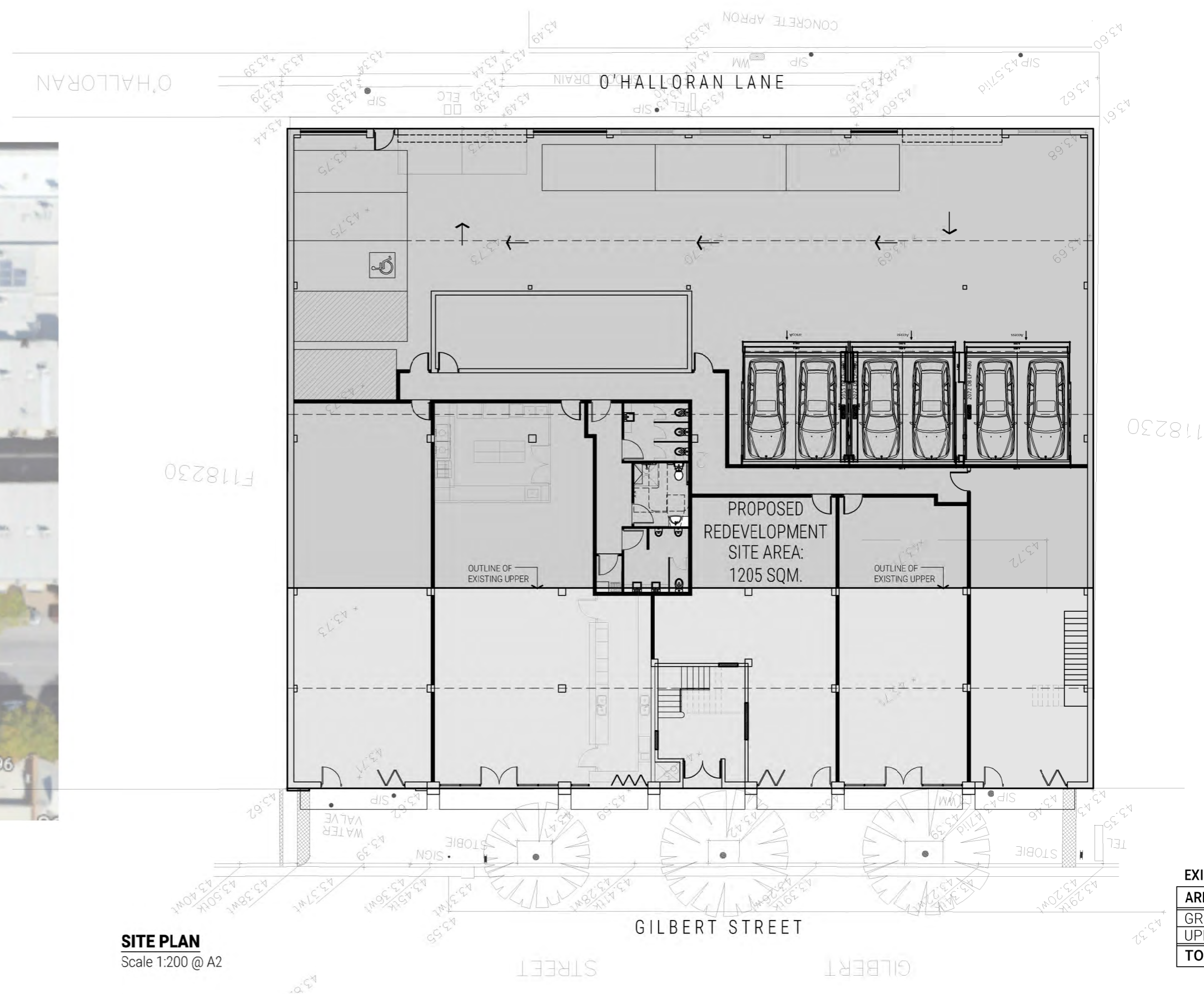
GILBERT STREET STREETScape

Scale 1:150 @ A2



LOCATION PLAN

Scale 1:500 @ A2



SITE PLAN

Scale 1:200 @ A2

EXISTING BUILDING	
AREA	m ²
GROUND	1204.57
UPPER	365.69
TOTAL	1570.26

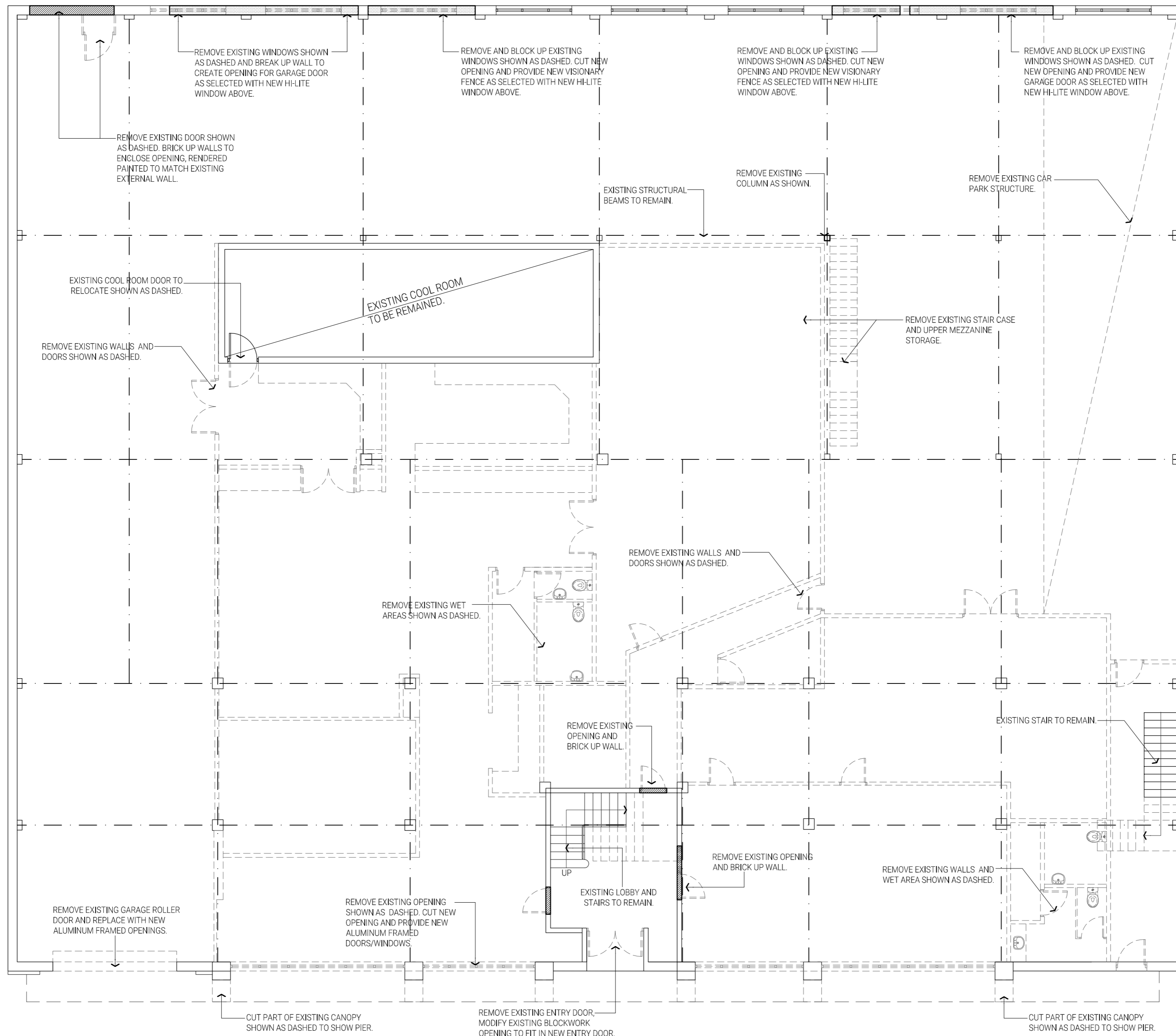
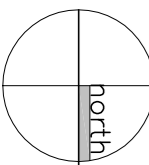
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JOB NO.	SCALE	DRAWN	DATE	PAGE	SHEET NO.	REVISION
4516-19	1:500	PC	JUN '19	A2	DD01	-

O'HALLORAN LANE



DEMOLITION PLAN
Scale 1:100 @ A3

GILBERT STREET

FOR APPROVAL

PROPOSED WAREHOUSE RE-DEVELOPMENT

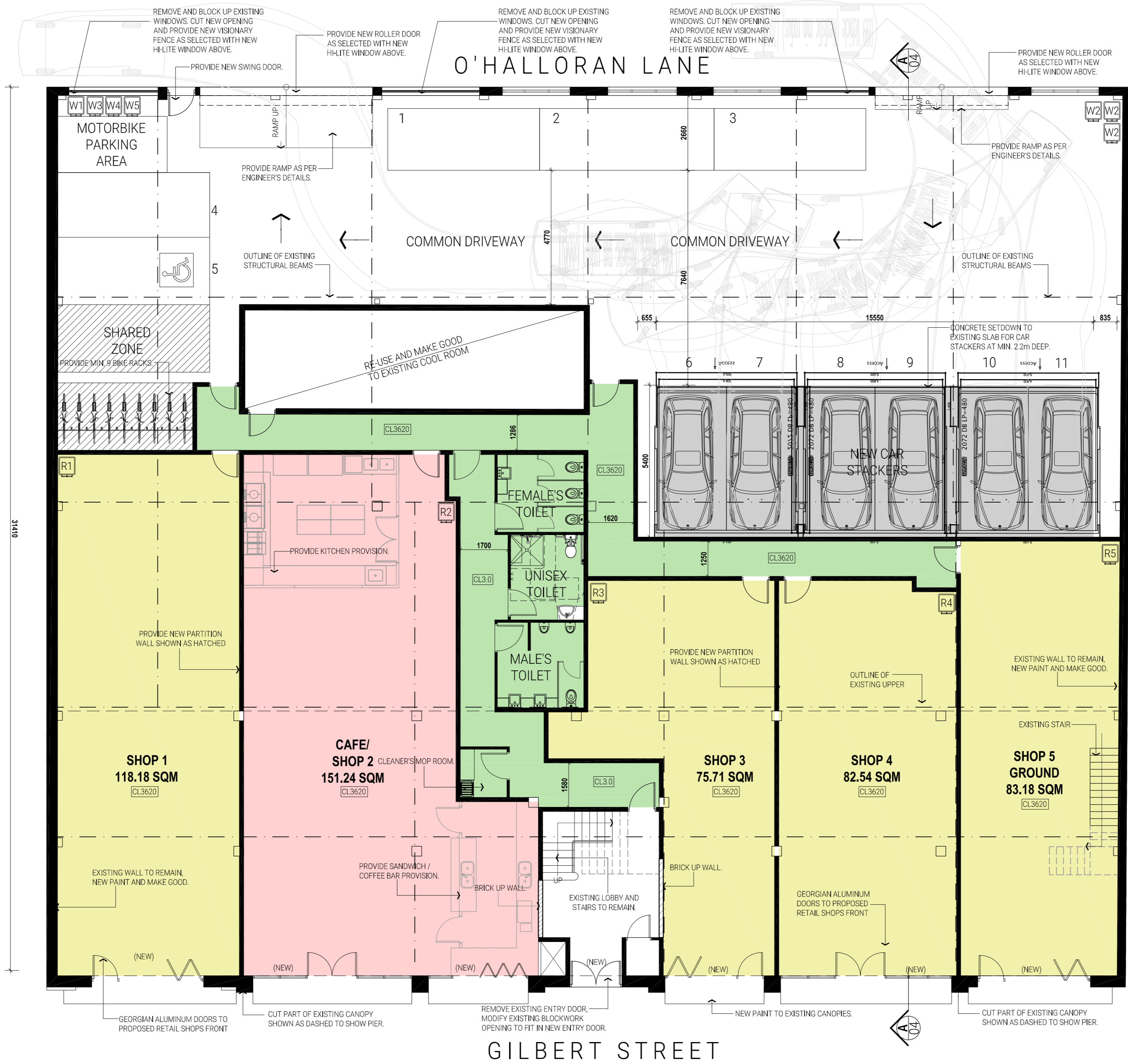
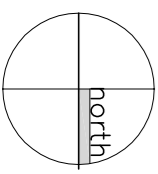
AT: 69-79 GILBERT STREET ADELAIDE

City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019
For: WING SHUN HOLDINGS

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4516-19	1:200	PC	JUN '19	A2	DD02	-



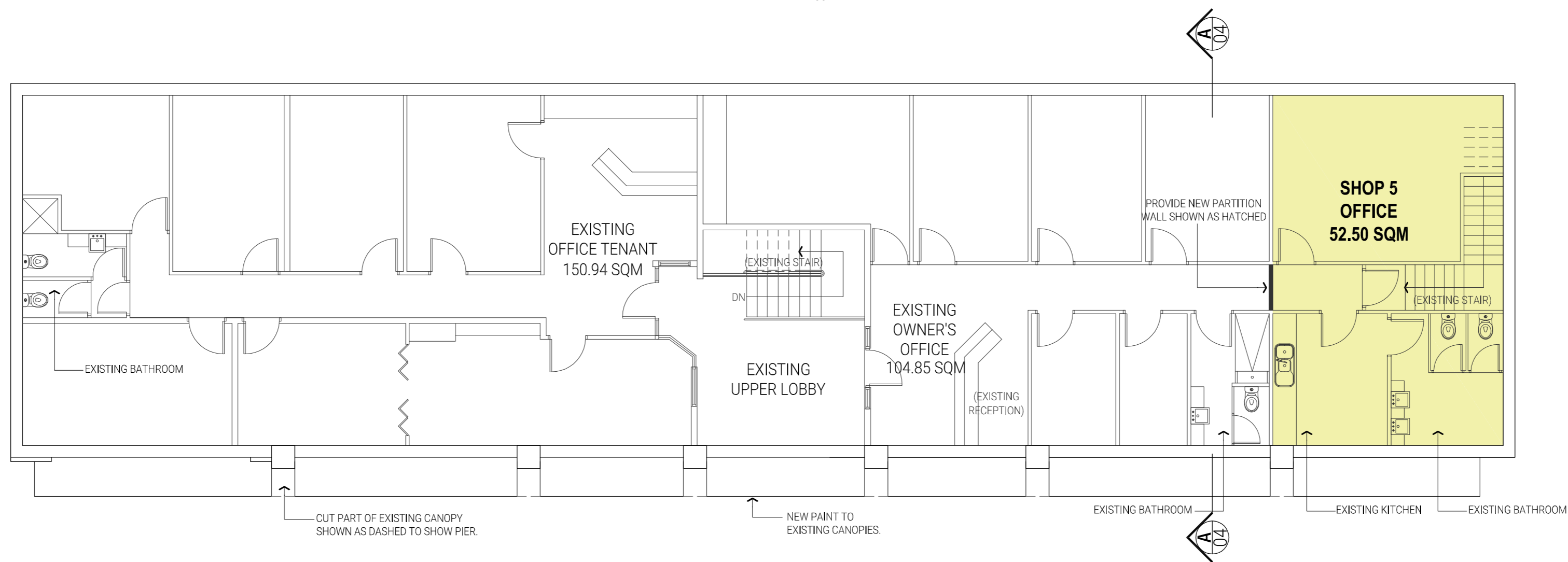
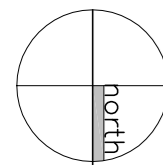
- LEGEND**
- R1 recycle sulo bin. number indicates shop lot number.
 - W1 waste sulo bin. number indicates shop lot number.

PROPOSED GROUND FLOOR PLAN
Scale 1:100 @ A2

CITY OF ADELAIDE
ADDITIONAL DOCUMENTS RECEIVED
DA/453/2019
25/09/2019

REVISIONS
A Waste bin shown 19.09.25

FOR APPROVAL



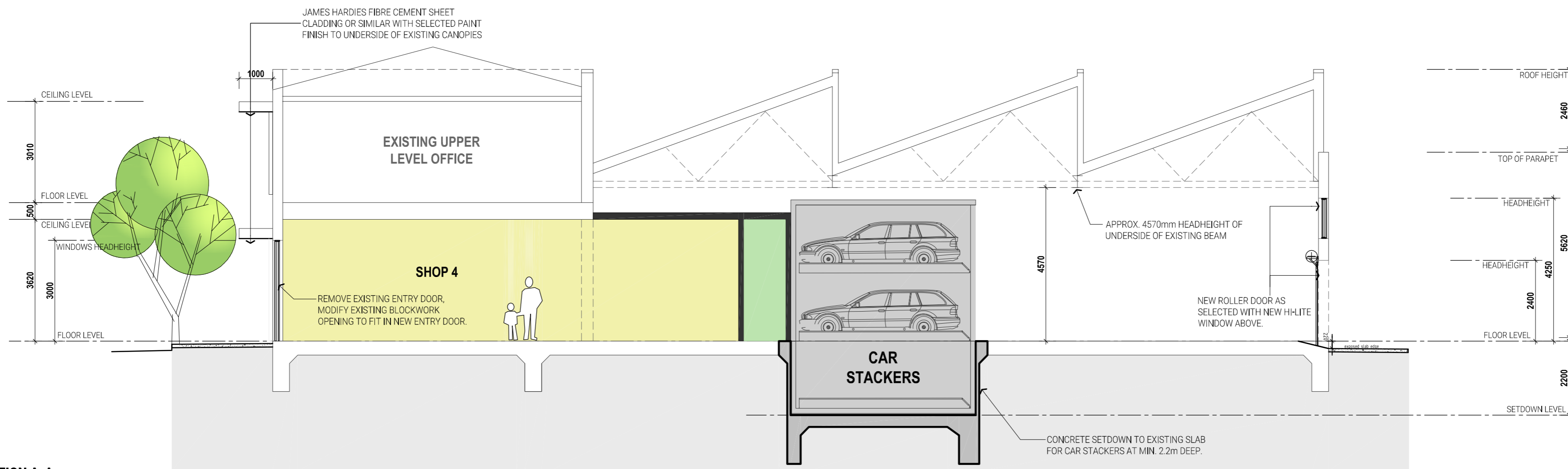
PROPOSED UPPER FLOOR PLAN

Scale 1:100 @ A3

NOTE: EXISTING UPPER LEVEL TO REMAIN AS IS.

NOTE: REPAINT TO ALL WALLS AND CEILINGS TO UPPER FLOOR THROUGHOUT ; REPLACE CARPET TO BOTH TENANT'S AREA AND OWNER'S OFFICE AREA; NO STRUCTURAL REMOVAL TO WET AREAS UNLESS INDICATED, REFURBISH TO WET AREAS.

NOTE: CHECK ALL ROOF SHEETING TO AVOID WET LEAKAGE; REPLACE MOISTURE RESISTANT ROOF LINING WHERE IS REQUIRED.



SECTION A-A

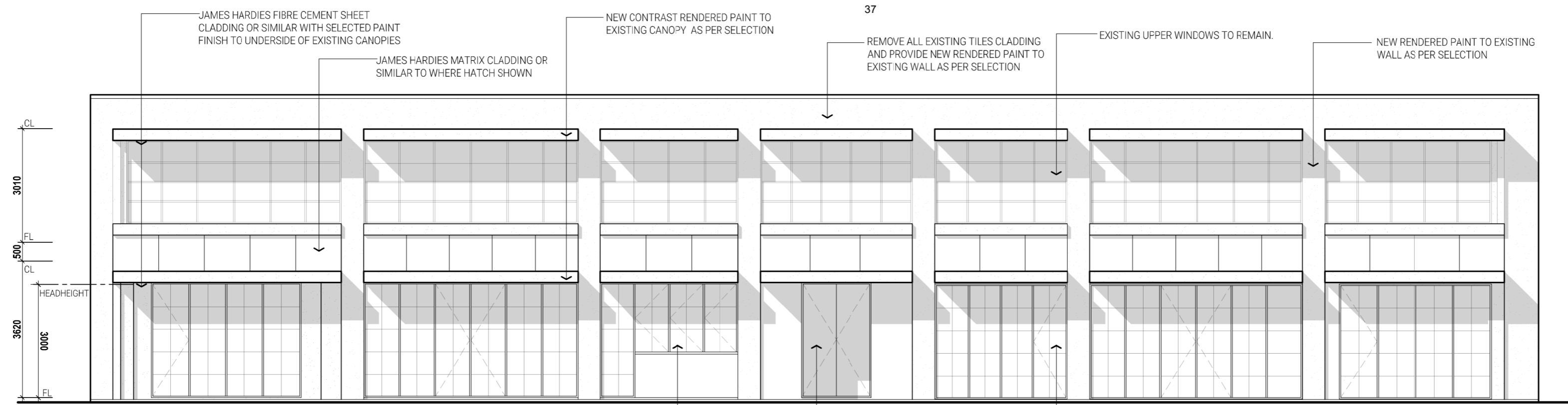
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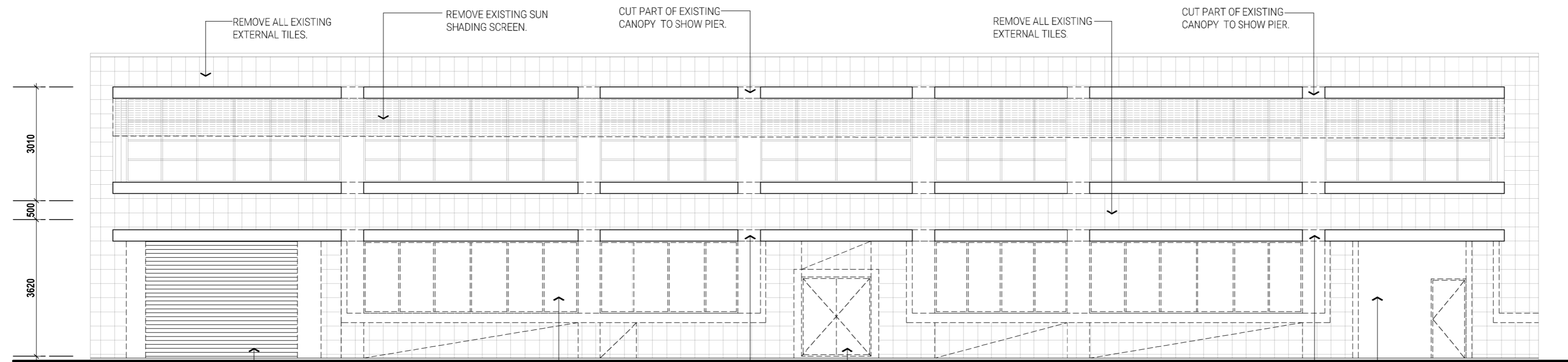
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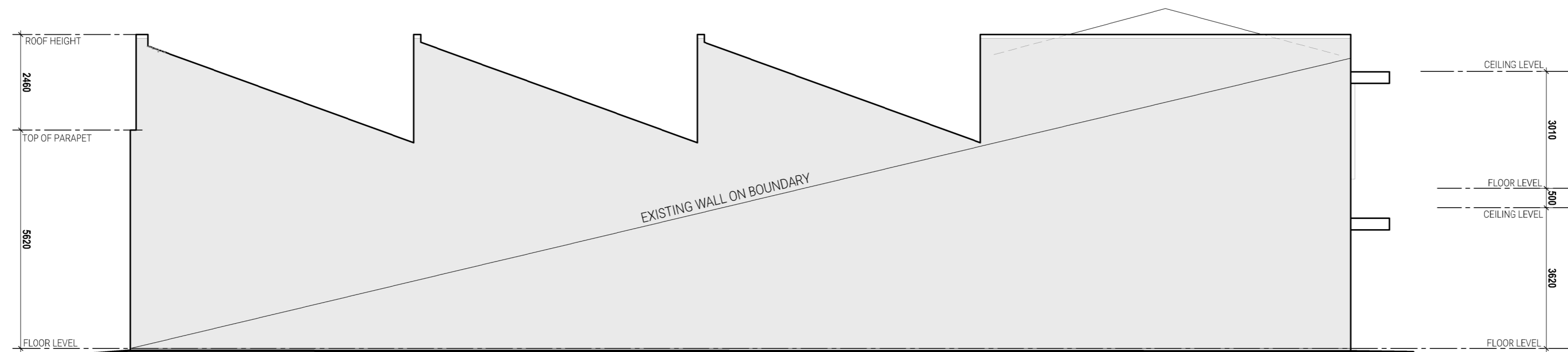
JOB NO.	SCALE	DRAWN	DATE	PAGE	SHEET NO.	REVISION
4516-19	1:100	PC	JUN '19	A2	DD04	-



FRONT ELEVATION (GILBERT STREET)
Scale 1:100 @ A3



EXISTING FRONT ELEVATION
Scale 1:100 @ A3



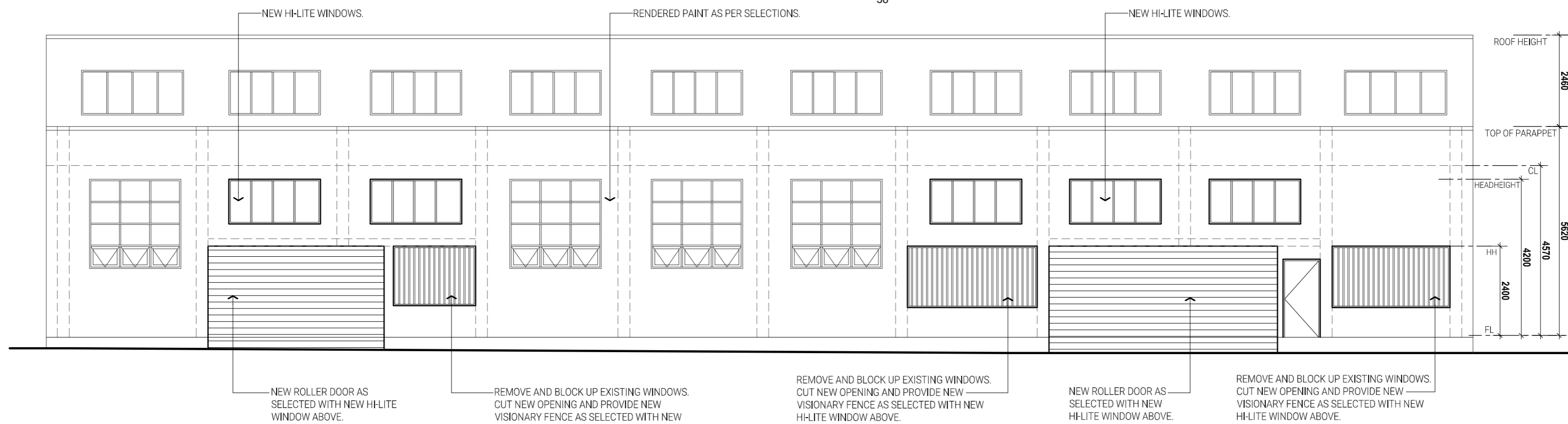
PROPOSED EAST ELEVATION
Scale 1:100 @ A3

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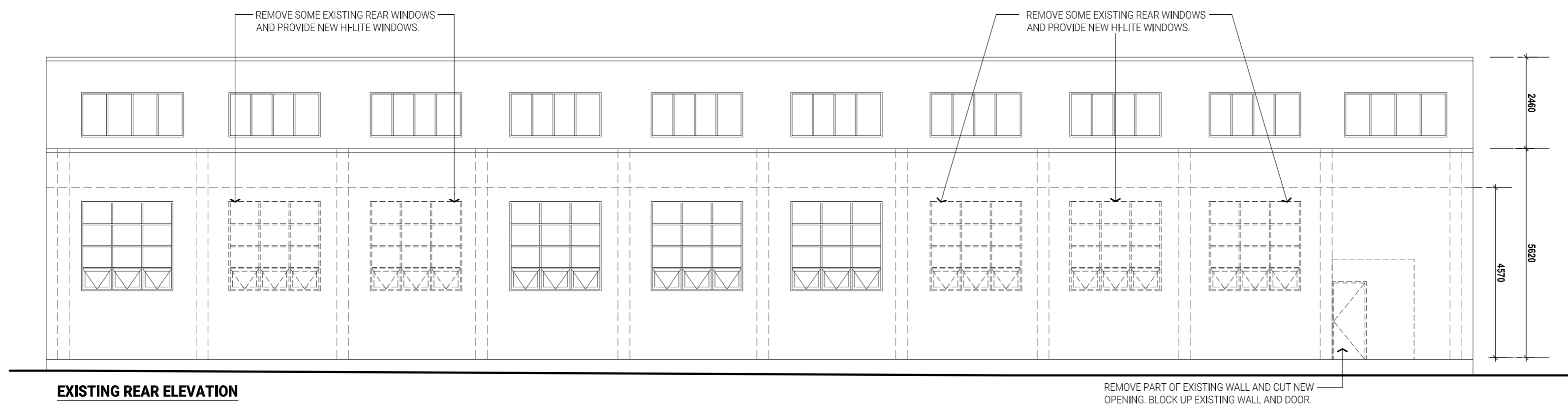
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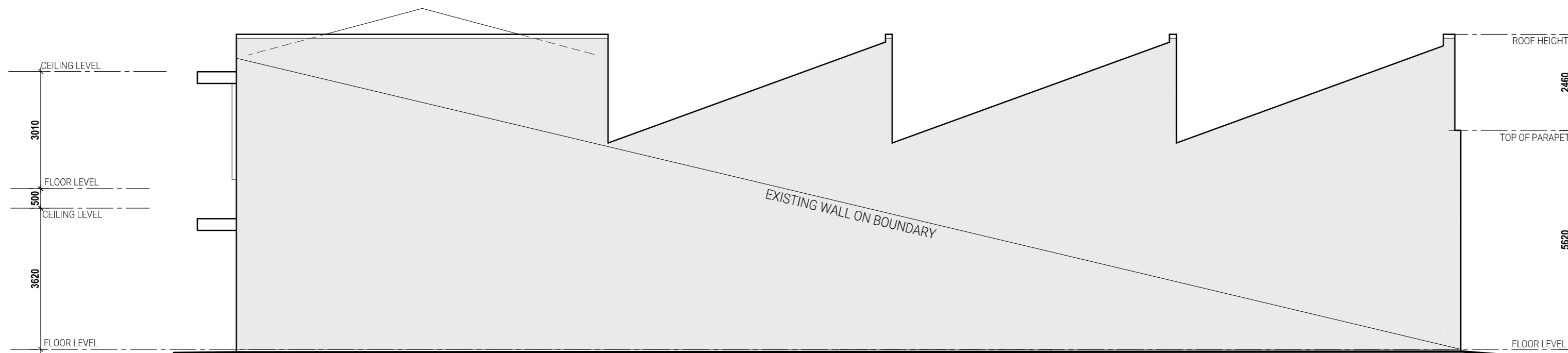
REAR ELEVATION (O' HALLORAN LANE)

Scale 1:100 @ A3



EXISTING REAR ELEVATION

Scale 1:100 @ A3



PROPOSED WEST ELEVATION

Scale 1:100 @ A3

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4516-19	1:100	PC	JUN '19	A2	DD06	-

From: Anthony Donato <anthony@adarchitects.com.au>
Sent: Friday, 11 October 2019 10:44 AM
To: Seb Grose
Subject: RE: DA/453/2019 - 69-79 Gilbert Street, Adelaide

Hi Seb

Confirming café hours – 7am – 10pm Mon – Fri; 9am-10pm Sat & Sunday
Shop hours – normal trading hours – 8am-7pm Mon-Saturday

Kind regards,

Anthony Donato

Director (RAIA)

ANTHONY DONATO ARCHITECTS



Suite 5/59 Fullarton Road | Kent Town SA 5067

t. 08 8364 6888 | f. 08 8364 5355 | www.adarchitects.com.au

**CITY OF ADELAIDE
ADDITIONAL DOCUMENTS RECEIVED**

DA/453/2019

11/10/2019

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

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

26 June 2019

Mr Anthony Donato
Anthony Donato Architects
Suite 5/59 Fullarton Road
KENT TOWN SA 5087

Dear Mr Donato,

69-79 GILBERT STREET ADELAIDE CHANGE OF USE FROM OFFICE/WAREHOUSE TO RETAIL, CAFÉ AND OFFICE TRAFFIC AND PARKING ASSESSMENT

As requested, we have reviewed the proposal for a change of use from an existing office warehouse land use to a mixed land use (retail, café and office). In undertaking this assessment, we have inspected the subject site and have had regard to the plan set "Proposed Warehouse RE-Development" (Job No. 4516-19 Revision A).

1.0 SUBJECT SITE

The subject site is located within the City Living Zone (Policy Area 32 – South Central Policy Area) of the City of Adelaide Development Plan. The subject site has frontages to both Gilbert Street and O'Halloran Lane. There is an existing single width driveway access in Gilbert Street to the car parking spaces inside the building.

Gilbert Street has a single lane in both directions, with marked parking bays with varying time limits.

O'Halloran Lane runs along the rear boundary of the subject site. The laneway measures approximately 3.0m wide. We note that this laneway provides access to a number of properties, including townhouses and an open car park. O'Halloran Lane is a dead end road at the western end. At the eastern end, it joins with O'Halloran Street at a T-junction. O'Halloran Street has a one-way traffic flow in the southbound direction, from Gilbert Street to South Terrace.

We understand that the current authorised land uses on the subject site are as follows:

- Office (ground floor) approximately 550m²
- Storage/warehouse (ground floor) approximately 60m²
- Office (first floor) approximately 308m²

From our site inspection, we note that the existing car parking inside the building is able to accommodate 13 parking spaces. Some areas along the internal driveway are being used for storage purposes. We understand that the existing car park is 'shared' between all tenancies.

2.0 PROPOSAL

The proposal seeks a change of use that would result in a mix of land uses on the subject site and where shared parking would occur based on the various land uses having different peak parking times. For example, shops are generally expected to trade at the busiest on Saturdays while the office land use would be closed. Cafes would also generally trade at 50% occupancy during lunchtime periods and full occupancy in the evening, when the offices are closed and the shops are trading at low occupancies or are closed.

The proposed mix of land uses are as follows:

- Shops approximately 370m²
- Café (tenancy 2) approximately 160m² (say 45 seats).
- Office approximately 308m²

The existing car parking arrangement would be modified to remove the crossover in Gilbert Street and to enable access to the internal parking area to be from O'Halloran Place. A number of the parking spaces would be car stackers.

Currently, from our site inspection, we note that up to 13 parking spaces would be possible within the building, based on a parking layout that would reasonably comply with the parking standards. The modified car park would accommodate 17 parking spaces, ie an increase of 4 spaces. A disabled parking space would also be provided.

3.0 PARKING ASSESSMENT

In undertaking the parking assessment, we have had regard to existing use rights. This is not an uncommon approach when there is a change of use proposed for an existing building.

We note that the existing authorised land uses include 858m² of office use and 60m² of storage use. The theoretical parking requirement, using Table Adel/7 would be 28 spaces (rounded up), assuming a parking rate of 3 spaces per 100m² for all of the land uses.

Based on the proposed mixed use development and using the parking rates of 5 spaces per 100m² for shops, 3 spaces per 100m² for offices and 1 space per 3 seats for café, the overall parking required would be 43 spaces (rounded up).

However, because the proposed land uses would have different peak parking times, there is opportunity for shared parking to occur, which would reduce the overall parking requirement.

It is commonly accepted that for mixed use developments, the likely peak parking demands are assessed against different time periods. We summarised these calculations as follows:

Weekday lunchtime periods

Shops (assume trading at 85% of peak Saturday)	15.8 spaces
Offices (assume trading at peak)	9.2 spaces
Café 45 seats (assume trading at 50%)	7.5 spaces
TOTAL	33 spaces (rounded up)

Weekday evening periods

Shops (assume trading at 15% of peak Saturday)	2.8 spaces
Offices (closed)	Nil
Café 45 seats (assume trading at peak)	15 spaces
TOTAL	18 spaces (rounded up)

Weekend evening periods

Shops (closed)	Nil
Offices (closed)	Nil
Café 45 seats (assume trading at peak)	15 spaces
TOTAL	15 spaces

The existing authorised land uses for the subject site has a theoretical parking requirement of 28 spaces. These existing land uses have peak parking demands that occur at the same time, ie there is no shared parking opportunity between the different tenancies on the site.

The proposed land uses would have different peak parking demands, which would allow shared parking to occur, thereby assisting in reducing the parking demands overall.

The parking situation for the subject site would worsen by 5 spaces during the weekday lunchtime period, ie from 28 spaces (existing) to 33 spaces (new). Given that the proposed development would increase the parking provision on-site by 4 spaces, there would be a shortfall of only 1 space.

We note that the closure to the Gilbert Street crossover would potentially increase the on-street public parking by 2 spaces.

With the increase of parking provided on site to 17 spaces and the increase in 2 on-street spaces in Gilbert Street, we are of the opinion that the parking conditions would be improved, compared to the current situation.

Having regard to existing use rights, we are of the opinion that adequate parking would be provided for the development.

For the other two time periods, ie weekday evening periods and weekend evening periods, the parking requirement could be fully satisfied by the parking provision on-site and the gain of 2 on-street spaces in Gilbert Street.

4.0 BICYCLE PARKING

The relevant bicycle parking requirements (Table Adel/6) for the proposed land uses in the zone are as follows:

Type of Development	Bicycle parking space standard for employees and/or residents	Bicycle parking space standard for customers, visitors and/or shoppers
Café/Restaurant	1 per 20 employees	1 per 50 seats
Offices/Ancillary Retail Services	1 per 200m ² of GLA	2, plus 1 per 1000m ² of GLA
Retail	1 per 300m ² of GLA	1 per 600m ² of GLA

The bicycle parking requirement for the subject site is estimated at 9 bicycle parks. There would be opportunity to provide some bicycle rails adjacent to the front entrance, rear car park (adjacent to entrance door) as well as adjacent to the disabled space shared zone.

5.0 PARKING LAYOUT

The proposed upgrade to the existing car park would comply with the parking standard (AS/NZS 2890.1-2004 and AS/NZS 2890.6-2009).

Due to site constraints, a separate entry and exit arrangement is proposed from the laneway.

Twelve (12) parking spaces are proposed in the form of car stackers. We understand that the current clearance height of the building would allow the car stackers to be installed.

At the exit point, a traffic mirror is recommended to be used to assist exiting drivers to view traffic approaching from the western end of the laneway where the garages for the dwellings are located.

The turn path diagrams below show that satisfactory access would be provided to and from the laneway and to the parking spaces inside the building. *Note: Larger turn path diagram included in Appendix 1.*

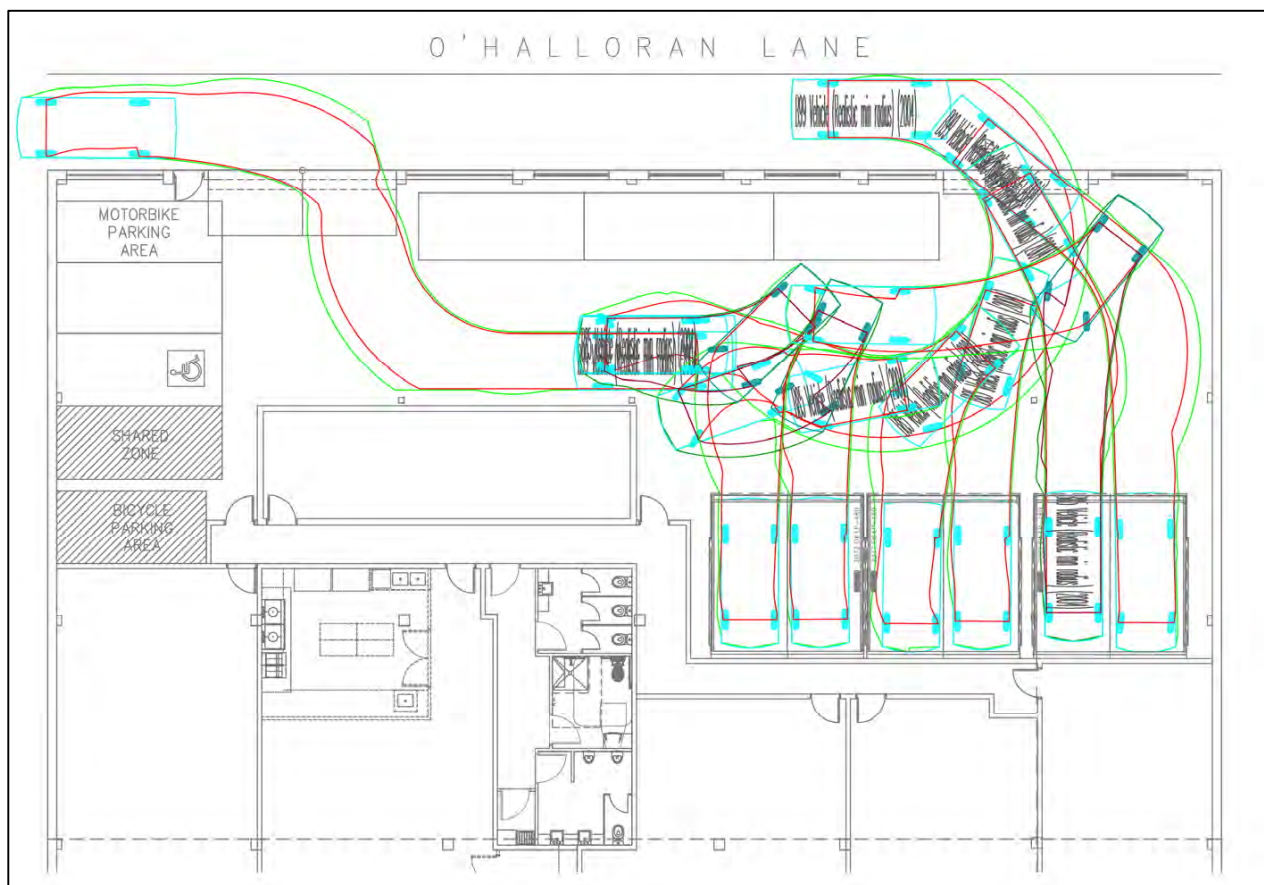


Figure 1: Vehicle turn path diagrams showing access to car park stacker system.

We note that there is a slightly difference in level between the building and the laneway. Consequently a minor ramp would be required to match in the level between O'Halloran Lane and the existing floor level of the car parking area. A maximum grade of 1 in 8 is specified for both entry and exit ramps which would comply with the parking standard.

6.0 TRAFFIC IMPACT

We note that O'Halloran Lane already provides vehicle access to many properties. The proposed car park would be relatively small comprising of 17 spaces. They would predominantly be allocated as tenant of staff parking (the car stacker spaces would be allocated parking for staff). Staff and tenant parking would have minimal turnover and would generate trips generally when staff arrive at work and leave work at the end of the day.

We would anticipate that the number of trips generated by these 17 parking spaces would be in the order of say 20 vph. We consider this increase to be minimal and consequently we do not envisage that there would be an adverse traffic impact arising from the development.

7.0 SUMMARY

The proposed change of use seeks to convert an existing office warehouse land use to a mixed land use (retail, café and office).

The existing car park has been redesigned to comply with the parking standard and to also accommodate the 12 car stacker system. A total of 17 parking spaces would be provided on-site, which would be an increase of 4 spaces over the existing parking layout.

We have taken two approaches to the parking assessment: firstly by having regard to the existing land uses, existing use rights and comparing it to the proposed development and secondly, by having regard to the different peak parking times between the land uses, with the shared parking opportunity considered. Based on our assessment, we are of the opinion that adequate parking would be provided for the development.

We also note that on-street parking would potentially increase by two spaces from the closure of an existing crossover on Gilbert Street. We do not envisage adverse traffic impact arising from the minor increase in peak trip generation.

On the basis of the above assessment, we are of the opinion that the proposed development can be supported on traffic and parking grounds.

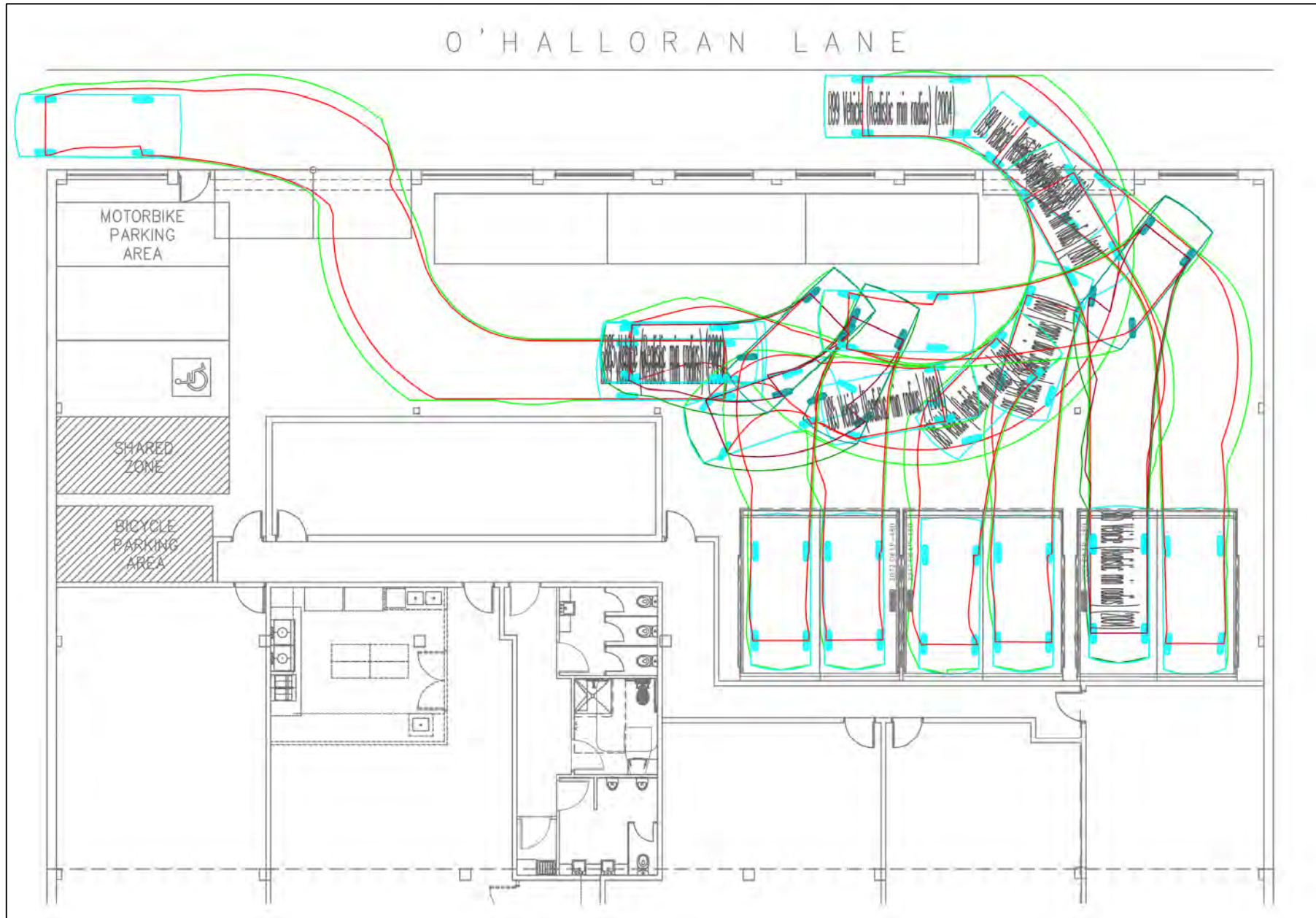
Yours sincerely,

Frank Siow

FRANK SIOW

Principal Consultant

APPENDIX 1 – VEHICLE TURN PATHS





Monday, 16 September 2019

Project number: A190789

Reference: A190789LT1

Anthony Donato
 Anthony Donato Architects
 Suite 5/59 Fullarton Road, Kent Town SA 5067

Dear Anthony,

**69-79 Gilbert Street Car Stacker
 Car Stacker Noise Assessment**

1 Introduction

This letter outlines an environmental noise assessment of a proposed new car stacker at 69-79 Gilbert Street, Adelaide. The nearest noise sensitive receivers are on the opposite side of O'Halloran Lane to the south of the site.

2 Acoustic Criteria

The Adelaide (City) Development Plan contains the following PDCs in relation to noise emissions from the car stacker and vehicle movements:

93. Mechanical plant or equipment should be designed, sited and screened to minimise noise impact on adjacent premises or properties. The noise level associated with the combined operation of plant and equipment such as air conditioning, ventilation and refrigeration systems when assessed at the nearest existing or envisaged noise sensitive location in or adjacent to the site should not exceed
- a) 55 dB(A) during daytime (7.00am to 10.00pm) and 45 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.
 - b) 50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) in or adjacent to a City Living Zone, the Adelaide Historic (Conservation) Zone, the North Adelaide Historic (Conservation) Zone or the Park Lands Zone when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.
94. To ensure minimal disturbance to residents:
- a) ...
 - 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 10.00 pm as defined by the limits recommended by the World Health Organisation (WHO).

A190789LT1

www.resonate-consultants.com

City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019

1 of 2

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The site and nearest receivers are located with a City Living Zone, therefore a 40 dB(A) criteria applies to car stacker noise emissions during the night time.

The WHO sleep disturbance levels are generally interpreted as:

- Internal noise level of L_{eq} 30 dB(A) and L_{max} 45 dB(A); OR
- External noise level of L_{eq} 45 dB(A) and L_{max} 60 dB(A).

3 Assessment

Noise emissions from the proposed car stacker and vehicles have been predicted based on geometric spreading, assuming the car park roller doors are open.

Noise source data is based on information provided by the car stacker manufacturer, and Resonate's database of noise sources.

Noise from the car stacker and typical car park activities are predicted to comply with the limits in PDC 93 and 94(b).

Please let me know if you have any questions.

Yours sincerely,



Nick Henrys
Senior Acoustic Consultant
p+61 8 8155 5888
m+61 481 882 689
nick.henrys@resonate-consultants.com



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



Certificate of Title - Volume 5470 Folio 279

Parent Title(s) CT 2176/71
Creating Dealing(s) RT 8338167
Title Issued 12/11/1997 Edition 10 Edition Issued 13/03/2018

Estate Type

FEE SIMPLE

Registered Proprietor

WING SHUN HOLDINGS PTY. LTD. (ACN: 623 415 412)
OF CARE LEVEL1 133 ARCHER STREET NORTH ADELAIDE SA 5006

Description of Land

ALLOTMENT 231 FILED PLAN 182693
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

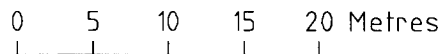
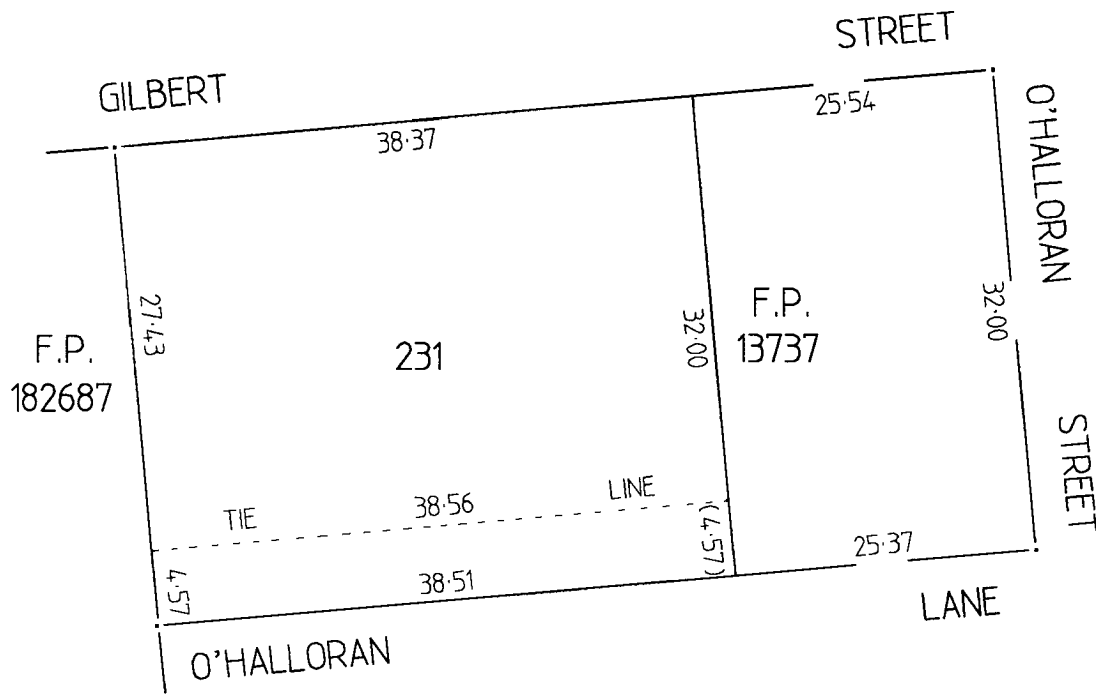
Notations

Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G189/2001

Administrative Interests NIL



Lisa Carter

81 Gilbert Street

Adelaide, SA 5000

14th August 2019

I Lisa Carter, property owner and resident of 81 Gilbert Street Adelaide, request the opportunity to make a verbal representation of the serious concerns that I have, regarding the proposed plans; DA/453/2019.

If the development plans are implemented as they exist, they will have a serious negative impact upon my lifestyle and property value.

The current plan proposes a potentially noisy car-stacker system along my bedroom and lounge room wall, which is likely to impact negatively upon my quality of life and mental health.

Further to this, the proposed entry and exit in Halloran Lane will not be acceptable to residents that use this lane. The lane is narrow and the increase in traffic will certainly block the only access to my property, via my vehicle.

Yours Sincerely

Lisa Carter

From: Lisa Kada <lcartersemail@gmail.com>
Sent: Thursday, 15 August 2019 10:59 AM
To: Seb Grose
Subject: Supplementary information to DA/453/2019
Attachments: Supplementary information to EAR2594 re DA4532019.pdf; 81 Gilbert rear2.jpg; 81 Gilbert rear1.jpg; 81 Gibert front.jpg; O'Halloran Lane to 81Gilbert.jpg

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Seb,
As discussed yesterday, I am emailing supplementary information that I have uploaded, to ensure the input regarding DA/453/2019 can be added to my response (ref: EAR2594).
Please find my letter and four accompanying pictures attached,

Your assistance is greatly appreciated,
Kind regards
Lisa
Ph: 0424420235

Lisa Carter
81 Gilbert Street
Adelaide, SA 5000

15th August 2019

Supplementary information to EAR2594 regarding DA/453/2019

I Lisa Carter, property owner and resident of 81 Gilbert Street Adelaide, has requested the opportunity to make a verbal representation of the serious concerns that I have, regarding the proposed plans; DA/453/2019.

Further to my initial comments sent 14th of August 2019, I would like to add that the development plans could be adjusted, so that the car stacker system is placed at the eastern end instead, which would go some way to allaying my concerns with the existing plan that has the system situated adjacent to my property wall.

As previously stated, if the development plans are implemented as they exist, they will have a serious negative impact upon my lifestyle and property value. The current plan proposes a potentially noisy car-stacker system, very close to my bedroom and lounge room wall, which is likely to impact negatively upon my quality of life and mental health (See pictures; **81 Gilbert rear1** and **81 Gilbert rear2**-which depicts the closeness of the building to my bedroom and lounge room).

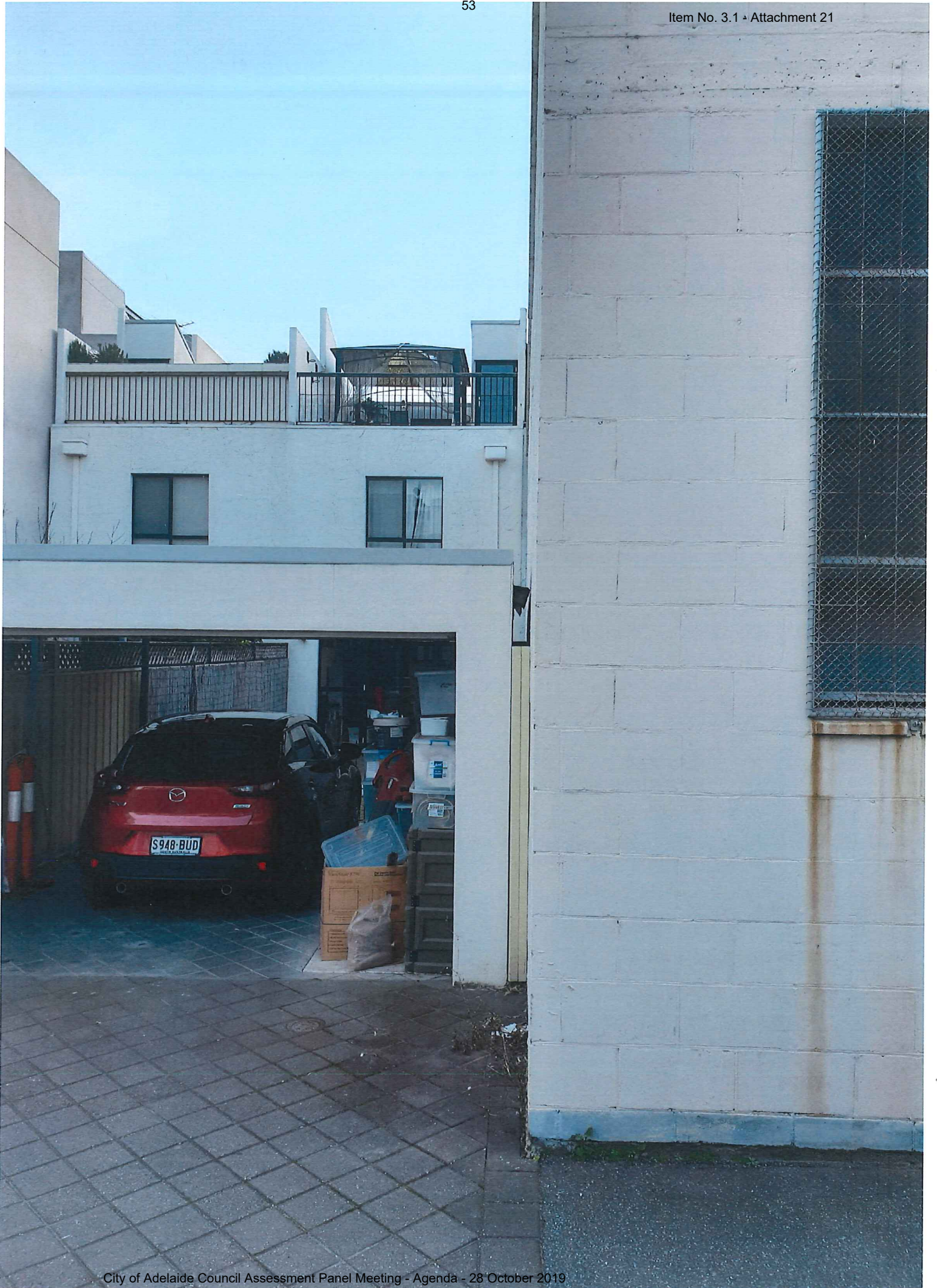
With regard the proposed entry and exit in Halloran Lane being unacceptable to myself and to the other residents that use O'Halloran Lane;

The lane is narrow, with entrance from O'Halloran Street and a dead end at the rear of 83 Gilbert/8 Stafford Street (See picture; *O'Halloran Lane to 81 Gilbert*). I have conveyed my concerns that the likelihood of the proposed increase in traffic will certainly block the only access to my property, via my vehicle, which could be resolved by continuing to use current vehicular entry/exit via 69-79 Gilbert St.

Yours Sincerely

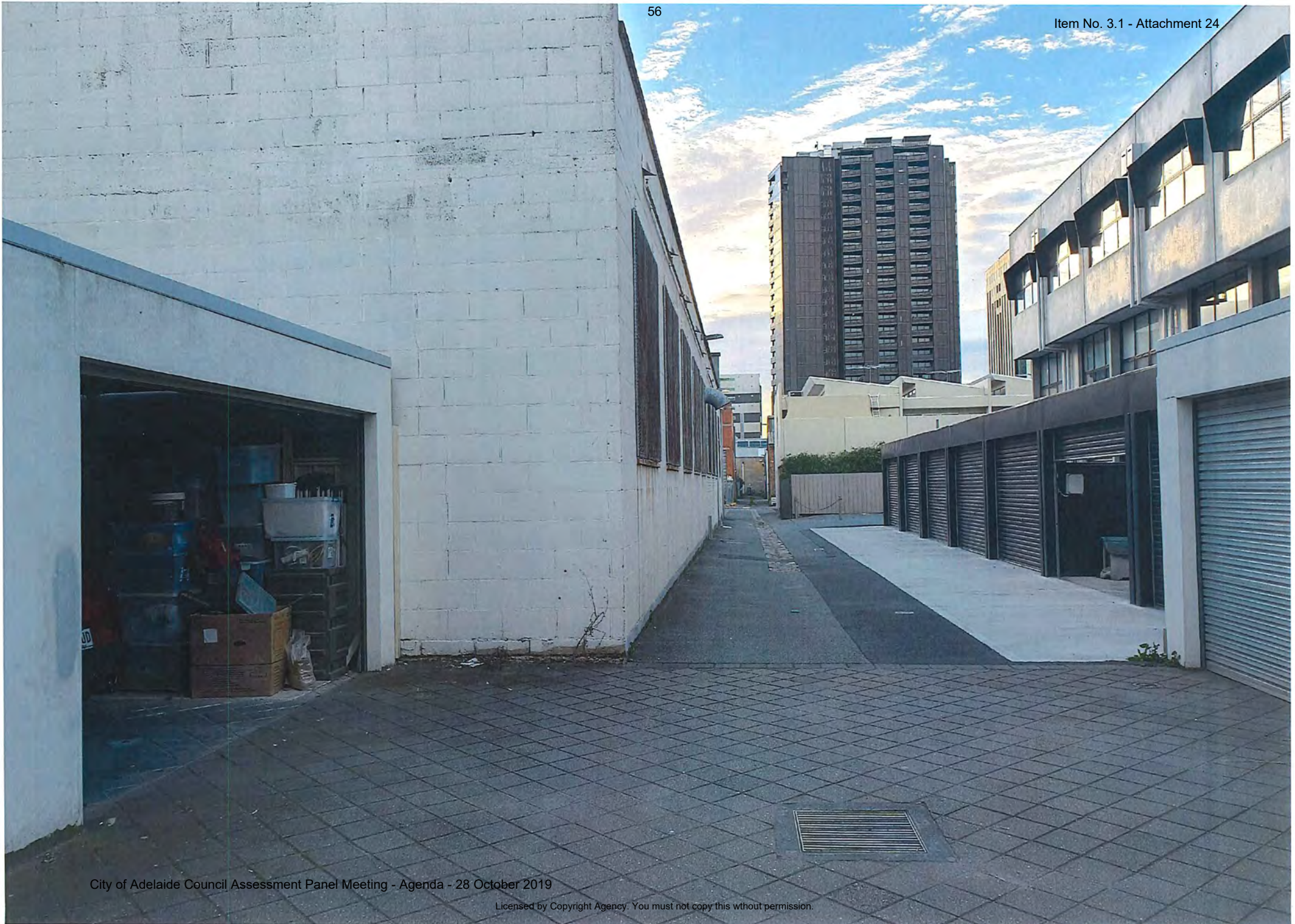


Lisa Carter









Brief for submissions for the development application DA/453/2019 for change of use of 69-79 Gilbert Street Adelaide 5000.

This brief mentions some of my concerns regarding the above described application/development.

I would like to verbally present this brief and the attached material.

I believe the proposed parking arrangement needs to be modified to reduce the disruption for the 11 residential properties adjacent to the proposed development.

I anticipate that the use of a car stacker will take sufficient time to cause queuing into O'Halloran Lane, particularly in busy periods.

My understanding is the existing residential properties already have 22 car parks amongst them and the adjacent commercial properties also have a number of car parks that use O'Halloran lane for access.

Additionally I believe the location of the proposed car parking entry door for 69-79 Gilbert Street is likely to cause the car park user's to encroach on the private property of the residential properties along O'Halloran Lane.

Additionally I am concerned about the noise from the car stackers as they will be adjacent my residential property and will be located very close to our shared wall/fence line (i.e. within less than 1 meter).

I believe most of these concerns could be addressed by moving the entrance to the proposed 69-79 Gilbert Street development to be at the eastern end of the building instead of the western entrance to the proposed 69-79 Gilbert Street development to be at the eastern end of the building instead of the western end

I would like application to make a verbal submission to discuss this application (DA/453/2019).

If I am unavailable I nominate my partner Lisa Carter of the same address to make representations on my behalf

Regards

Jason Tan

Property Owner 81 Gilbert Street, Adelaide.

jtan163@gmail.com

Ph: 0410 114 192

As landowners that utilise O'Halloran Lane to access car parking, considerable thought should go into the approval of the traffic flow as shown on The Development Plan. O'Halloran Lane is only wide enough for one car, this plan shows the traffic flow in both directions; to and from the new proposed site. There is no mention of foot traffic which also frequents this lane.

We have NO access to additional car parking facilities besides our own car park, this will reduce the amount of car parking spaces available, which has already been reduced by the recent student accommodation built nearby. Please refer to my email to council dated 30th January 2019.

We are available for further comment if needed.

Michael & Robyn Kelly

10 Stafford Street, Adelaide SA 5000

0438 364 021

Surname: Berton
Given Names: Paul
Address Line 1: 18 Stafford St
Suburb: ADELAIDE
Postcode: 5000
Email Address: paul.berton@bay22.net

Attachment

As an owner of a property (Stafford St) at the rear of this proposed development I have the following concerns:

- **How is the traffic flow into the rear car park going to be managed?**

The issue I see is that even though the proposed parking is only for 17 cars, introducing a car stacker will lead to a bottleneck waiting to enter the car park during peak times. O'Halloran Lane is only wide enough for a single vehicle with no room at various points to even pull to the side to allow another car through. How can you ensure that during peak times cars will not be queued up O'Halloran Lane resulting in:

1. delays exiting properties that also leverage O'Halloran Lane for vehicle access. ie. when I'm leaving for work at peak time in the morning it's not acceptable for me to be blocked into my property having to wait for queued cars to enter the proposed car park.
2. delays entering properties that also leverage O'Halloran Lane for vehicle access.

Prompt access to properties leveraging O'Halloran Lane needs to be maintained at all times.

Even though there is an existing open car park on Stafford St that currently does provide the ability to exit onto Stafford St from O'Halloran Lane, this is a private car park so any traffic management strategies need to make the assumption that this is not a viable exit point to use (ie. in the future it could be decided to build on that land and remove the exit point).

- **what is the noise level associated with the car stacker?**

What is the noise level associated with the entry/exit doors into the proposed car park? Considering the close proximity to bedrooms on our property late at night loud noise from doors opening/closing is a nuisance.

- **how is O'Halloran Lane going to be affected during the build of the development ie. what steps will be taken to ensure access to properties that leverage O'Halloran Lane is always maintained.**

- **the potential for staff from the cafe etc. that operate at night to congregate at the rear of the building late at night ie. smoke breaks etc causing noise disruption.**

At the moment this is not an issue as currently there is no real access at the rear of the building and the use is generally business hours only. This might change with the introduction of a cafe which opens after business hours.

Elizabeth Leonard
12a Stafford Street
Adelaide SA 5000
1/08/2019

Dear Sir/Madam,

Application DA/453/2019
69-79 Gilbert Street, Adelaide SA 5000.

I am writing to object to the external alterations and car stacking at the above property.

In reference to the plan Rear Elevation (O'Halloran Lane) the proposal of a garage door will affect the visual amenity of my property resulting in loss of value. Traffic will increase in the laneway, whilst lights and sounds from vehicles in the early morning and late at night will be noticeable seven days per week.

The opening and closing of the roller door consistently and the sound from the stakers and overall disturbance majorly concerns me.

I suggest one entrance/exit from O'Halloran Lane or keep the existing crossover from Gilbert Street as this will eliminate my concerns.

I would like to make a verbal representation to Councils Development Assessment Panel.

Yours sincerely,

Elizabeth Monica Leonard

6 September 2019

Mr S Grose
 Senior Planner – Planning Assessment
 City of Adelaide
 GPO Box 2252
 ADELAIDE SA 5001

Dear Seb

**DA/453/2019 – 69-79 GILBERT STREET, ADELAIDE SA 5000
 RENOVATIONS TO OFFICE & WAREHOUSE & CARPARKING**

In response to representations received from adjoining neighbour's to our proposed redevelopment I wish to make the following comments:

- 1 The existing building at 69-79 Gilbert Street, Adelaide is currently very run-down in appearance (particularly externally) and if redeveloped as proposed will add to the character and amenity to the area including neighbouring properties, Gilbert Streets and O'Halloran Lane. Our proposal will incorporate external lane security and lighting which will be of benefit to all neighbouring properties accessing O'Halloran Lane. The external wall abutting rear lane will be upgraded, articulated and painted to create a more aesthetic appeal to O'Halloran Lane in general (which I believe will increase the values of all neighbouring properties).
- 2 The proposed roller-doors will not make any more noise than the noise emanated from any of the neighbouring houses roller-doors. The modern roller-doors are quiet and efficient and would operate mainly between 8am and 6pm (business hours) and can be kept open from 8am-9.30am and then from 4.30am-6pm as well. There would be minimal use of these roller-doors outside of these hours as office/shop/cafe use would be mainly during office hours.
- 3 I have attached technical information on 'Klaus Multi-parking' car-stackers which have been designed to be located centrally within proposed building redevelopment and are not connected to any existing solid masonry boundary walls. This car-stacker system has been designed to be used in residential buildings as well so they have a very quiet operating system. The car-stacker system (not insulated) will emanate a sound level of approx. 60dba (internally) which is acceptable for internal work areas. If you provide sound insulation refer to technical information sheet – 'Sound Insulation', the noise level emanated from car-stacker operation is only 30dba which is a very low sound rating (below any noise sound level concerns for people working within building, let alone any neighbours). The noise emanating from the car-stacker is very low and I don't believe it would be heard by any neighbouring properties. I have seen these car stackers work and there is no noticeable noise concerns. The modern systems now are very efficient and quiet. Again the car-stackers would mainly be used between 8-9am and 5-6pm. Cars if queuing will be queuing from inside the carpark not outside. Please note we are happy to condition that car-stacker system will be

insulated as per 'Klaus Mutiparking' technical data sheets.

- 4 Please refer to attached letter from Frank Siow and Associates dated 20 August 2019 where Mr Siow responds to the concerns of Traffic Increase; Combined entry/exit arrangement; Car Stacker causing queuing; Car park user encroachment and Parking Provision.
The main issue is that as there is a separate entry and exit point so cars do not need to reverse to exit lane and any queuing for car-stackers will be done from inside of building carpark.
- 5 A neighbour's concern of cafe staff congregating at rear lane does not seem justified as I would assume they would more likely spend time at Gilbert Street side of building during lunch/breaks rather than at Carpark or O'Halloran Lane.
- 6 A neighbour was concerned about access to Lane during renovation work. We can stipulate that any building work adjacent to O'Halloran Lane will be undertaken between 10am – 4pm Monday to Friday so as not to disturb neighbour's and advise builder that lane needs to always be left clear for vehicle to access during renovation works.
- 7 The Right of Way – O'Halloran Lane is there to be used by all properties that have boundaries and 'rights of way' to O'Halloran Lane. 69-79 Gilbert Street has also the right to use the Lane as a driveway access as well as ROW neighbouring properties.

Hoping the above responses help alleviate any concerns about proposed development which I believe will really enhance the neighbouring properties and character of this area.

Yours Sincerely



ANTHONY DONATO raia
Architect

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

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

30 August 2019

Mr Anthony Donato
Anthony Donato Architects
Suite 5/59 Fullarton Road
KENT TOWN SA 5087

Dear Mr Donato,

69-79 GILBERT STREET, ADELAIDE
CHANGE OF USE FROM OFFICE/WAREHOUSE TO RETAIL, CAFÉ AND OFFICE
RESPONSE TO REPRESENTATIONS

As requested, we have reviewed the representations received. There were several common traffic related issues raised. For convenience, we have summarised our responses based on the headings below.

1. Traffic increase

Based on our assessment, we would anticipate that the peak hour trip generation would be in the order of 20 vph. Given the low traffic volumes, we do not envisage that an adverse traffic impact would arise.

2. Combined entry/exit arrangement

Given the site constraints, the separate entry and exit arrangement (rather than combined entry/exit) would enable satisfactory access and circulation to parking spaces to be provided to the car park.

3. Car Stacker cause queuing

The proposal includes several car stacker spaces. The use of car stackers is not uncommon. These spaces would be assigned to staff. Hence, the access to the stacker spaces would be associated with staff arriving for work and leaving at the end of the day, ie there would be minimal turnover of the parking space. Given the small number of stackers involved, we understand that delays to cars entering the stackers would be very low, which would help ensure that cars are not held up on the laneway.

4. Car park user would encroach into private property to turn in

The turn path diagram provided in our traffic report (Figure 1) shows that the entering car does not encroach into private property when turning in.

5. Parking provision

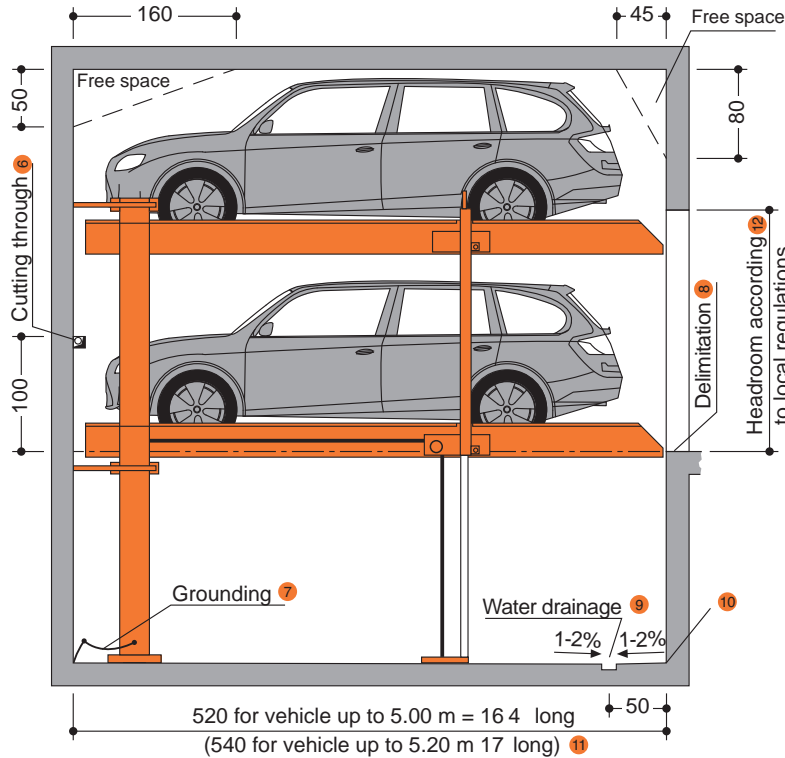
Our assessment indicates that adequate parking would be provided for the development.

Yours sincerely,

Frank Siow

FRANK SIOW
Principal Consultant

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements +3.0. ³
Dimensions in cm.

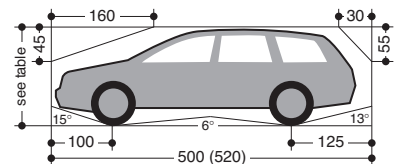
EB (single platform) = 2 vehicles
DB (double platform) = 4 vehicles

Suitable for

Standard passenger cars:
Limousine, station wagon, SUV, van
according to clearance and maximal
surface load.

	Standard	Special ³
width	190 cm ⁴	190 cm ⁴
weight	max. 2000 kg	max. 2600 kg
wheel load	max. 500 kg	max. 650 kg

Clearance profile



Model	Height	Car Height Upper	Car Height Lower
2072i-165	320	150	150
2072i-170	330 (325)	155	155
2072i-180 ¹	350 (335)	165	165
2072i-185	360 (340)	170	170
2072i-195	380 (350)	180	180
2072i-205	400 (360)	190	190
2072i-215	420 (370)	200	200
2072i-220	430 (375)	205	205
2072i-230	450 (385)	215	215

- Standard type
- Special system: maximum load for extra charge (maximum load for EB up to 3000 kg per place for extra charge).
- To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
- Car width for platform width 230 cm. If wider platforms are used it is also possible to park wider cars.
- If a higher ceiling height is available higher cars can be parked.
- For dividing walls: cutting through 10 x 10 cm.
- Potential equalization from foundation grounding connection to system (provided by the customer).
- In compliance with DIN EN 14010, 10 cm wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the pit in the entry area to mark the danger zone (see „load plan“ page 4).
- Slope with drainage channel and sump.
- At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.
- For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm.

City of Avelange - Urban Assessment Panel Meeting - Agenda - 28 October 2019 - to be at least as high as the greatest car height + 5 cm.

Width dimensions for garage without door (basement garage)

Item No. 3.1 - Attachment 33

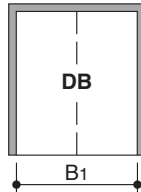
Dividing walls

Single Platform (EB)



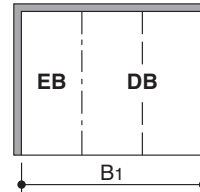
usable platform width	B1
230	260
240	270
250	280
260	290
270	300

Double Platform (DB)



usable platform width	B1
460	490
470	500
480	510
490	520
500	530
510	540
520	550
530	560
540	570

Single and Double Platform (EB + DB) – Example

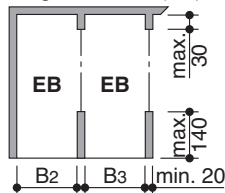


usable platform width	B1
230 + 460	750
240 + 470	770
250 + 480	790
250 + 500	810
270 + 500	830
270 + 510	840
270 + 520	850
270 + 530	860
270 + 540	870

Carriageway in accordance with local regulations

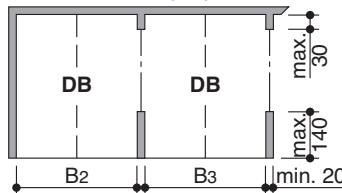
Columns in pit

Single Platform (EB)



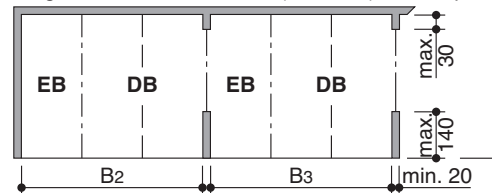
usable platform width	B2	B3
230	255	245
240	265	255
250	275	265
260	285	275
270	295	285

Double Platform (DB)



usable platform width	B2	B3
460	485	475
470	495	485
480	505	495
490	515	505
500	525	515
510	535	525
520	545	535
530	555	545
540	565	555

Single and Double Platform (EB + DB) – Example

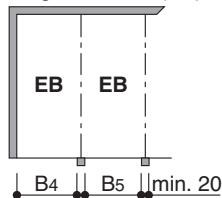


usable platform width	B2	B3
230 + 460	745	735
240 + 470	765	755
250 + 480	785	775
250 + 500	805	795
270 + 500	825	815
270 + 510	835	825
270 + 520	845	835
270 + 530	855	845
270 + 540	865	855

Carriageway in accordance with local regulations

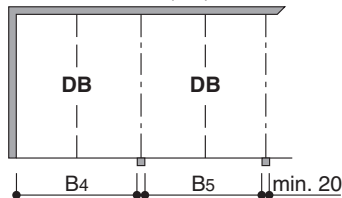
Columns outside pit

Single Platform (EB)



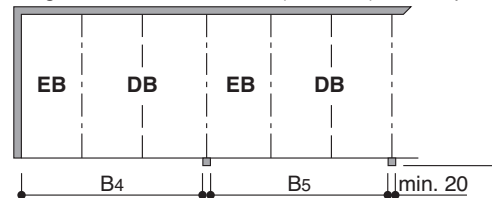
usable platform width	B4	B5
230	250	240
240	260	250
250	270	260
260	280	270
270	290	280

Double Platform (DB)



usable platform width	B4	B5
460	480	470
470	490	480
480	500	490
490	510	500
500	520	510
510	530	520
520	540	530
530	550	540
540	560	550

Single and Double Platform (EB + DB) – Example



usable platform width	B4	B5
230 + 460	740	730
240 + 470	760	750
250 + 480	780	770
250 + 500	800	790
270 + 500	820	810
270 + 510	830	820
270 + 520	840	830
270 + 530	850	840
270 + 540	860	850

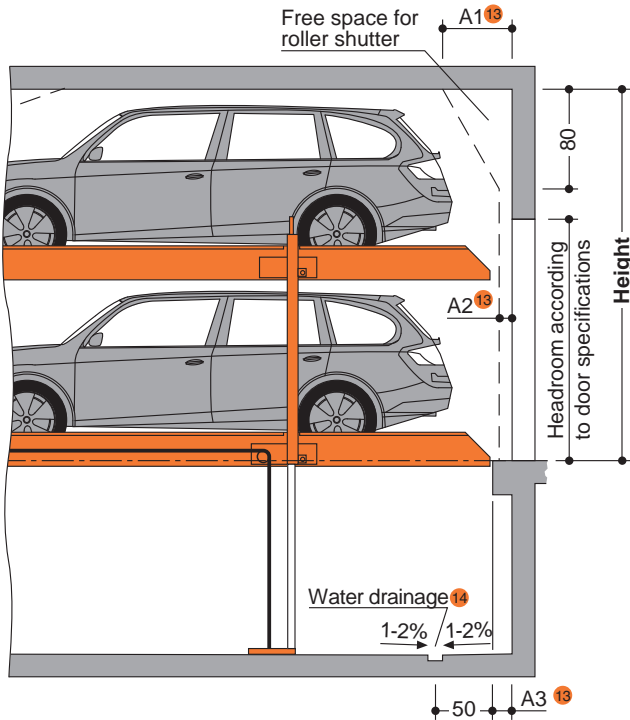
Carriageway in accordance with local regulations

! For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm for single platforms and 540 for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

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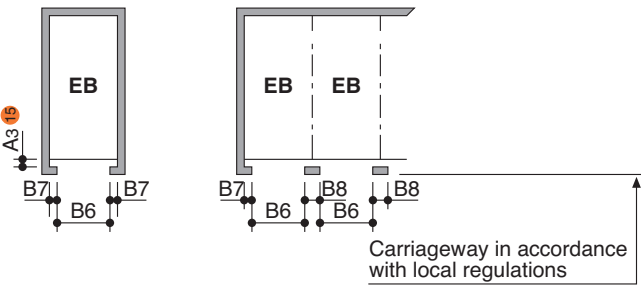
Garage with door 66



- 13** Dimensions A1, A2 and A3 must be coordinated with the door supplier (provided by the customer).
- 14** Slope with drainage channel and sump.
- 15** Seat-engaging surface (dimensions require coordination with door supplier.) Allround door dimensions require coordination between door supplier and local agency of KLAUS Multiparking.

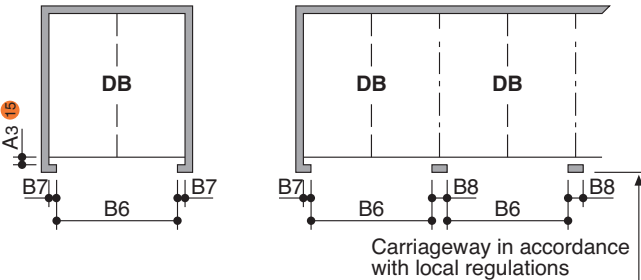
Width dimensions for garage with door Item No. 3.1 - Attachment 34

Single platform (EB)



usable platform width	door entrance width B6	B7	B8
230	230	15	30
240	240	15	30
250	250	15	30
260	260	15	30
270	270	15	30

Double platform (DB)



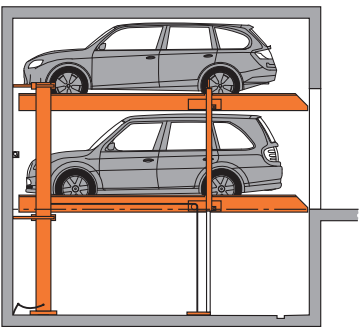
usable platform width	door entrance width B6	B7	B8
460	460	15	30
470	470	15	30
480	480	15	30
490	490	15	30
500	500	15	30
510	510	15	30
520	520	15	30
530	530	15	30
540	540	15	30

! For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm for single platforms and 540 for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

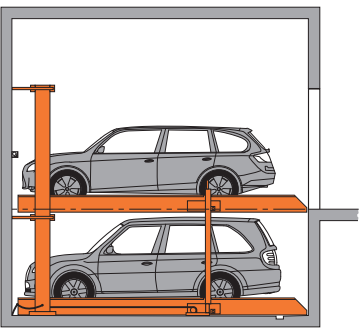
For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

Function

System lifted



System lowered

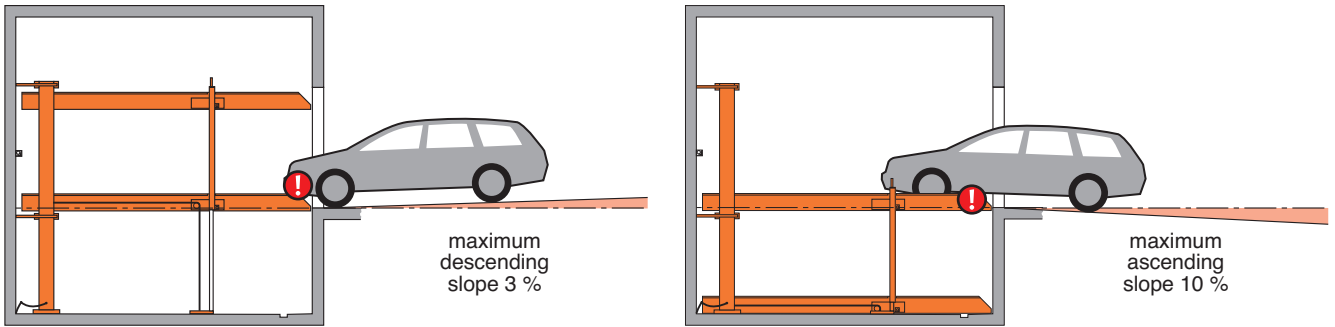


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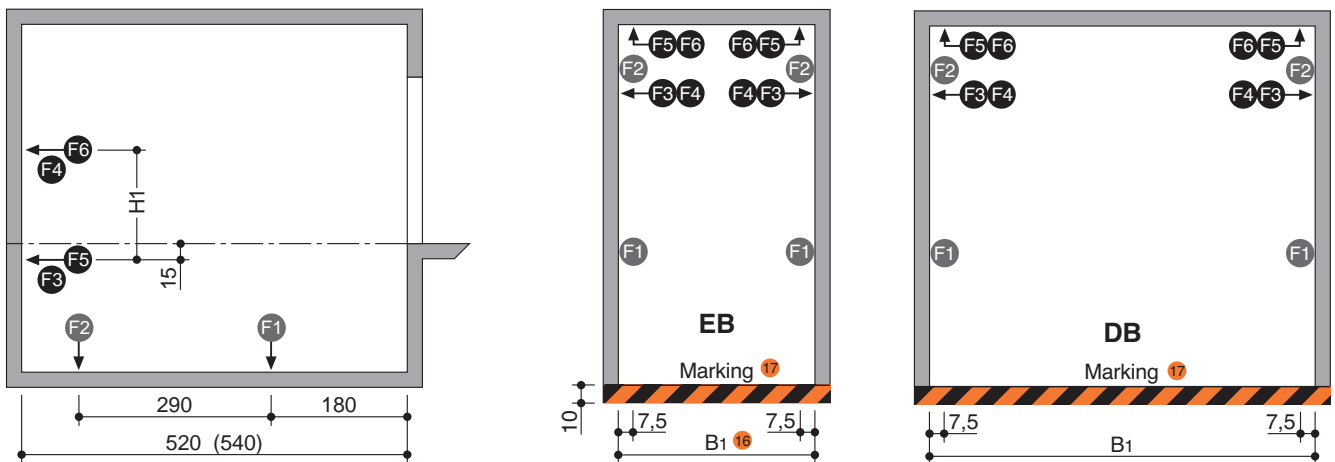
67

Item No. 3.1 - Attachment 35



! The illustrated maximum approach angles must not be exceeded. Incorrect approach angles will cause serious manoeuvring & positioning problems on the parking system for which the local agency of KLAUS Multiparking accepts no responsibility.

Load plan



platform load	F1	F2	F3	F4	F5	F6
EB 2000 kg	+28 -1,7	+12	±1	±0,8	±1,1	±1,1
EB 2600 kg	+36 -2,2	+15	±1,3	±1	±1,4	±1,4
EB 3000 kg	+42 -2,4	+17	±1,5	±1,2	±1,6	±1,6
DB 2000 kg	+51 -6,7	+20	±1,6	±2,6	±2	±2
DB 2600 kg	+67 -8,6	+26	±2,1	±3,4	±2,6	±2,6

Type	H1
2072i-165	210
2072i-170	215
2072i-180	225
2072i-185	230
2072i-195	240
2072i-205	250
2072i-215	260
2072i-220	265
2072i-230	275

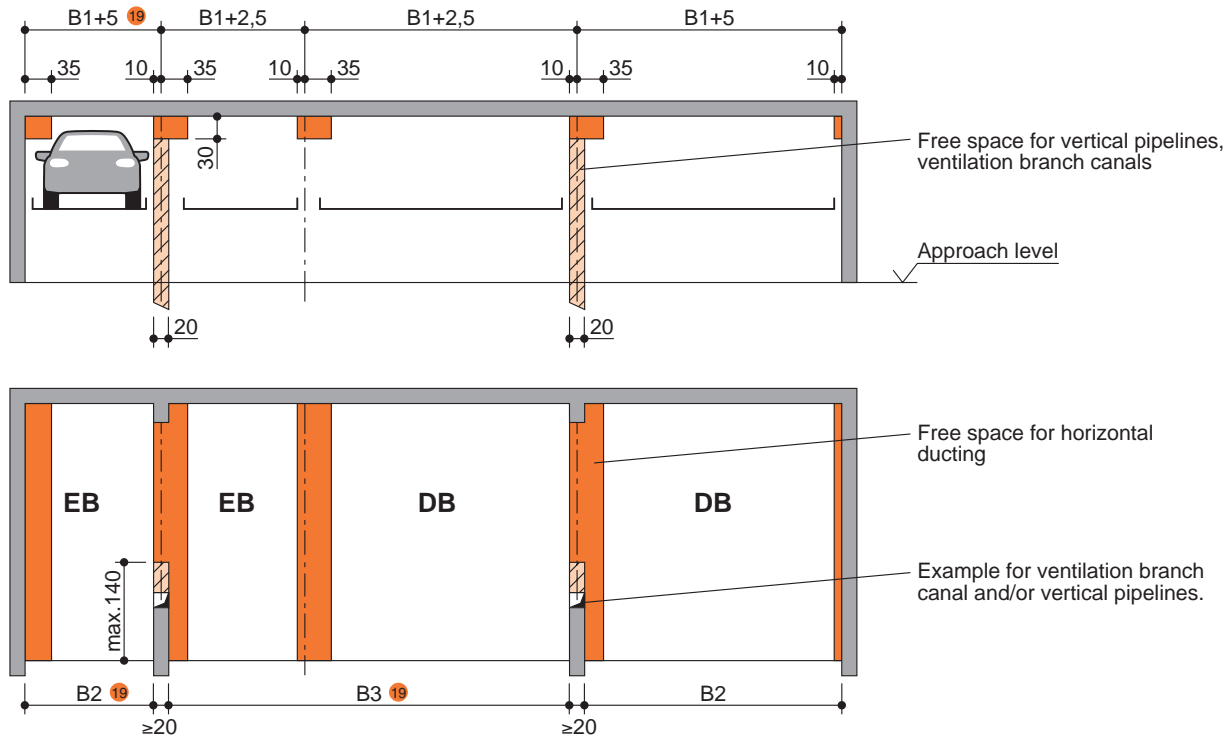
! Units are dowelled to the floor. Drilling depth: approx. 15 cm.
 Floor and walls below the drive-in level are to be made of concrete (quality minimum C20/25)!
 The dimensions for the points of support are rounded values. If the exact position is required, please contact KLAUS Multiparking.

- 16** Dimension B1 see page 2
- 17** Marking compliant to ISO 3864 (colors used in this illustration are not ISO 3864 compliant)
- 18** All forces in kN

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Installation data – Free space for longitudinal and vertical ducts (e.g. ventilation)

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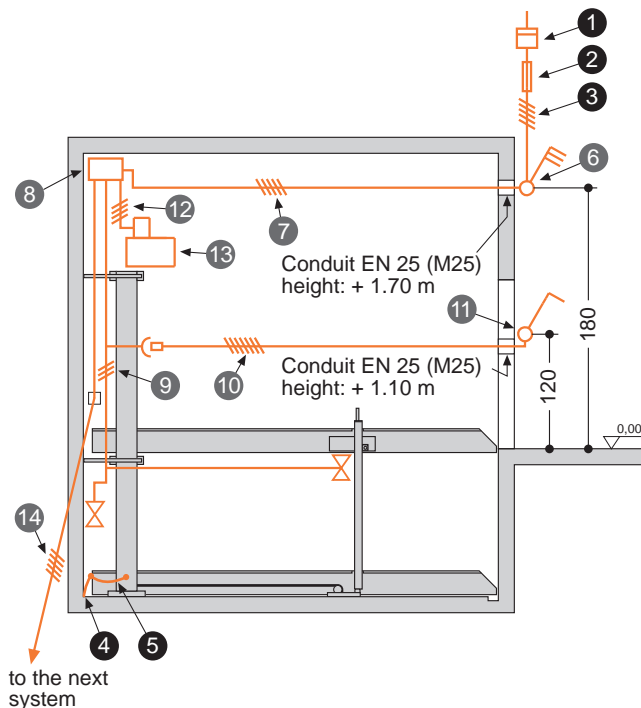


! Free space only applicable if vehicle is parked forwards = FRONT FIRST and driver's door on the left side.

¹⁹ Dimensions B1, B2 and B3 see page 2

Electrical installation

Installation diagram



Electrical data (to be performed by the customer)

No.	Quantity	Description	Position	Frequency
1	1	Electricity meter	in the supply line	
2	1	Main fuse: 3 x fuse 16 A (slow) or circuit breaker 3 x 16 A (trigger characteristic K or C) 3 x fuse 20 A (slow) or circuit breaker 3 x 20 A (trigger characteristic K or C)	in the supply line	1 per 3,0 kW unit
3	1	Supply line 5 x 2,5 mm ² (3 PH + N + PE) with marked wire and protective conductor	to main switch	1 per unit
4	every 10 m	Foundation earth connector	corner pit floor	
5	1	Equipotential bonding in accordance with DIN EN 60204 from foundation earth connector to the system		1 per system

Electrical data (included in delivery of KLAUS Multiparking)

No.	Description
6	Lockable main switch
7	Supply line 5 x 2,5 mm ² (3 PH + N + PE) with marked wire and protective conductor
8	Junction box unit
9	Wiring harness multiparking system
10	Connection cable (operating device)
11	Operating device
12	Control line 4 x 2,5 mm ² with marked wire and protective conductor
13	Hydraulic unit 3,0 kW/5,2 kW, three-phase current, 400 V / 50 Hz ²⁰
14	Connection cable to the next system

²⁰ Unit with 5,2 kW only for 2072i DB 2.6 to

Technical data

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Item No. 3.1 - Attachment 37

Field of application

By default, the system can only be used for a fixed number of users.

If different users use the system – only on the upper parking spaces – (e.g. short-time parkers in office buildings or hotels) the Multiparking system needs to be adjusted. If required, would you please contact us.

Units

Low-noise power units mounted to rubber-bonded-to metal mountings are installed. Nevertheless we recommend that parking system's garage be built separately from the dwelling.

Available documents

- wall recess plans
- maintenance offer/contract
- declaration of conformity
- test sheet on airborne and slid-borne sound

Environmental conditions

Environmental conditions for the area of multiparking systems: Temperature range -10 to $+40^{\circ}$ C. Relative humidity 50% at a maximum outside temperature of $+40^{\circ}$ C.

If lifting or lowering times are specified, they refer to an environmental temperature of $+10^{\circ}$ C and with the system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

Sound insulation

According to DIN 4109 (Sound insulation in buildings), para. 4, annotation 4, KLAUS Multiparkings are part of the building services (garage systems).

Normal sound insulation:

DIN 4109, para. 4, Sound insulation against noises from building services.

Table 4 in para. 4.1 contains the permissible sound level values emitted from building services for personal living and working areas. According to line 2 the maximum sound level in personal living and working areas must not exceed 30 dB (A).

Noises created by users are not subject to the requirements (see table 4, DIN 4109).

The following measures are to be taken to comply with this value:

- Sound protection package according to offer/order (KLAUS Multiparking GmbH)
- Minimum sound insulation of building $R'_{W} = 57$ dB (to be provided by customer)

Increased sound insulation (special agreement):

Draft DIN 4109-10, Information on planning and execution, proposals for increased sound insulation.

Agreement: Maximum sound level in personal living and working areas 25 dB (A). *Noises created by users are not subject to the requirements (see table 4, DIN 4109).*

The following measures are to be taken to comply with this value:

- Sound protection package according to offer/order (KLAUS Multiparking GmbH)
- Minimum sound insulation of building $R'_{W} = 62$ dB (to be provided by customer)

Note: User noises are noises created by individual users in our Multiparking systems. These can be noises from accessing the platforms, slamming of vehicle doors, motor and brake noises.

Building application documents

According to LBO and GaVo (garage regulations) the Multiparking systems are subject to approval. We will provide the required building application documents.

Care

To avoid damages resulting from corrosion, make sure to follow our cleaning and care instructions and to provide good ventilation of your garage.

Corrosion protection

See separate sheet regarding corrosion protection.

Railings

If the permissible drop opening is exceeded, railings are to be mounted on the systems. If there are traffic routes next to or behind the installations, railings compliant to DIN EN ISO 13857 must be installed by the customer. Railings must also be in place during construction.

CE Certification

The systems on offer comply with DIN EN 14010 and EC Machine Directive 2006/42/EC. Furthermore, this system underwent voluntary conformity testing by TÜV SÜD.

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ZERTIFIKAT ◆ CERTIFICATE ◆ 認證證書 ◆ CERTIFICADO ◆ CERTIFICAT ◆ CERTIFICAT



Certificate concerning the examination of conformity

Certificate no:	KP 454
Certification body:	TÜV SÜD Industrie Service GmbH Zertifizierungsstelle für Produkte der Fördertechnik Gottlieb-Daimler-Str. 7 70794 Filderstadt - Germany
Applicant / Certification holder:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Altrach - Germany
Date of application:	2015-06-12
Manufacturer:	KLAUS Multiparking GmbH Hermann-Krum-Str. 2 88319 Altrach - Germany
Product:	Equipment for power driven parking of motor vehicles
Type:	MultiBase 2072i / 2078i EB 2.000 kg, 2.600 kg, 3.000 kg MultiBase 2072i / 2078i DB 2.000 kg, 2.600 kg
Test laboratory:	TÜV SÜD Industrie Service GmbH Prüflaboratorium für Produkte der Fördertechnik Prüfbereich Maschinen der Fördertechnik Gottlieb-Daimler-Str. 7 70794 Filderstadt - Germany
Date and number of the test report:	2016-08-09 KP 454
mark of conformity:	KP 454
Test specifications:	- 2006 / 42 / EC, Annex I - DIN EN 14010
Validity:	This Certificate is valid until 2021-08-08.
Result:	The equipment fulfills the requirements of the test specifications for the respective scope of application stated in the annex (page 1) of this certificate, keeping the mentioned conditions.
Date of issue:	2016-08-09


 Achim Janocha



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Safety fences

Any constraints that may be necessary according to DIN EN ISO 13857 in order to provide protection for the park pits for pathways directly in front, next to or behind the unit. This is also valid during construction. Railings for the system are included in the series delivery when necessary.

Numbering of parking spaces

Consecutive numbering of parking spaces.

Building services

Any required lighting, ventilation, fire extinguishing and fire alarm systems as well as clarification and compliance with the relevant regulatory requirements.

Drainage

For the front area of the pit we recommend a drainage channel, which you connect to a floor drain system or sump (50 x 50 x 20 cm). The drainage channel may be inclined to the side, however not the pit floor itself (longitudinal incline is available). For reasons of environmental protection we recommend to paint the pit floor, and to provide oil and petrol separators in the connections to the public sewage network.

Strip footings

If due to structural conditions strip footings must be effected, the customer shall provide an accessible platform reaching to the top of the said strip footings to enable and facilitate the mounting work.

Marking

According to DIN EN 14010, a warning that identifies this danger area must be placed in the entrance area that conforms to ISO 3864. This must be done according to EN 92/58/EWG for systems with a pit (platforms within the pit) 10 cm from the edge of the pit.

Wall cuttings

Any necessary wall cuttings according to page 1.

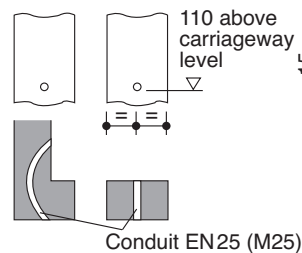
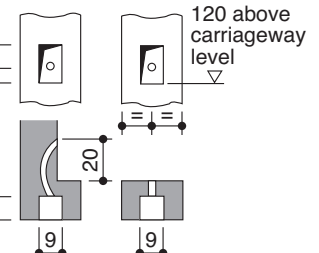
Electrical supply to the main switch / Foundation earth connector

Suitable electrical supply to the main switch must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible, the customer must commission an electrician at their own expense and risk.

In accordance with DIN EN 60204 (Safety of Machinery. Electrical Equipment), grounding of the steel structure is necessary, provided by the customer (distance between grounding max. 10 m).

Operating device

Cable conduits and recesses for operating device (for double wing doors: please contact the local agency of KLAUS Multiparking).

Operating device exposed**Operating device concealed**

If the following are not included in the quotation, they will also have to be provided / paid for by the customer:

- Mounting of contactor and terminal box to the wall valve, complete wiring of all elements in accordance with the circuit diagram
- Costs for final technical approval by an authorized body
- Main switch
- Control line from main switch to hydraulic unit

Description Single platform (EB) and Double platform (DB)**General description**

Multiparking system providing independent parking spaces for 2 cars (EB), 2 x 2 cars (DB), one on top of the other each.

Dimensions are in accordance with the underlying dimensions of parking pit, height and width.

The parking bays are accessed horizontally (installation deviation $\pm 1\%$ for correct drainage of platforms).

Due to the special lifting and bearing construction lifting of the doors is not restricted.

Vehicles are positioned on each parking space using wheel stops on the right side (adjust according to operating instructions).

Operation via operating device with hold-to-run-device using master keys.

The operating elements are usually mounted either in front of the column or on the outside of the door frame.

Operating instructions are attached to each operator's stand.

For garages with doors at the front of the parking system the special dimensional requirements have to be taken into account.

Multiparking system consisting of:

- 2 steel pillars (mounted on the floor)
- 2 sliding platforms (mounted to the steel pillars with sliding bearings)
- 2 platforms
- 1 electro-hydraulic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform)
- 2 hydraulic cylinders
- 2 rigid supports (connect the platforms)
- 2 chains and pocket wheels
- 2 automatic hydraulic safety valves (prevents accidental lowering of the platform while accessing the platform)
- Dowels, screws, connecting elements, bolts, etc.
- The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of:

- Platform base sections
- Adjustable wheel stops
- Canted access plates
- Side members
- Central side member [only DB]
- Cross members [DB long and short cross members]
- Safety railings - along the upper and lower platform (if required)
- Screws, nuts, washers, distance tubes, etc.

Hydraulic system consisting of:

- Hydraulic cylinder
- Solenoid valves
- Safety valves
- Hydraulic conduits
- Screwed joints
- High-pressure hoses
- Installation material

Electric system consisting of:

- Operating device (Emergency Stop, lock, 1 master key per parking space)
- Control unit with wiring harness and sensors

Hydraulic unit consisting of:

- Hydraulic power unit (low-noise, installed onto a console with a rubber-bonded-to-metal mounting)
- Hydraulic oil reservoir
- Oil filling
- Internal geared wheel pump
- Pump holder
- Clutch
- 3-phase-AC-motor
- Junction box unit with contactor, motor protection switch and control fuse
- Test manometer
- Pressure relief valve
- Hydraulic hoses (which reduce noise transmission onto the hydraulic pipe)

We reserve the right to change this specification without further notice

KLAUS Multiparking reserves the right in the course of technical progress to use newer or other technologies, systems, processes, City of Adelaide Council Assessment Panel Meeting Agenda 28 October 2019 originally offered provided the customer derives no disadvantage from their so doing.

CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019

Item No	3.2
Address	421-425 Pulteney Street, Adelaide SA 5000
Proposal	Demolition of existing building and construction of a nine storey building comprising 35 residential dwellings, ground floor retail tenancy and 34 car parking spaces (DA/566/2019, DB) [CAP]
Applicant	FORME PROJEX
Relevant Development Plan	25 July 2019
Lodgement Date	7 Aug 2019
Zone / Policy Area	City Frame Zone
Public Notification	Category 1
Application Type	Application Assessed on Merit
Delegations Policy	New building within City Frame Zone
Recommendation	Development Plan Consent Be GRANTED

ATTACHMENTS

Plans and Details	1-23
Certificates of title	24-29
Planning Report	30-64
Parking, Access and Traffic Report	65-77
Building Services Assessment Report	78-80
Environmental Site History Assessment	81-163

PERSONS SPEAKING BEFORE THE PANEL

Nil

1. **DESCRIPTION OF PROPOSAL**

1.1 Planning consent is sought for demolition of existing buildings and construction of a nine storey building comprising of:

- 35 residential dwellings
- Car parking for 34 vehicles in car stackers and 43 bicycle spaces
- Ground level non-residential 122.5 square metre tenancy space including mezzanine
- Waste storage.

1.2 Due to the need for further exploration for soil contamination, the applicant is proposing to undertake the development over the following stages:

- Stage 1: demolition, site investigation and remediation (if required)
- Stage 2: sub structure
- Stage 3: super structure.

Council is supportive of this approach proposed by the Applicant as this facilitates for further assessment post demolition in order to demonstrate that there are no material issues likely to remain at the site once developed.

2. **DEVELOPMENT DATA**

DESIGN CHARACTERISTICS	GUIDELINE	PROPOSED
Site area m²		
Building height - Storeys - Metres (ceiling height)	Approx 9 29m	9 29.2 total height
Private Open Space (POS) - m ² - dimensions	Studio 0m ² 2 bed 11 m ² 3 bed 15 m ² 2m	6.4m ² 11-17.2m ² 29m ² 2m +
Car parking and Access - Number of car spaces	0 Spaces	34 Spaces
Bicycle Parking	40 Spaces (4 are required for visitors)	43 Spaces total (35 at ground floor and 8 additional spaces within the apartments)

3. **BACKGROUND**

3.1 In response to a request for further information and comments from Council staff, the applicant amended the plans twice during the assessment of the application. The amendments include the following:

- Amending the eastern, southern and northern facades

- Relocating the service plant platform over the bike storage area and part of the ground floor tenancy
- Including a mezzanine floor of 47.5m² within the ground floor tenancy space to create a total floor area of 122m²
- Locating a gas meter to the Hurtle Square Street frontage
- Introducing a personal access door to the car park area in the Hurtle Square elevation
- Increasing the width of the corridor access to dwelling type X.01 to provide additional in-built storage.

4. SITE

- 4.1 The site has a total frontage of 30.48m to Hurtle Square to the north and a frontage of 18.29m to Pulteney Street (east) and John Lane (west). The site is flat and has a total area of 557.48m². the site contains no easements of encumbrances.
- 4.2 The site currently contains an existing single storey building used by Beaurepairs.

5. LOCALITY

- 5.1 The locality is comprised of a variety of building types, heights and uses including retail, offices and residential flat buildings and row dwellings.
- 5.2 Hurtle Square is to the north of the site and two storey commercial buildings are located to the south. East of the site contains three storey mixed use buildings comprising of shops at ground floor with residential above fronting Pulteney Street and Hurtle Square. To the west of the site is two storey townhouses fronting Hurtle Square.
- 5.3 For a broader context, outside the locality to the north east of the site fronting Hurtle Square and north of Halifax Street is a Forme Projex 8 storey residential flat building completed in 2018. To the south of Halifax Street, another Forme Projex, is a seven storey development currently under construction. A nine storey residential flat building by FORME PROJEX is approved and due to commence soon to the north of Pope Street fronting Hurtle Square. In the north west of Hurtle Square, south of Carrington Street contains a 7 storey residential flat building completed by FORME PROJEX in 2017.
- 5.4 Locality Map:











KEY			
	Subject Site		Local Heritage Place
	Policy Area		State Heritage Place
	Zone		Policy Area Boundary
	Representor(s)		Locality

Photo 1 – View of the site from Hurtle Square looking south



Photo 2 – View of the site from the north west corner of Gilles and Pulteney Streets



Photo 3 – Mixed use building to the east of the subject site



Photo 4 – Residential townhouses to the west of the site



Photo 5 – Forme Projex development under construction at Hurtle Square, south of Halifax Street



Photo 6 – Forme Projex development completed 2018 at Hurtle Square, north of Halifax Street



6. PUBLIC NOTIFICATION

- 6.1 The proposal is a Category 1 form of development therefore no public notification is required.

7. REQUIRED EXTERNAL REFERRALS

- 7.1 No external referrals required.

8. SPECIALIST ADVICE

8.1 Infrastructure

Council's Infrastructure reviewed the proposal and have no objections.

8.2 Cleansing

Based on a review of the application documents, the following observations were made:

- Council is implementing a new standard for bin sizes of 660L (as opposed to 1,100 L), in order to optimise the operational aspects of collection (current storage area should be adequate).
- Collection will be from Pulteney Street and the location of the waste storage area on ground floor provides easy access.
- Council's waste collection services cover only residential developments and eligible businesses. There is no information in the DA to determine whether or not the businesses in the building (offices/retail) are eligible, under the current policy, to benefit from Council's collection services, and will be assessed upon application.

8.3 Urban Design

Council's Architect reviewed the amended plans and provided the following comments:

- Finessing of design detailing:

The developer has enhanced the appearance of the building and assisted the visual termination at the upper level with the provision of a timber soffit lining and black canopy fascia to match that of the street level canopy. This gives a stronger visual frame to the height of the building.
- The eastern elevation (fronting Pulteney Street):

The proposed development has two key frontages – a primary one to Hurtle Square (north), and a secondary one to Pulteney Street (east). The eastern elevation has been enhanced with the addition of a vertical batten system (Knotwood – powder coated white). This will assist to conceal the high level horizontal windows to each floor, and provide some finer articulation and detailing to this important street elevation. Noting these battens will be white on a white wall, it might be worth seeing an option where they are black too. The addition of these battens will limit the opening of the awning windows to 160mm. It is worth noting that CoA asked to see this elevation with vertical windows rather than horizontal windows. This would have had little impact on the internal room layouts, and would have enabled the windows to open further, maximising the provision of passive ventilation to the building.
- The southern elevation:

The developer is now showing the addition of a large painted mural to this elevation (mural graphics to be determined). Keeping in mind this wall could be built out due to future development of the adjacent site, it is reasonable for the

developer to propose cost effective treatment of this elevation that offers visual interest in the short term. The mural should not be subjected to harsh, damaging sunlight as it faces south. Final selection and dimensions of the mural image are yet to be finalised, and it is important that it should be in keeping with the size of the place holder image shown on these drawings.

Administration Comment: the Applicant has expressed these plans and details are final and seeks to proceed in its current form.

8.4 Traffic

The Traffic Report prepared by Circa has been reviewed and there are no traffic/transport related objections to this development.











RELEVANT CITY OF ADELAIDE 2016-2020 STRATEGIC PLAN ACTIONS

Whilst an assessment against the Strategic Plan is not required, the Development Plan is informed by Council's Strategic Plan Objectives and Actions as below:

SMART	GREEN
<ul style="list-style-type: none"> • Develop and promote an international City brand that showcases the smart, liveable, green and cultural advantages of Adelaide 	<ul style="list-style-type: none"> • Improve energy performance and use of renewable energy in Council and privately-owned buildings, including consideration of solar heating, solar energy generation and battery storage • Work with private property owners and the State Government to embed better environmental performance into new and existing developments • Identify opportunities for building adaptation and re-use that supports heritage aspirations while reducing carbon emissions and waste • Work with all City stakeholders to increase public and private greening with street trees, gardens, community gardens, green walls and roofs, providing incentives where appropriate
LIVEABLE	CREATIVE
<ul style="list-style-type: none"> • Encourage growth in the full range of residential property development in a mixed-use environment in a manner that respects the human scale and different character of districts in the City • Promote and protect Adelaide's built character and heritage through our operations, incentives, policies and direct investment, while working with and advocating to Federal and State governments for an increase in City buildings protected under State or Local Heritage regulations 	<ul style="list-style-type: none"> • Increase public art and cultural expression in private development by using planning levers and requirements

9. DETAILED ASSESSMENT

9.1 Summary of Zone Area Objectives & Principles

Subject	Assessment	Achieved
DP Ref		Achieved  Not Achieved 
Desired Character	<ul style="list-style-type: none"> <li data-bbox="448 618 632 651">• Achieved. 	
Objectives O-1-8	<ul style="list-style-type: none"> <li data-bbox="448 730 632 763">• Achieved. <li data-bbox="448 775 1262 842">• Residential land use desired and non-residential at ground floor. <li data-bbox="448 853 1278 931">• Internal layouts are adaptable and can accommodate future change of use at ground level for commercial uses. 	
Land Use P1-6	<ul style="list-style-type: none"> <li data-bbox="448 954 632 987">• Achieved. 	
Form and Character P7	<ul style="list-style-type: none"> <li data-bbox="448 1066 632 1099">• Achieved. 	
Design and Appearance P8-13	<ul style="list-style-type: none"> <li data-bbox="448 1211 632 1245">• Achieved. 	
Building Height P14-15	<ul style="list-style-type: none"> <li data-bbox="448 1357 903 1391">• Max building height 29 metres. <li data-bbox="448 1402 863 1435">• Total building height 29.2m. 	
Setbacks P16-17	<ul style="list-style-type: none"> <li data-bbox="448 1491 632 1525">• Achieved. 	
Car Parking P24	<ul style="list-style-type: none"> <li data-bbox="448 1615 632 1648">• Achieved. 	

9.2 Summary of Council Wide Objectives & Principles

Subject DP Ref	Assessment	Achieved ✓ Not Achieved ✗
MEDIUM TO HIGH SCALE RESIDENTIAL DEVELOPMENT		
O22	<ul style="list-style-type: none"> Achieved. 	✓
Building Entrances P48-49	<ul style="list-style-type: none"> Achieved. 	✓
Daylight, Sunlight & Ventilation P50-58	<ul style="list-style-type: none"> Achieved. 	✓
Private Open Space P59-65	<ul style="list-style-type: none"> Achieved. 	✓
Visual Privacy P66-67	<ul style="list-style-type: none"> Achieved. 	✓
Noise & Internal Layout P68-69	<ul style="list-style-type: none"> Achieved. 	✓
Minimum Unit Sizes P70-71	<ul style="list-style-type: none"> Achieved. 	✓
Adaptability P72	<ul style="list-style-type: none"> Achieved. Ground floor commercial space can easily be used as an office, cafe etc. 	✓
Outlook P73-74	<ul style="list-style-type: none"> Achieved. 	✓
Onsite Parking & Fencing O23 P75-79	<ul style="list-style-type: none"> Achieved. 	✓
Storage P80-81	<ul style="list-style-type: none"> Achieved. 	✓

ENVIRONMENTAL		
Crime prevention through urban design O24 P82-86	<ul style="list-style-type: none"> Achieved. 	✓
Noise Emissions O26-27 Noise Sources P89-94 Noise Receivers P95-100	<ul style="list-style-type: none"> Achieved. 	✓
Waste management O28 P101-104	<ul style="list-style-type: none"> Achieved. 	✓
Contaminated Sites O30 P105	<ul style="list-style-type: none"> Achieved. See Section 9.4 for discussion. 	✓
Energy Efficiency O30 P106-112 Residential Development P113-114	<ul style="list-style-type: none"> Achieved. See Section 9.4 for discussion. 	✓
Renewable Energy O31-32 P116-118	<ul style="list-style-type: none"> Achieved. Roof mounted solar panels are proposed. 	✓
Micro climate and sunlight O33-34 P119-125	<ul style="list-style-type: none"> Achieved See Section 9.4 for detailed discussion. 	✓
Stormwater management O35-39 P126-131	<ul style="list-style-type: none"> Achieved. 	✓

Infrastructure O40-41 P132-135	<ul style="list-style-type: none"> Achieved. Transformer is fronting Hurtle Square due to access requirements however is screened with features black aluminium slatted screen. 	✓
Heritage & Conservation O42-45 P136-148	<ul style="list-style-type: none"> Achieved. The existing building is not heritage listed. 	✓
Built Form & Townscape O46-48 P167	<ul style="list-style-type: none"> Achieved. See Section 9.4 for detailed discussion. 	✓
Height, Bulk and Scale P168-174	<ul style="list-style-type: none"> Achieved. See Section 9.4 for detailed discussion. 	✓
Building Setbacks P178-179	<ul style="list-style-type: none"> Achieved. See Section 9.4 for detailed discussion. 	✓
Composition & Proportion P180-181	<ul style="list-style-type: none"> Achieved. 	✓
Articulation & Modelling P182-186	<ul style="list-style-type: none"> Achieved. 	✓
Materials, Colours & Finishes P187-190	<ul style="list-style-type: none"> Achieved. See Section 9.4 for detailed discussion. 	✓
Corner Sites P191	<ul style="list-style-type: none"> Achieved. 	✓
Sky & Roof Lines O49 P192-195	<ul style="list-style-type: none"> Not achieved. 	✓
Demolition O53 P203	<ul style="list-style-type: none"> Achieved. See Section 9.4 for detailed discussion. 	✓

Squares & Public Spaces O57-59 P219-223	<ul style="list-style-type: none"> Achieved. 	✓
Access & Movement O60 P224-225	<ul style="list-style-type: none"> Achieved. The proposal incorporates pedestrian shelter in the form of a 2.4 metre wide canopy to the prime frontages on Hurtle Square and Pulteney Street. 	✓
Pedestrian access O61-63 P226-232	<ul style="list-style-type: none"> Achieved. 	✓
Bicycle Access O64-65 P233-238	<ul style="list-style-type: none"> Achieved. Bicycle storage is accessed via Pulteney Street with an internal door through to the lift. 	✓
Traffic and vehicle access O68-70 P241-250	<ul style="list-style-type: none"> Achieved. Vehicle access is via Hurtle Square based and will result in a reduction of access points on Hurtle Square and closures on Pulteney Street and Johns Lane. 	✓
Car parking O71-762 P251-265	<ul style="list-style-type: none"> Achieved. Residential parking spaces have been provided with a car stacking system in accordance with Table Adel/7 	✓
Economic growth & land use O73-76 P266-271	<ul style="list-style-type: none"> Achieved. 	✓

9.3 **Detailed Discussion**

Desired Character

The desired character envisages medium to high scale and quality, residential development with complementary commercial land uses such as cafes, shops, etc. at ground level. The proposed mixed use building will contribute towards the attainment of the desired character through the provision of relatively high quality medium to high scale residential development. The inclusion of one commercial tenancy at ground level fronting both Hurtle Square and Pulteney Street will assist in activating the square and creating vibrancy.

Buildings should have strong horizontal and vertical elements to define and frame the Park Lands, as expressed in the Desired Character. The northern façade has horizontal elements including the balconies and canopy. The inclusion of a timber soffit lining and black canopy fascia was added to the to match that of the street level canopy which gives a strong visual frame to the height of the building and emphasis horizontal elements, as sought in the Desired Character. The eastern and northern elevations were amended to provide increased visual interest. The addition of vertical batten system will assist in concealing the high level windows on the eastern façade. The northern façade was also amended to provide black feature elements and add to the framing of the building.

The desired character envisages solid materials for visual interest balanced with glazed areas to promote activity at ground level. The windows are black aluminium framed with grey tint glass. Passive surveillance onto the square and Pulteney Street will be achieved. The glazing is balanced with the use of black vertical aluminium slatted screen, feature stone cladding and high quality precast in Dulux 'snow season quarter'.

Based on the above, it is considered that the proposal satisfies the Zone's Desired Character.

Built Form and Design

Building height and setbacks

Zone PDC 15 seeks development to have a minimum of 3 storeys to provide optimal height and floor space and assist in framing the City's squares. The proposal will have 9 storeys with a total height of 29.2m to the parapet which will assist in framing Hurtle Square, in accordance with the Desired Character. Whilst the total height of the building is 0.2m over the maximum expressed in Zone PDC 14, it is considered negligible and is consistent with the recent new buildings in Hurtle Square.

The building is proposed to be built on all boundaries as sought in the Desired Character and Zone PDC 78, 79. The ground level canopy will protrude 2.4m into the public realm providing visual interest, pedestrian movement.

Materials Colours and Finishes

The proposed development exhibits a high level of quality in the overall architectural design and the external materials and finishes to be utilised are satisfactory. The form, colour, texture and quality of materials are of a high quality, durable and contribute to the desired character and consistent with CW PDC 187, 188 and 189.

The applicant amended the northern, southern and eastern facades, in response to Council's comments. The northern façade includes the addition of a painted black vertical element, as discussed above in Desired Character, to provide further articulation and incorporate a strong vertical element to the northern facade. The eastern elevation was also amended to include a vertical batten system in 'Knotwood', powder coated white. Whilst the white batten will be installed on an

already white façade, it is considered that it will still assist in concealing the high level horizontal windows on level 1-8 and provide some finer articulation and detailing to Pulteney Street. Given the possibility of the land to the south (427-429 Pulteney Street) being developed on the site's southern boundary, the applicant proposed a mural to provide visual interest and satisfy Council's concerns with an otherwise blank façade.

On balance, it is considered that the proposal has appropriate height, setbacks and design and the materials, colours and finishes are sufficient.

Environmental

Visual Privacy

The building design has sought to articulate dwellings and balconies to Hurtle Square. Further, the windows to the east and west have minimum sill heights of 1.5m, satisfying CW PDC66. It is considered that whilst all overlooking cannot be mitigated, the Applicant has sufficient measures to remove unreasonable overlooking.

Micro-climate and sunlight

A 10 kilowatt solar panel system is proposed on the roof of the building to offset power consumption in common areas which will minimise the use of non renewable energy resources, in accordance with CW Objective 30.

Aluminium fins have been added to the eastern elevation to provide sun shading and solar protection to reduce heat load.

Split system air conditioning units are provided to the dwelling's living areas and fans installed within bedrooms and living areas to create air circulation. Glass sliding doors and openable windows further assist in providing opportunities for natural ventilation in accordance with PDC 106 and 108.

Contaminated Sites/Suitable for Intended Use

An Environmental Site History Assessment has been prepared by A.M. Environmental Consulting Pty Ltd and identified that there is the potential for site contamination to have occurred in the past.

The applicant is agreeable to a reserved matter requiring further investigations once demolition has occurred and remediation work, if required which is considered to satisfy CW PDC 105. The reserved matter is an acceptable approach as there is a need to undertake further assessment post demolition in order to demonstrate that there are no material issues likely to remain at the site once developed.

9.4 Conclusion

The proposal is considered to achieve the desired outcomes of the desired character and principals by providing:

- High quality medium to high scale residential development which supports the desired character and the broader requirements of the Council Wide Objectives and Principles.
- A desired commercial land use at ground level.
- Architectural design and scale of buildings that contribute to the 'framing' of Hurtle Square.
- On-site vehicle and bicycle parking.

- A continuous built form at ground level with vehicular and pedestrian access arrangements resulting in acceptable impacts on Hurtle Square and Pulteney Street.
- Site contamination to be dealt with as a reserved matter given the risk is considered low.

The proposal is not considered to be seriously at variance with the provisions of the Development Plan because it proposes a land use and form of development that is desired in the Zone and Policy Area.

It has been determined that, on balance, the proposal warrants Development Plan Consent.

10. **RECOMMENDATION**

That the development, the subject of the application from FORME PROJEX for demolition of existing building and construction of a nine storey building comprising 35 residential dwellings, ground floor retail tenancy and 34 car parking spaces at 421-425 Pulteney Street, Adelaide SA 5000 as shown on plans designated DA/566/2019:

1. Is not seriously at variance with the provisions of the Development Plan and
2. Be GRANTED Development Plan Consent, subject to the following reserved matters, conditions and advices:

Reserved Matters

Pursuant to Section 33(3) of the Development Act, 1993, a decision on the following matter is reserved for further assessment pending the provision of further information (and must be resolved prior to granting of Development Approval):

- The applicant or the person(s) having the benefit of this consent shall provide, prior to the granting of development approval of the development, a report prepared by a suitably qualified Contaminated Land Consultant to determine, based on the findings from further site investigations, whether a detailed Phase II site assessment and/or Phase III site remediation should be undertaken and shall be submitted to Council. The recommendations of the report shall be carried out to the reasonable satisfaction of Council.

(Note: A further Decision Notification Form will be issued when the Reserved Matter has been satisfied with the provision of further information. No work can commence until these matters have been resolved and you have received Development Approval from Council.)

Conditions

1. **The Development shall be undertaken in accordance with the plans, drawings, specifications and other documents submitted to the Council that are relevant to the consent as listed below:**

- **Drawings prepared by Locus Architecture numbered DPC.001, DPC.002, DPC.003, DPC.003a, DPC.003b, DPC.004, DPC.005, DPC.006, DPC.007, DPC.007a, DPC.008, DPC.009, DPC.010, DPC.011, DPC.012, DPC.013, DPC.014, DPC.015, DPC.016, DPC.017, DPC.018, DPC.019, dated 25 September 2019**
- **Planning Report and addendum prepared by Masterplan Planning Consultants, including**
- **Parking and Access Assessment prepared by Cirqa;**
- **Environmental Site History Assessment prepared by A.M. Environmental Consulting Pty Ltd**
- **Building Services Assessment Report prepared by Bestec;**

to the reasonable satisfaction of the Council except where varied by conditions below (if any).

Reason: *To ensure that the Development is undertaken in accordance with the plans and details submitted.*

2. **All line marking for car park spaces and traffic signs on the Land shall conform to AS/NZS 2890.1:2004 Off-street Car Parking.**

Reason: To ensure that the Development meets the requirements of the relevant Australian Standards.

3. **The finished floor level of the ground floor level at the entry point to the development shall match the existing footpath unless otherwise agreed to by the Council in writing.**

The finished floor level of the car park entry and exit points on the Land shall match the adjacent road level unless otherwise agreed to by the Council in writing.

Reason: To ensure public footpaths remain level and as such pedestrian safety and amenity is not compromised.

4. **The connection of any storm water discharge from the Land to any part of the Council's underground drainage system shall be undertaken in accordance with the Council Policy entitled 'Adelaide City Council Storm Water Requirements' which is attached to this consent to the reasonable satisfaction of the Council.**

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

Advices

1. Expiration Time of Approval

Pursuant to the provisions of Regulation 48 under the Development Act 1993, this consent / approval will lapse at the expiration of 12 months from the operative date of the consent / approval unless the relevant development has been lawfully commenced by substantial work on the site of the development within 12 months, in which case the approval will lapse within 3 years from the operative date of the approval subject to the proviso that if the development has been substantially or fully completed within those 3 years, the approval will not lapse.

2. Building and Encroachment Consent for Approval

Development Approval will not be granted until Building Rules Consent and 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.

3. Encroachment Permit

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.

Please contact the Approvals Section on 8203 7421 for further information.

4. Building Site Management Plan

A Building Site Management Plan is required prior to construction work beginning on site. The Building Site Management Plan should include details of such items as:

- Work in the Public Realm
 - Street Occupation
 - Hoarding
 - Site Amenities
 - Traffic Requirements
 - Servicing Site
 - Adjoining Buildings
 - Reinstatement of Infrastructure
-

5. Site Theft

Unsecured building sites have been identified as a soft target for vandalism and theft of general building materials. The Adelaide Local Service Area Police and the Adelaide City Council are working together to help improve security at building sites. Items most commonly stolen or damaged are tools, water heaters and white goods. To minimise the risk of theft and damage, consider co-ordinating the delivery and installation of the goods on the same day. Work with your builder to secure the site with a fence and lockable gate. Securing the site is essential to prevent unauthorised vehicle access and establishes clear ownership. If you have any further enquiries about ways to reduce building site theft, please do not hesitate to contact the Adelaide Local Service Area Community Programs Section on 8463 7024. Alternatively, you can contact Adelaide City Council for further assistance and information by calling Nick Nash on 8203 7562.

6. City Works Permit

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 lodged via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

7. Residential Parking Permits

No on-street residential parking permits will be issued for use by occupants of, or visitors to, the development herein approved (unless the subject site meets the relevant criteria).

Please contact the City of Adelaide Customer Centre on 8203 7203 for further information.

8. Boundaries

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

9. Public Utilities

The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

In addition you are advised that the installation of an SA Power Networks transformer within the building may require the submission of a variation application. Furthermore, any proposal to install electricity infrastructure including a transformer or switching cubicle within the public realm will require the consent of Council and may not be forthcoming.

10. Crossing made obsolete

The vehicle crossing place(s) made redundant as a result of this development will be closed by Council and the applicant will be charged directly for the work. A quotation for the work will be provided by Council to the applicant prior to the work being undertaken.

11. New vehicle a crossover required or alterations are to an existing crossover/s

There is no objection to the proposed vehicle crossing place(s)/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. Separate application for the crossing place(s) is required and the applicant can obtain a form from Customer Service, 25 Pirie Street, Adelaide, telephone 8203 7236. A quotation for the work will be provided by Council prior to the work being undertaken.

12. Damage to Council's Footpath / Kerbing / Road Pavement / Verge

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.

Item No. 3.2 – Attachments 1 – 163 (421-425 Pulteney Street, Adelaide SA 5000)

Pages 94 to 256

ATTACHMENTS

Plans and Details	1-23
Certificates of title	24-29
Planning Report	30-64
Parking, Access and Traffic Report	65-77
Building Services Assessment Report	78-80
Environmental Site History Assessment	81-163

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**Beautifully
crafted luxury
apartments on
Hurtle Square.
A collaboration
between
Formeproject
and Locus
Architecture**

2019.09.25

The logo for Hurtle & Co. is a white circle containing the text "Hurtle & Co." in a white, serif font. The text is centered within the circle.

**Hurtle
& Co.**

location plan



STAGE 01

Completed in 2017



STAGE 02

Completed in 2018



STAGE 03

Under construction



STAGE 04

Construction commencing

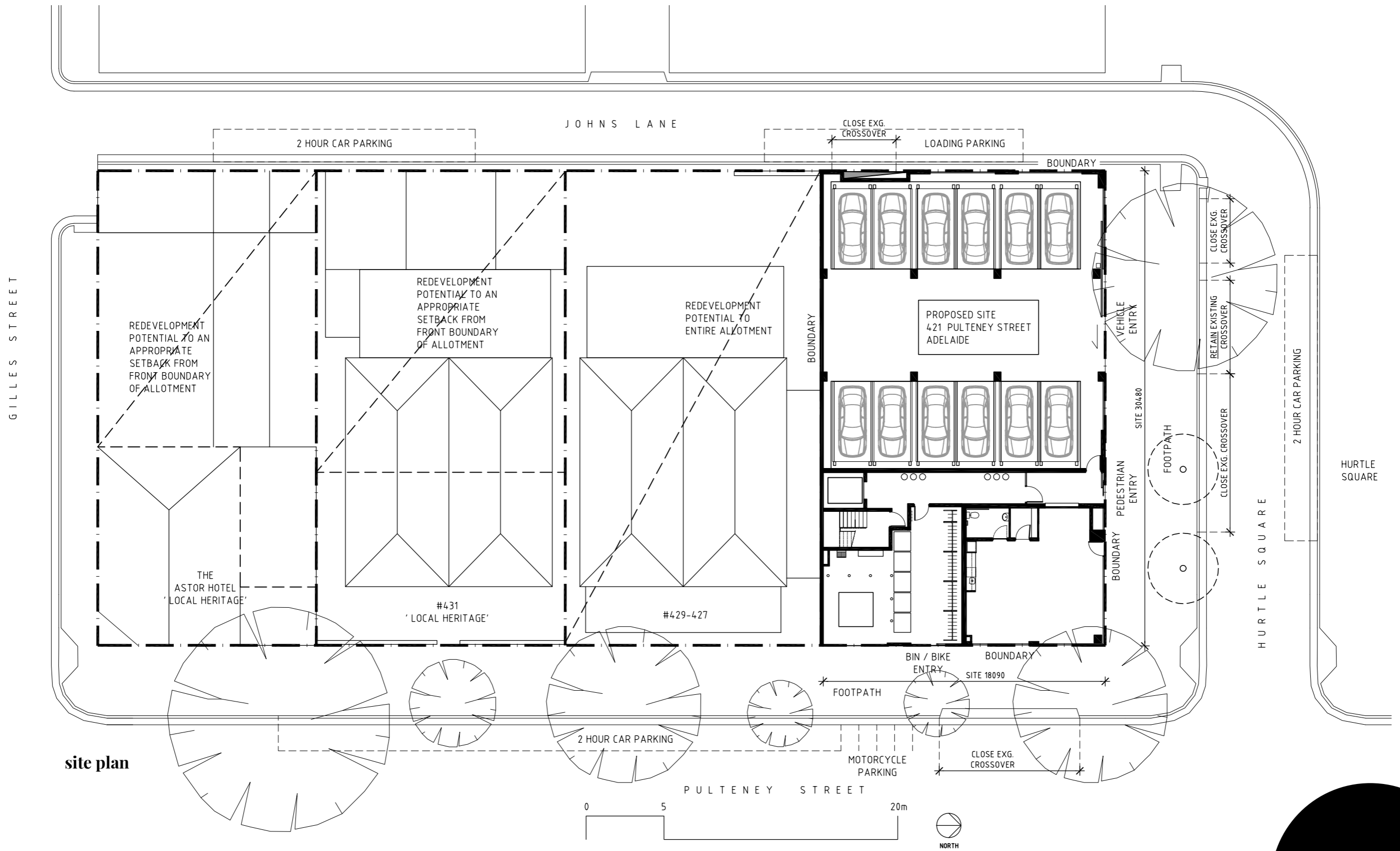


STAGE 05

Proposed



DPC.001 v1.1 @ 2019.09.05



site plan



context



looking south / east - across Hurtle Square, from Carrington Street



looking north / west, Pulteney Street



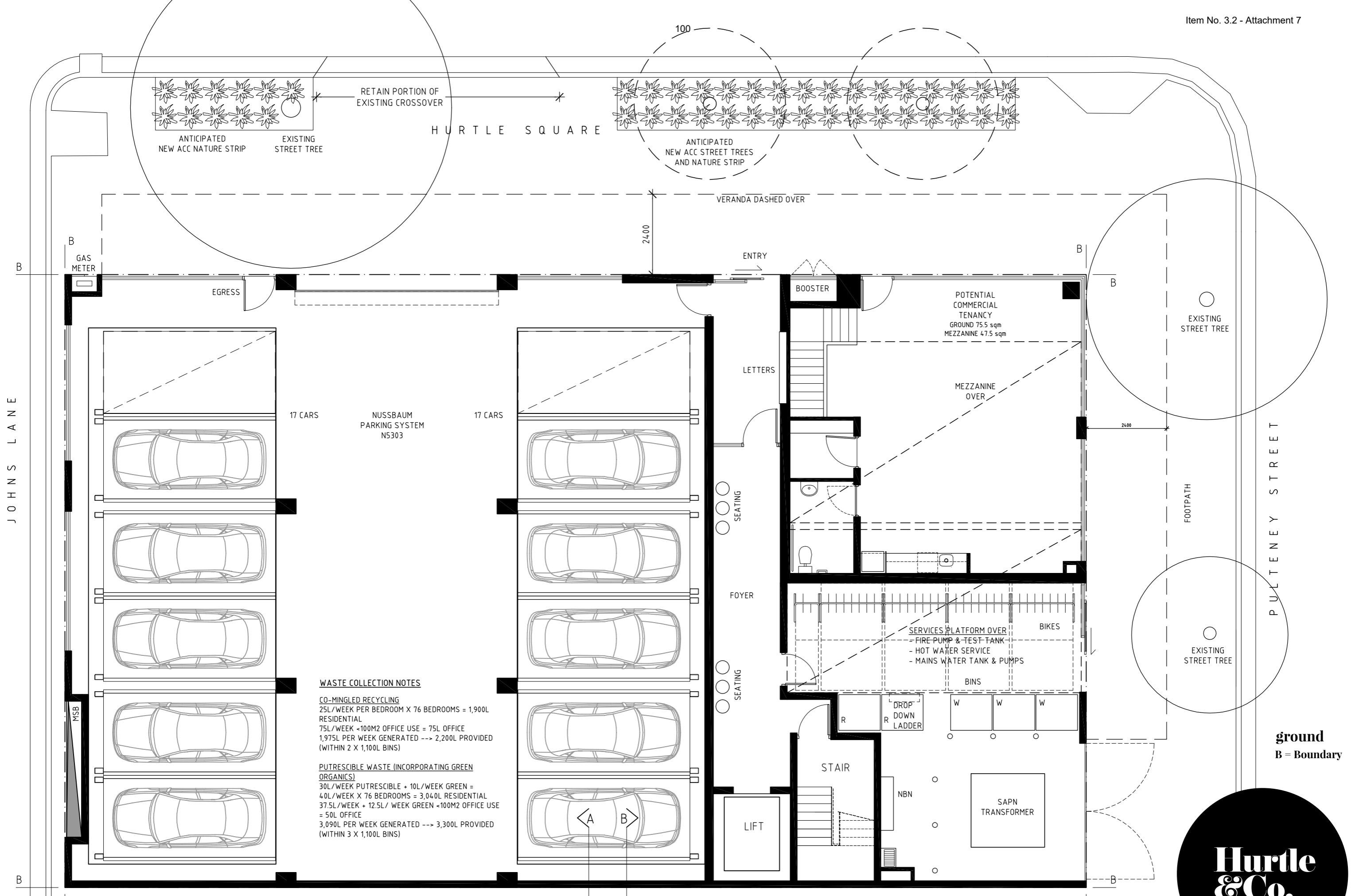
looking south / west - across Hurtle Square, from Carrington Street



looking south / west - across Hurtle Square, from center of Hurtle Square



streetscape
B = Boundary

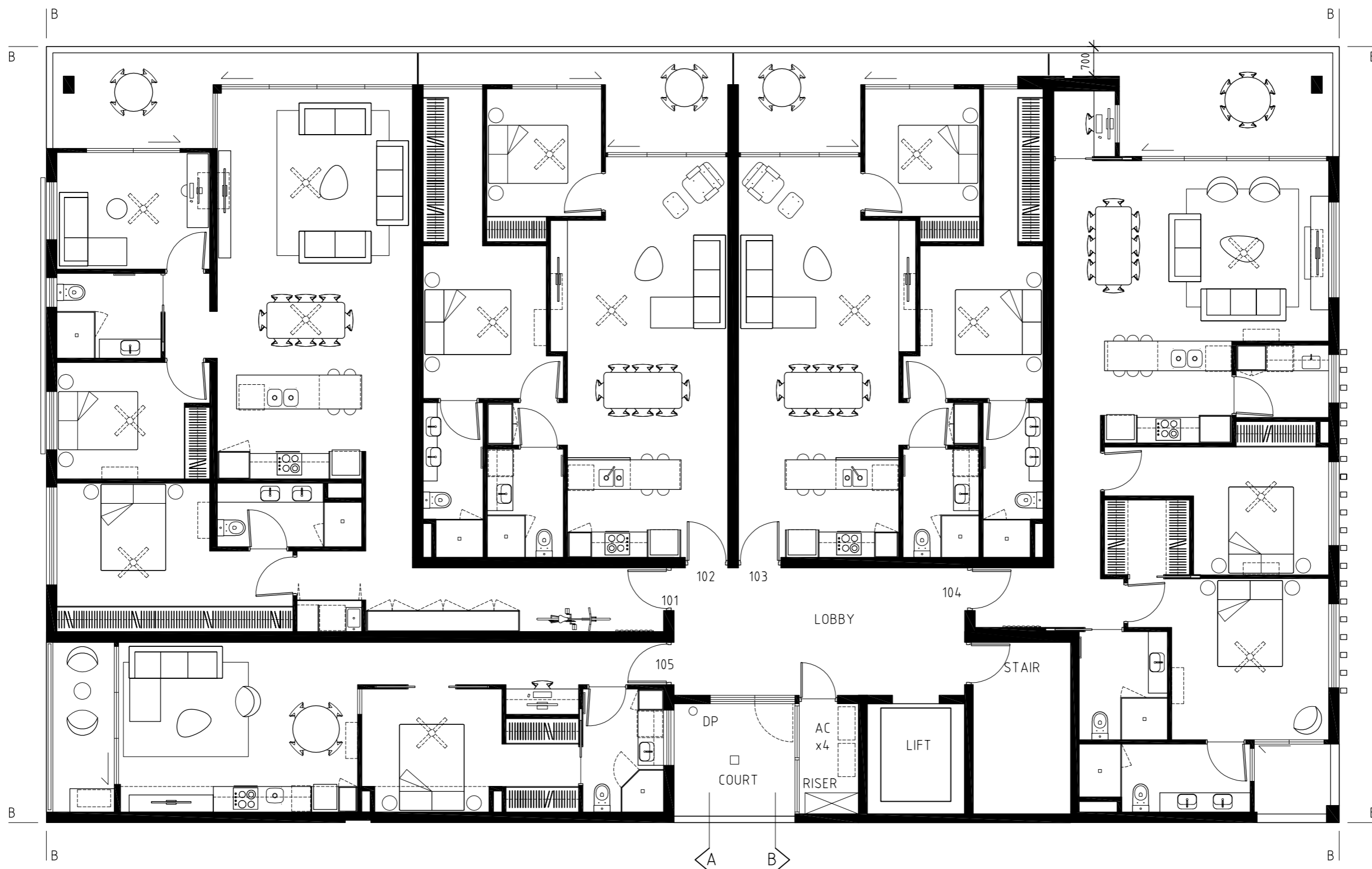


WASTE COLLECTION NOTES

CO-MINGLED RECYCLING
 25L/WEEK PER BEDROOM X 76 BEDROOMS = 1,900L RESIDENTIAL
 75L/WEEK <100M2 OFFICE USE = 75L OFFICE
 1,975L PER WEEK GENERATED --> 2,200L PROVIDED (WITHIN 2 X 1,100L BINS)

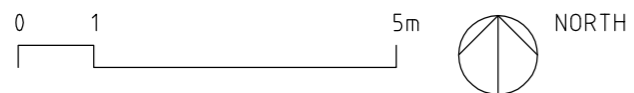
PUTRESCIBLE WASTE (INCORPORATING GREEN ORGANICS)
 30L/WEEK PUTRESCIBLE + 10L/WEEK GREEN = 40L/WEEK X 76 BEDROOMS = 3,040L RESIDENTIAL
 37.5L/WEEK + 12.5L/WEEK GREEN <100M2 OFFICE USE = 50L OFFICE
 3,090L PER WEEK GENERATED --> 3,300L PROVIDED (WITHIN 3 X 1,100L BINS)

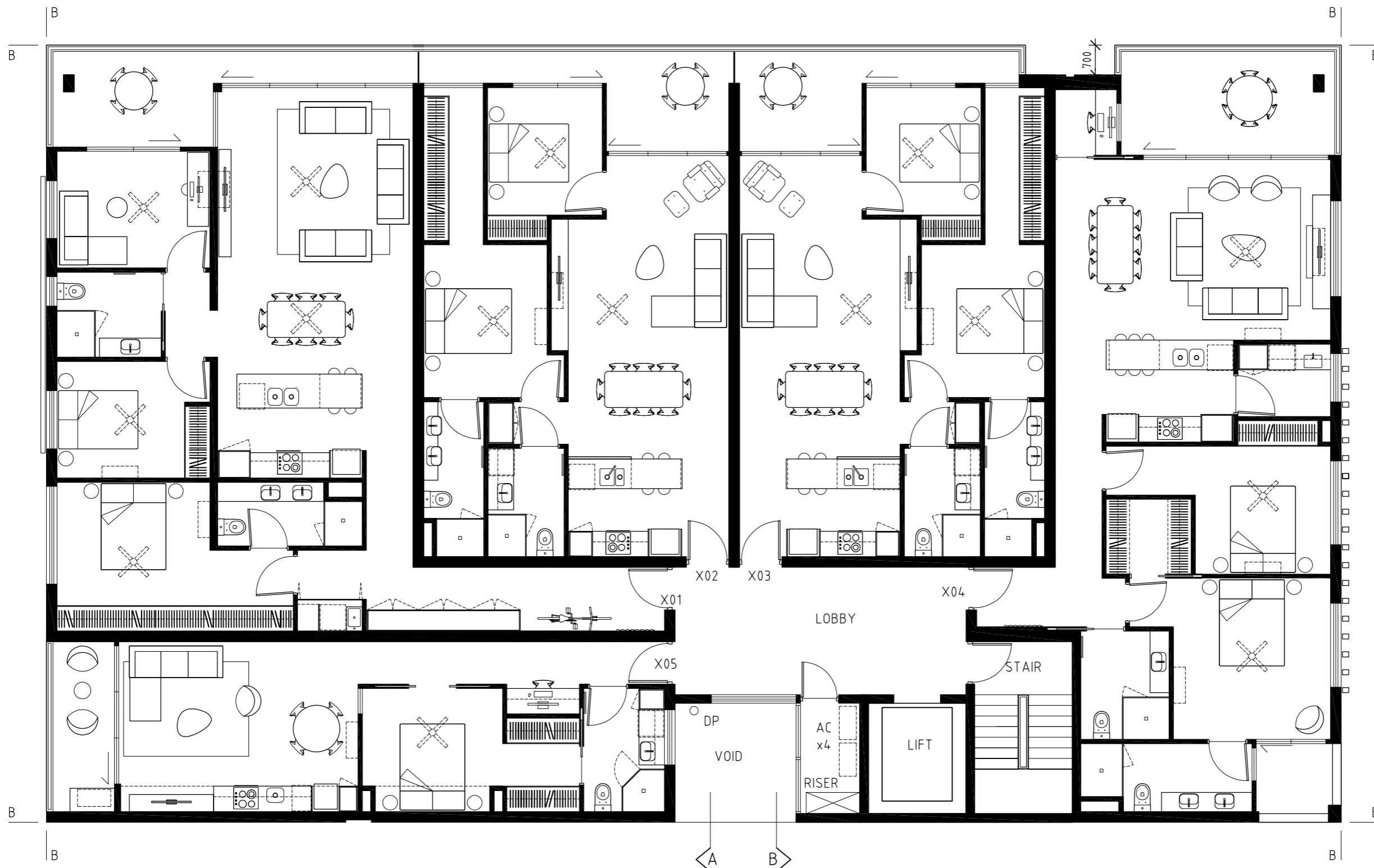




level 01

B = Boundary

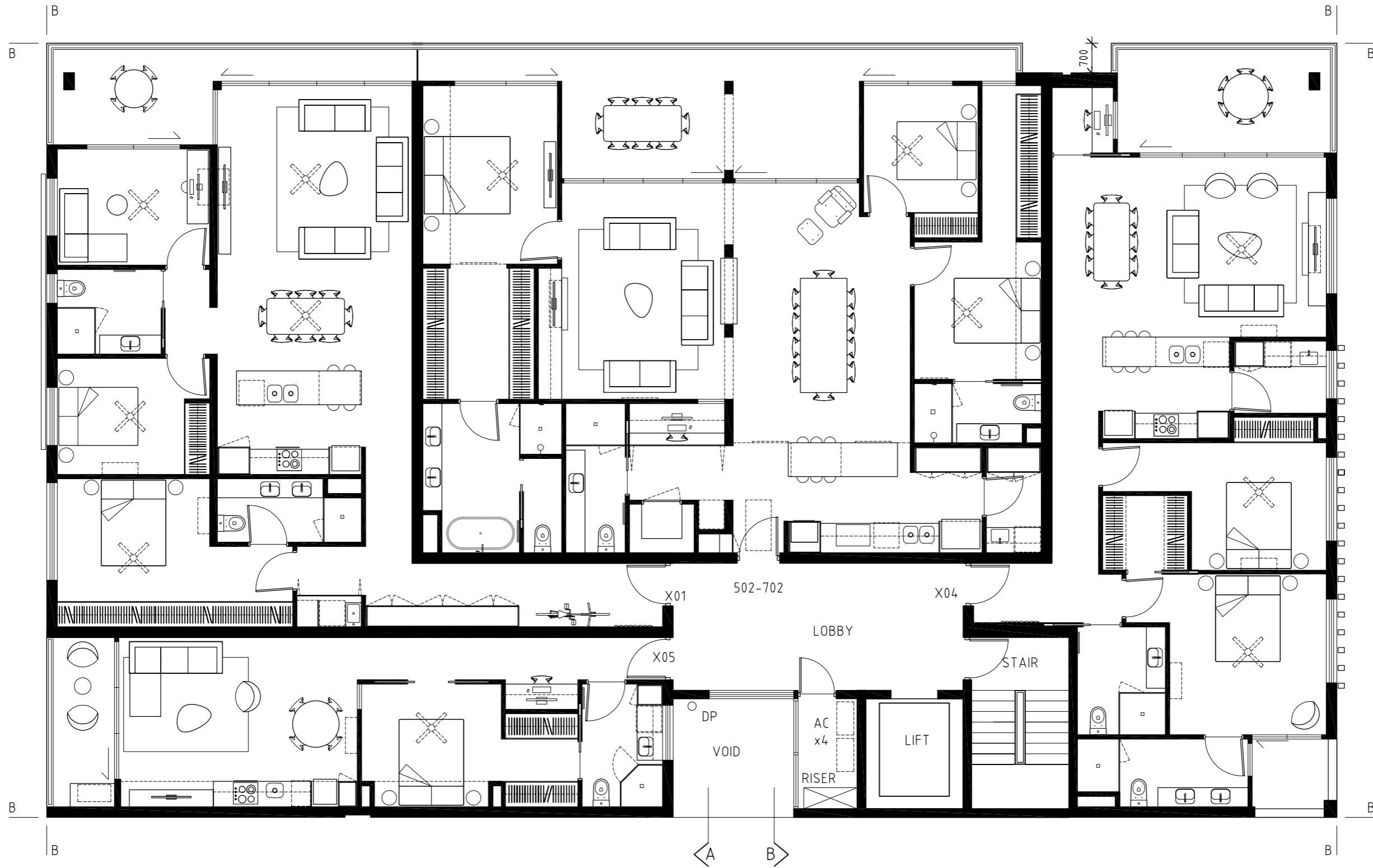




levels 02 / 03 / 04

B = Boundary

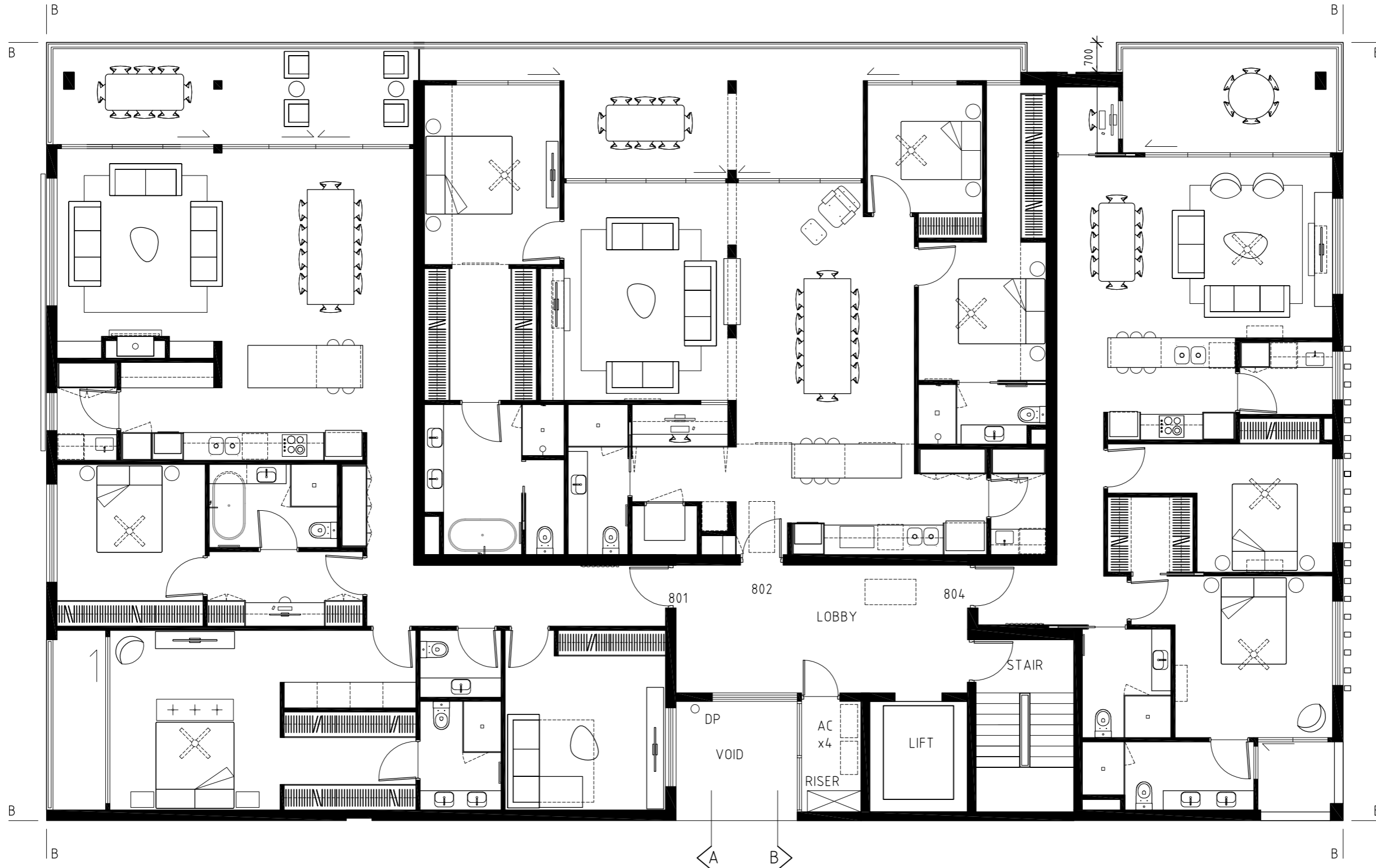




levels 05 / 06 / 07

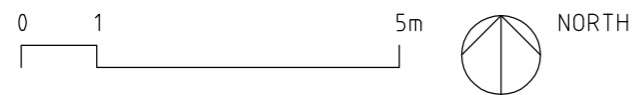
B = Boundary

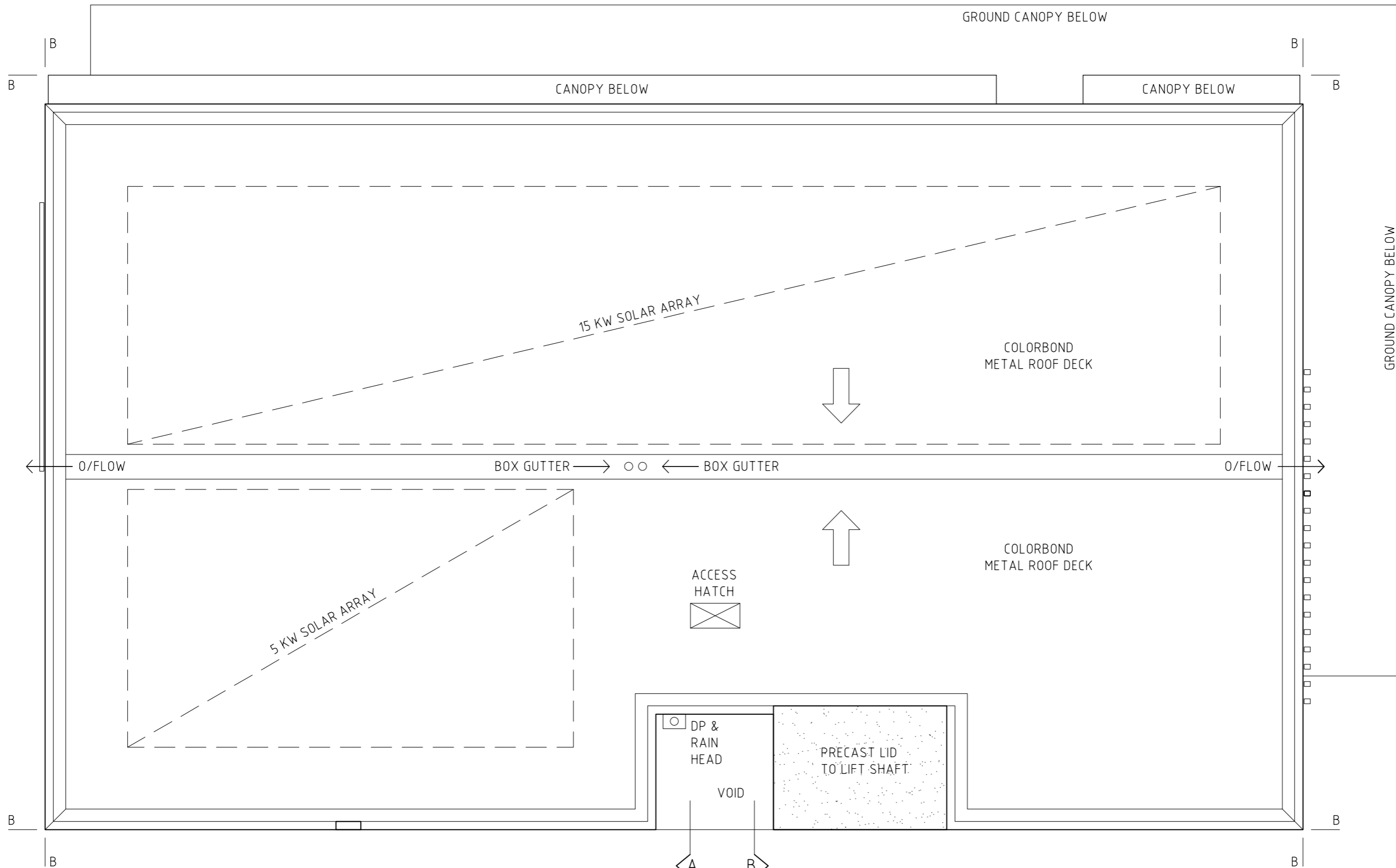




level 08

B = Boundary

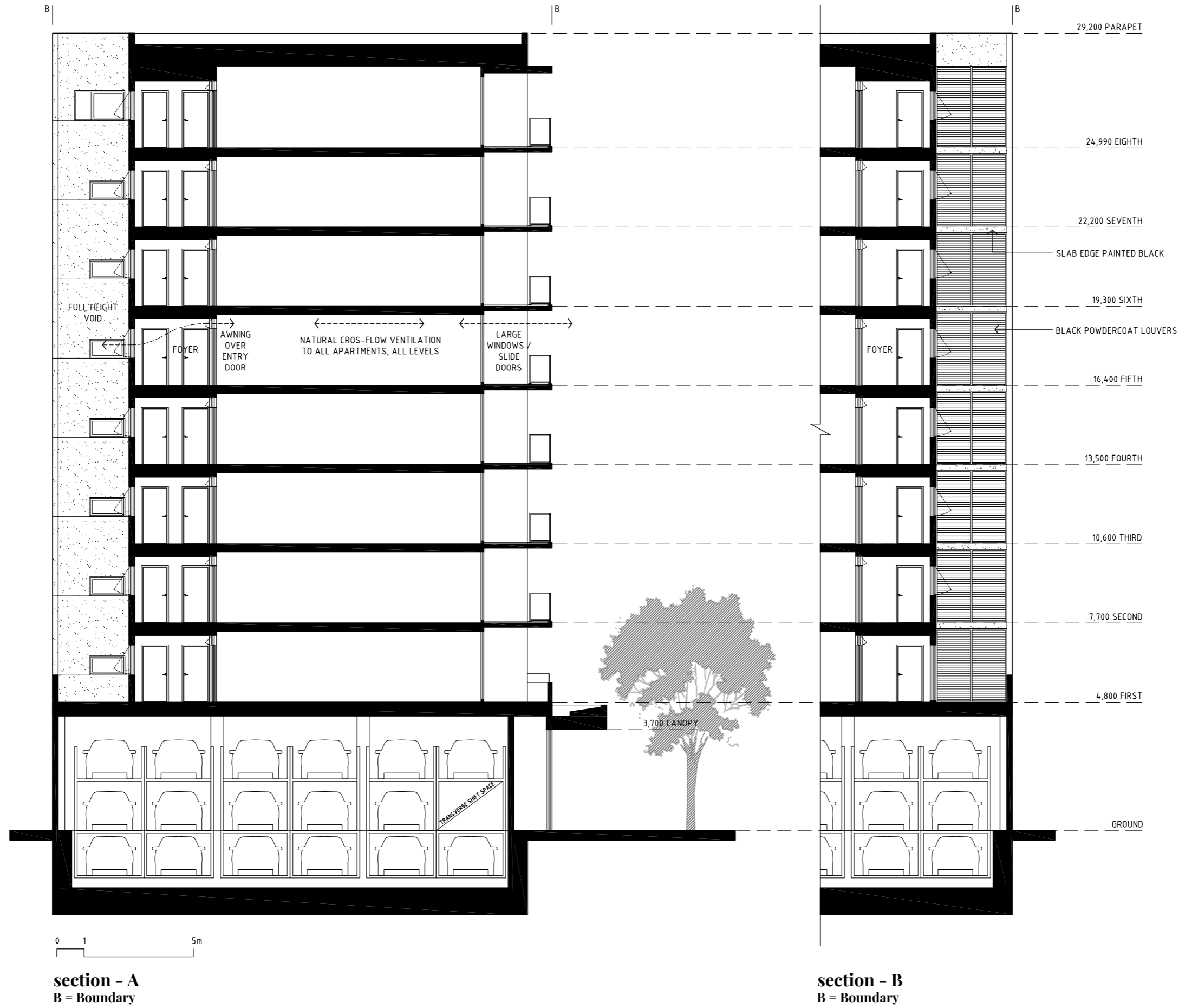




roof

B = Boundary





section - A
B = Boundary

section - B
B = Boundary



legend

- b1** black aluminum framed grey tint glass infill balustrade
- b2** frameless grey tint glass balustrade
- a** black aluminum framed grey tint vision glass awning window
- s** black aluminum framed grey tint spandrel fixed glass
- g** black commercial aluminum framed grey tint vision glass doors & windows
- l** black aluminum louvers
- fs** feature black aluminum slatted screen
- w1** high quality precast in Dulux 'snow season quarter' finished in Dulux AcraShield Advance three coat system
- W2** high quality precast in Dulux 'night sky' finished in dulux AcraTex 'Coventry' with Dulux AcraShield Advance topcoat
- c** canopy finished in solid 4mm thick folded black aluminum
- gd** garage door - framed to mimic adjacent black commercial aluminum framed grey tint vision glass doors & windows
- pf** perimeter frame - white aluminum box section 140 x 90
- ba** Knotwood 2-Part batten vertical system - KEB15050F-6050 powdercoated white on flat pinned 30mm off face of wall
- f** obscured glass infill to balustrade - 75% solid to void ratio
- sc** black painted steel canopy fascia
- cs** timber batten soffit lining - innowood 'western red cedar'
- st** anticipated new street trees by acc

PROFILE
EXISTING
TOWNHOUSE
DASHED



north
B = Boundary

forme projex



**Locus
Architecture**



City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019

Scale 1:150 DPC.010 v1.2 @ 2019.09.25



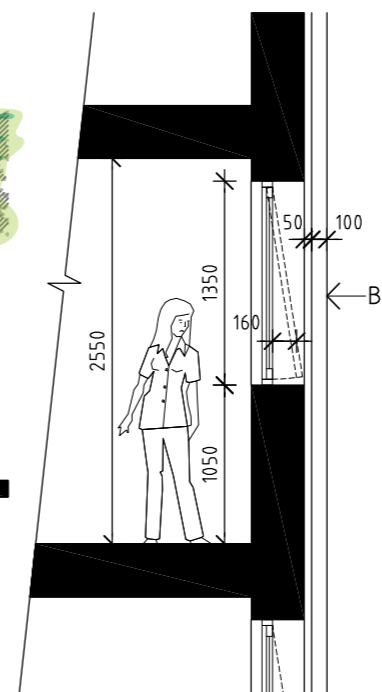


legend

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- cs** timber batten soffit lining - innowood 'western red cedar'
- st** anticipated new street trees by acc

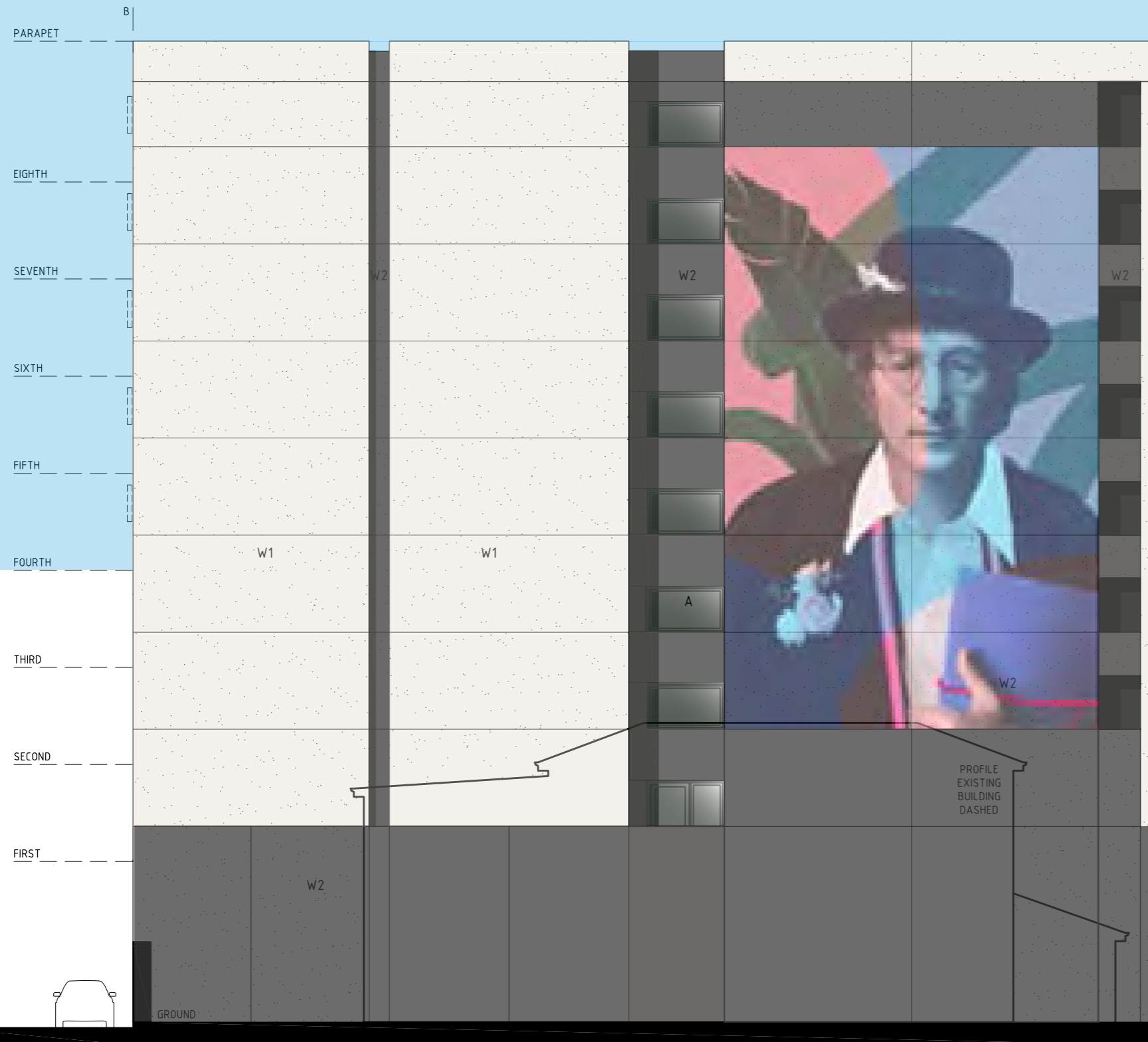


east
B = Boundary



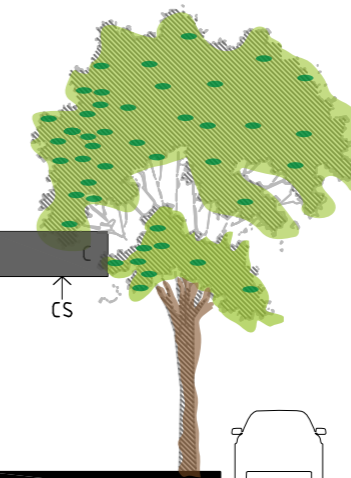
Section A - 1 : 50





legend

- b1** black aluminum framed grey tint glass infill balustrade
- b2** frameless grey tint glass balustrade
- a** black aluminum framed grey tint vision glass awning window
- s** black aluminum framed grey tint spandrel fixed glass
- g** black commercial aluminum framed grey tint vision glass doors & windows
- l** black aluminum louvers
- fs** feature black aluminum slatted screen
- w1** high quality precast in Dulux 'snow season quarter' finished in Dulux AcraShield Advance three coat system
- W2** high quality precast in Dulux 'night sky' finished in dulux AcraTex 'Coventry' with Dulux AcraShield Advance topcoat
- c** canopy finished in solid 4mm thick folded black aluminum
- gd** garage door - framed to mimic adjacent black commercial aluminum framed grey tint vision glass doors & windows
- pf** perimeter frame - white aluminum box section 140 x 90
- ba** Knotwood 2-Part batten vertical system - KEB15050F-6050 powdercoated white on flat pinned 30mm off face of wall
- f** obscured glass infill to balustrade - 75% solid to void ratio
- sc** black painted steel canopy fascia
- es** timber batten soffit lining - innowood 'western red cedar'
- st** anticipated new street trees by acc



note
152 halifax street
artwork shown for
illustration purposes only

PROFILE
EXISTING
TOWNHOUSE
DASHED

PROFILE
EXISTING
BUILDING
DASHED



south
B = Boundary



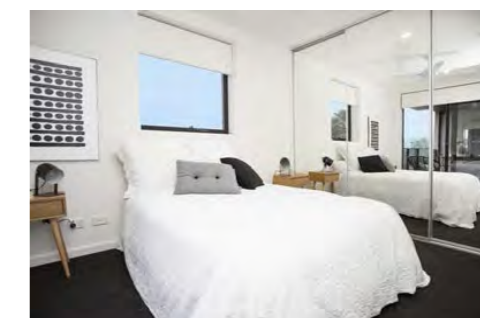
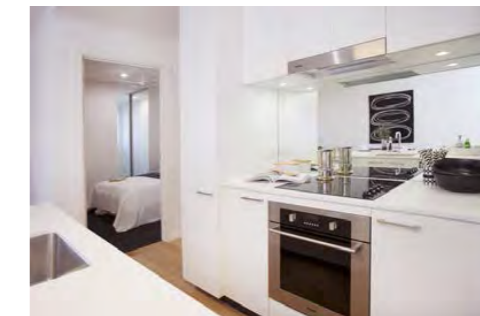
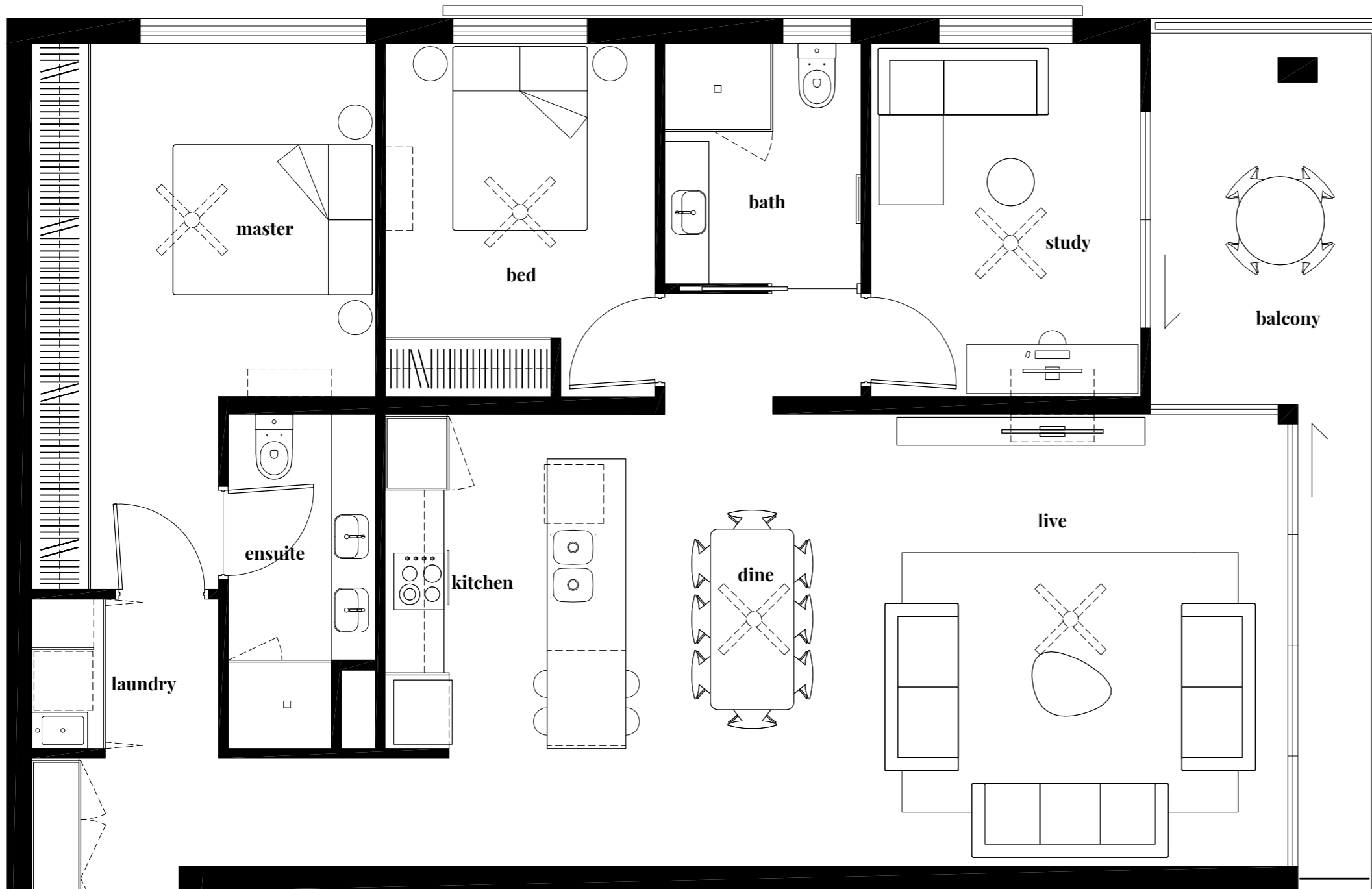


legend

- b1** black aluminum framed grey tint glass infill balustrade
- b2** frameless grey tint glass balustrade
- a** black aluminum framed grey tint vision glass awning window
- s** black aluminum framed grey tint spandrel fixed glass
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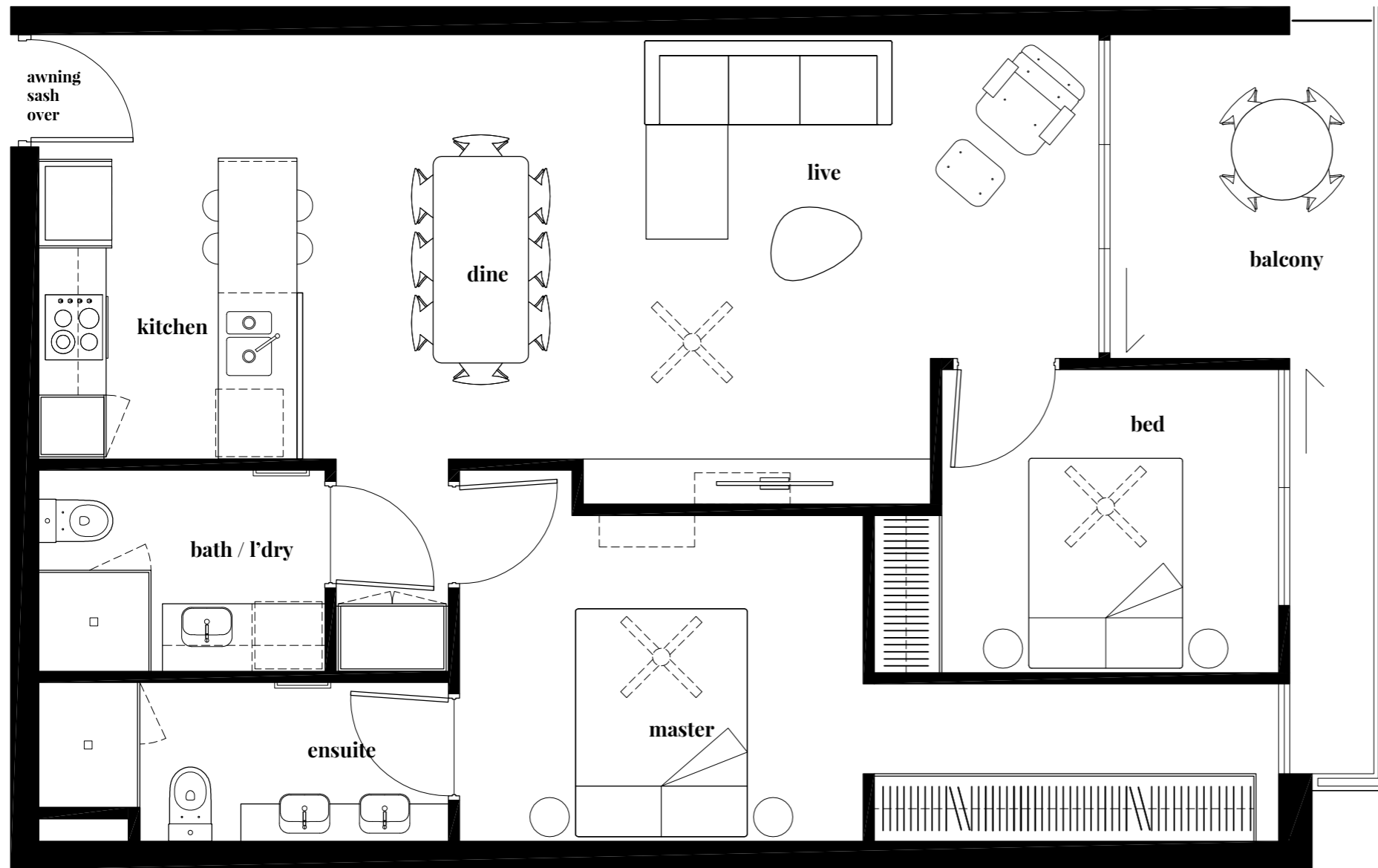
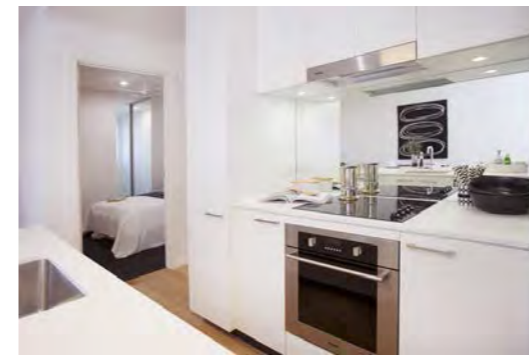
west
B = Boundary



apartment x01

- apartment: 117.1 sqm
- balcony: 13.7 sqm
- storage: 19.46 cbm





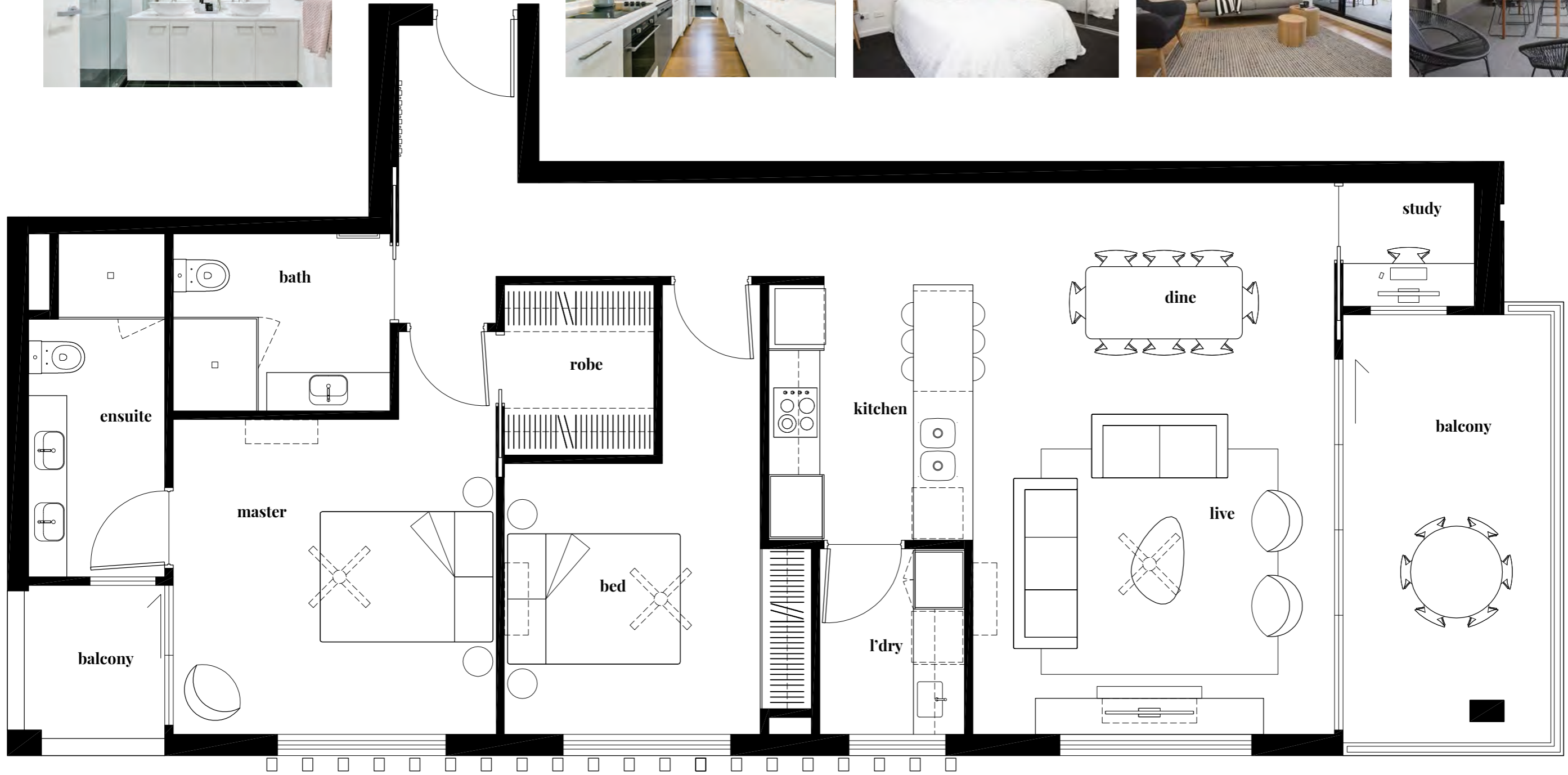
apartment X03 (X02 mirrored)

- apartment: 81 sqm
- balcony: 11 sqm
- storage: 15.5 cbm



Locus
Architecture





apartment X04

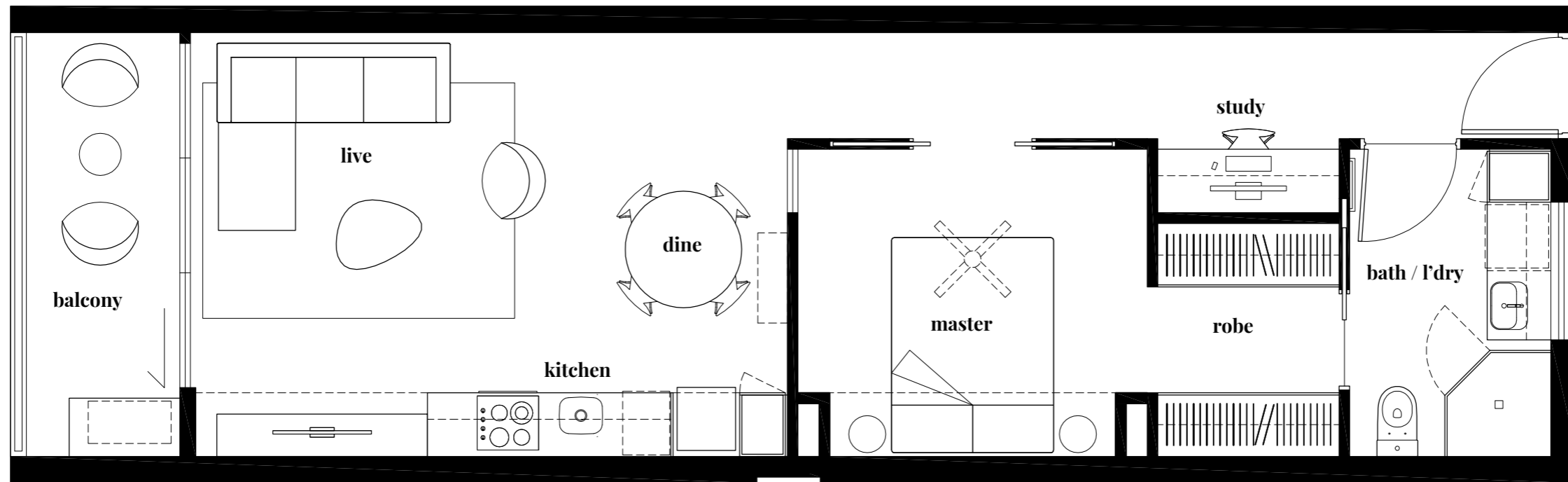
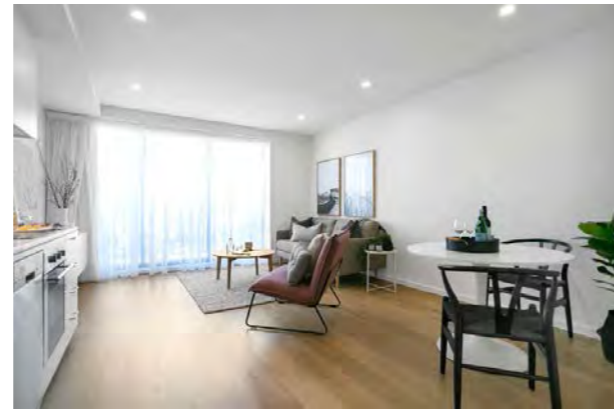
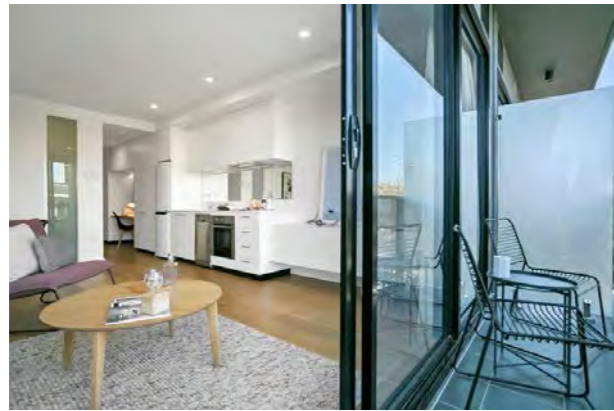
- apartment: 107 sqm
- balcony: 17.2 sqm
- storage: 22.6 cbm



Locus
Architecture

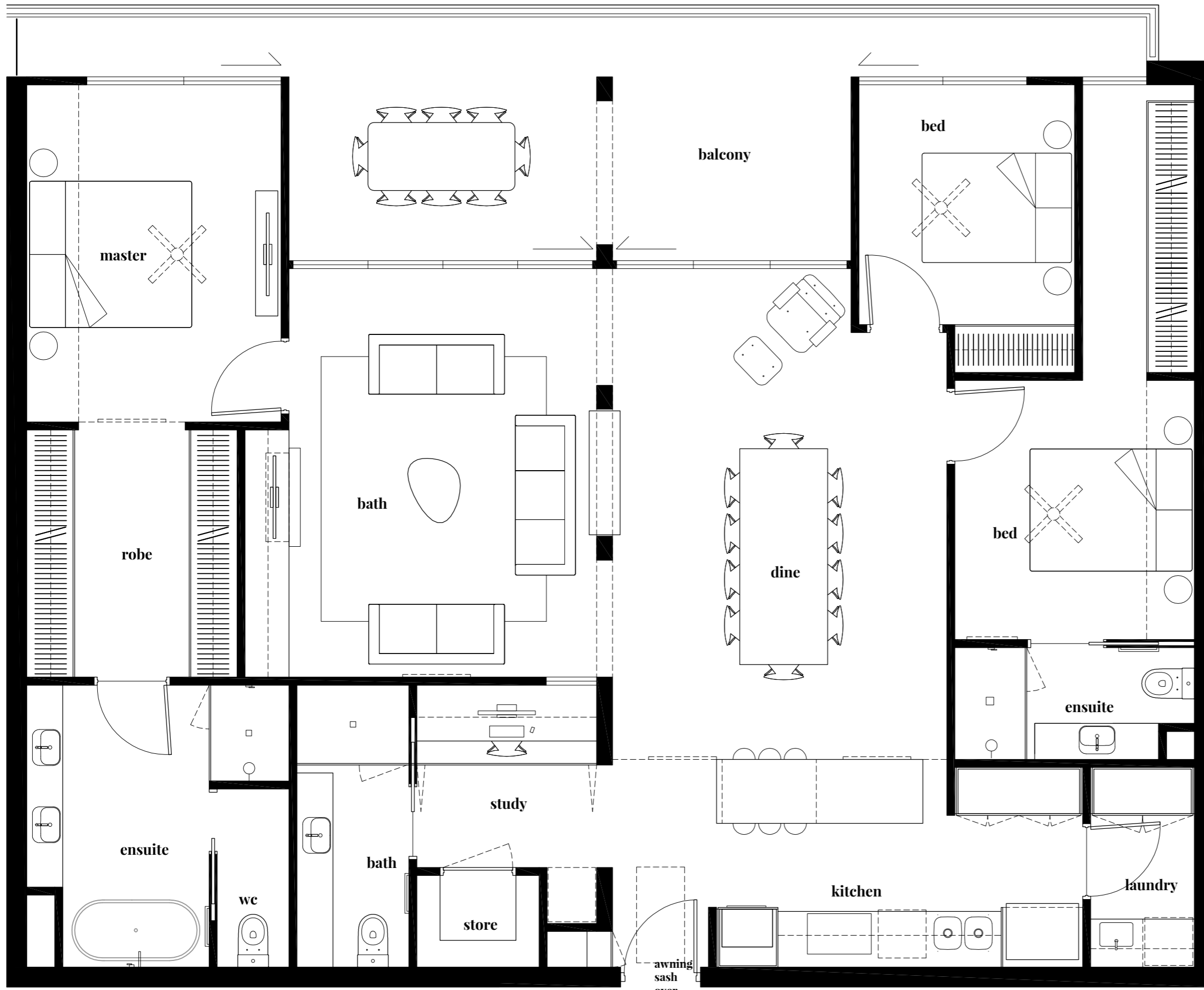


Scale 1:100 DPC.016 v1.2 @ 2019.09.25

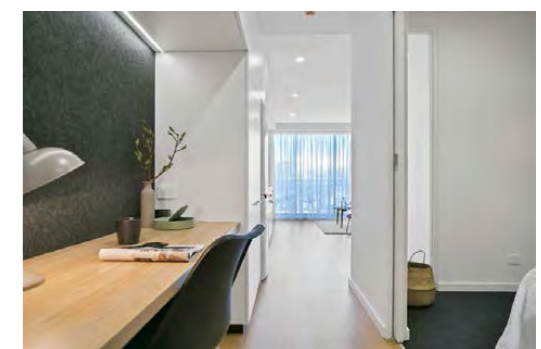
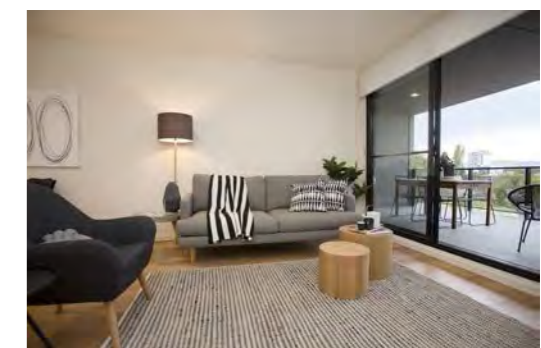


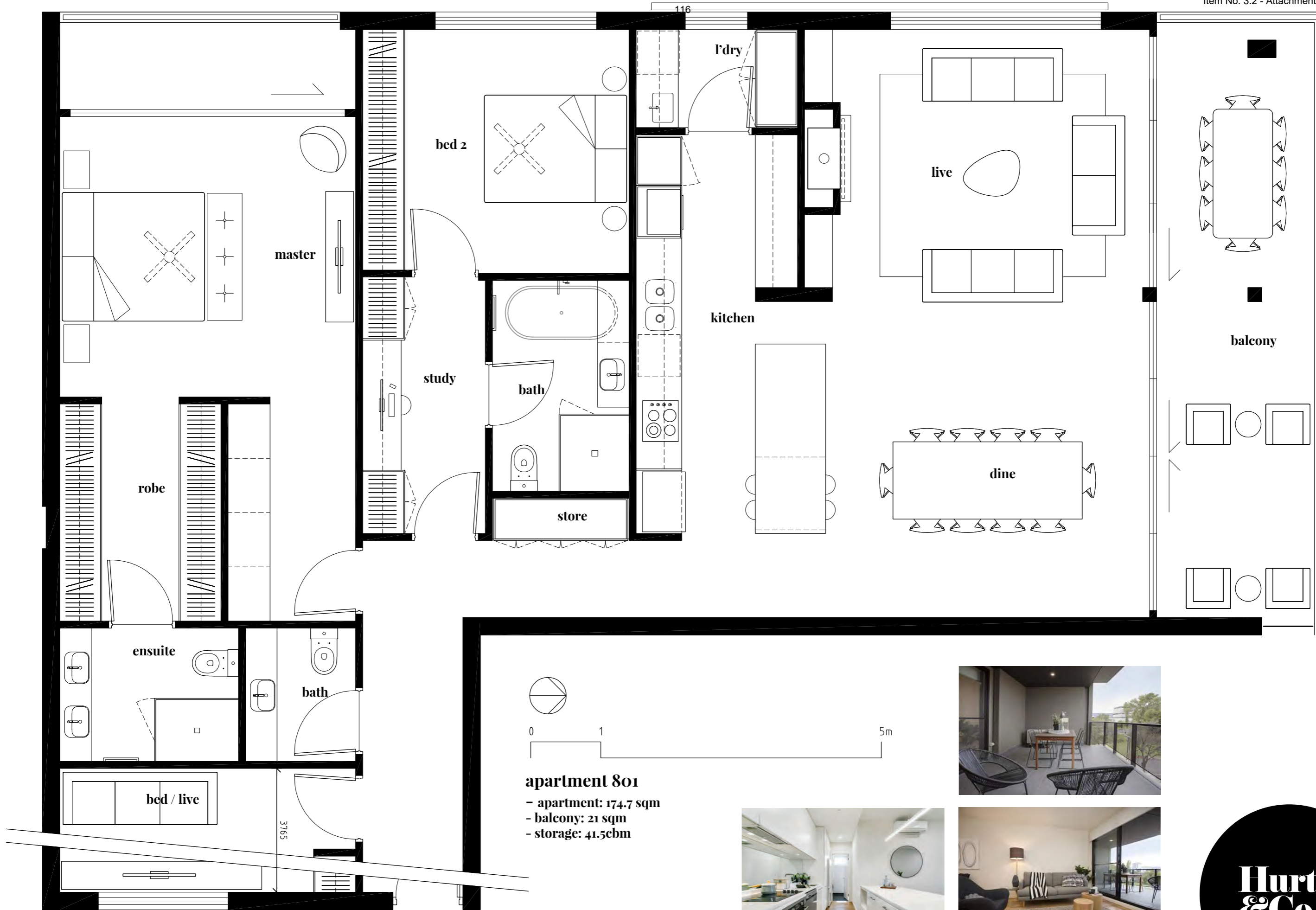
apartment x05

- apartment: 58.3 sqm
- balcony: 6.4 sqm
- storage: 12.2 cbm



apartment 502 / 602 / 702 / 802
 - apartment: 156 sqm
 - balcony: 29 sqm
 - storage: 45.9 cbm





apartment 801

- apartment: 174.7 sqm
- balcony: 21 sqm
- storage: 41.5cbm





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



Certificate of Title - Volume 5320 Folio 803

Parent Title(s) CT 4342/569
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 Edition 8 Edition Issued 03/06/2014

Estate Type

SHARE TITLE OF THE FEE ONLY

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 200 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 200 SHARE

Description of Land

ALLOTMENT 91 FILED PLAN 170528
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

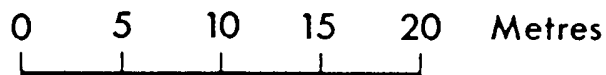
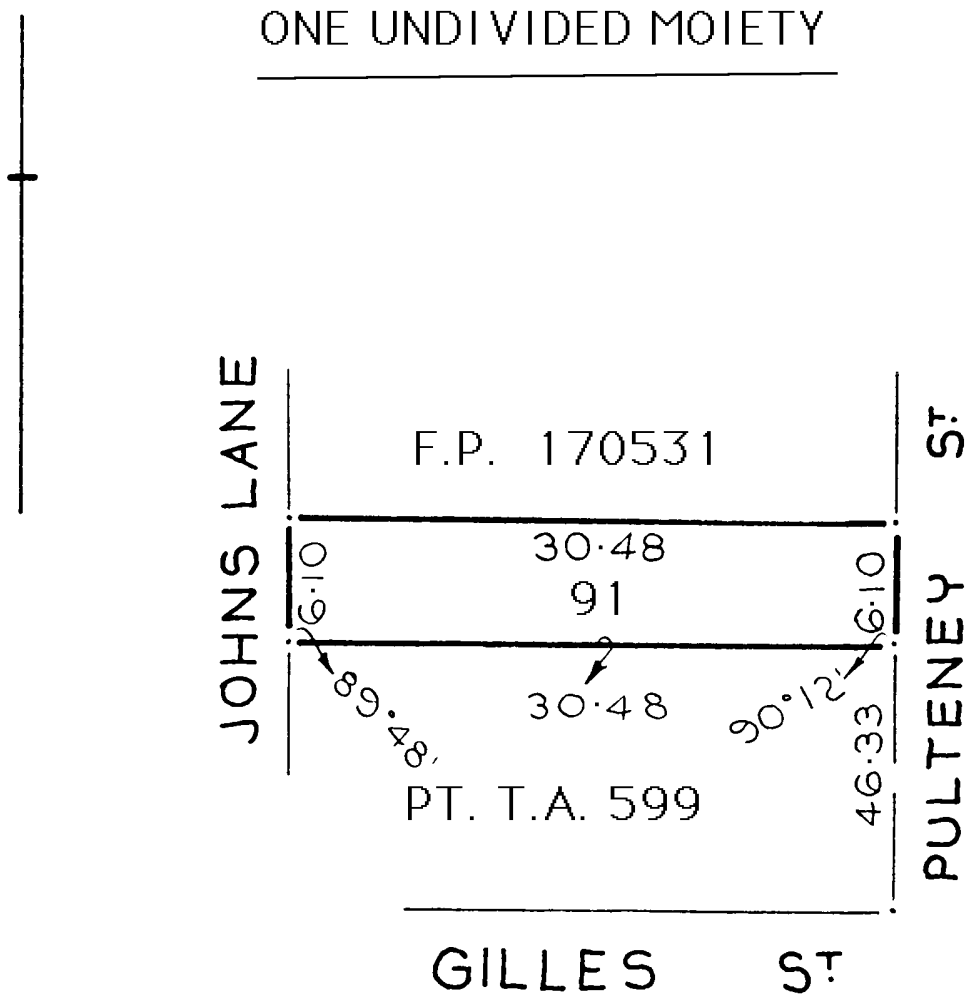
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 4342/569 & 4342/570



Note : Subject to all lawfully existing plans of division



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



Certificate of Title - Volume 5320 Folio 924

Parent Title(s) CT 1526/168
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 Edition 8 Edition Issued 03/06/2014

Estate Type

FEE SIMPLE

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 100 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 100 SHARE

Description of Land

ALLOTMENT 94 FILED PLAN 170531
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

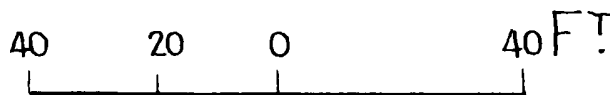
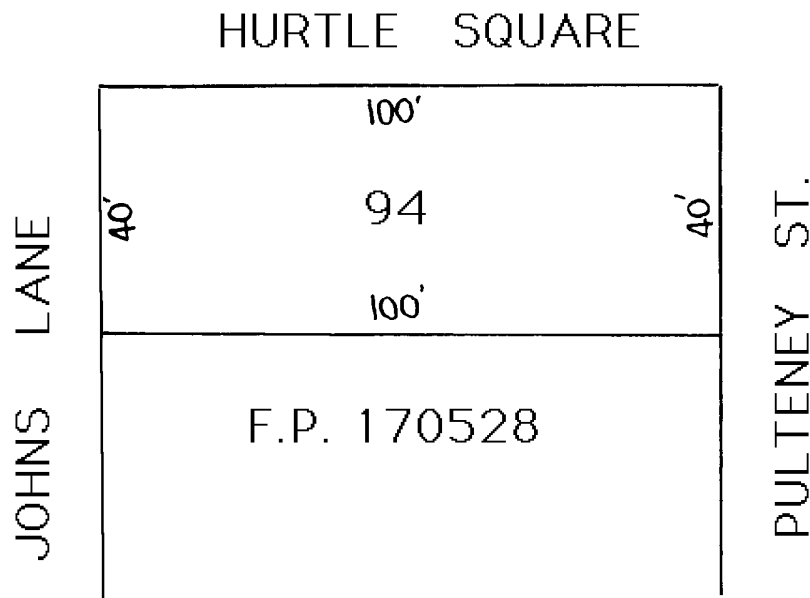
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 1526/168



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

Note : Subject to all lawfully existing plans of division



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



Certificate of Title - Volume 5320 Folio 804

Parent Title(s) CT 4342/570
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 Edition 8 Edition Issued 03/06/2014

Estate Type

SHARE TITLE OF THE FEE ONLY

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 200 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 200 SHARE

Description of Land

ALLOTMENT 91 FILED PLAN 170528
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

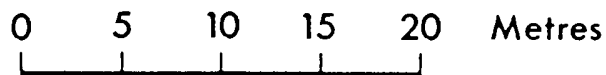
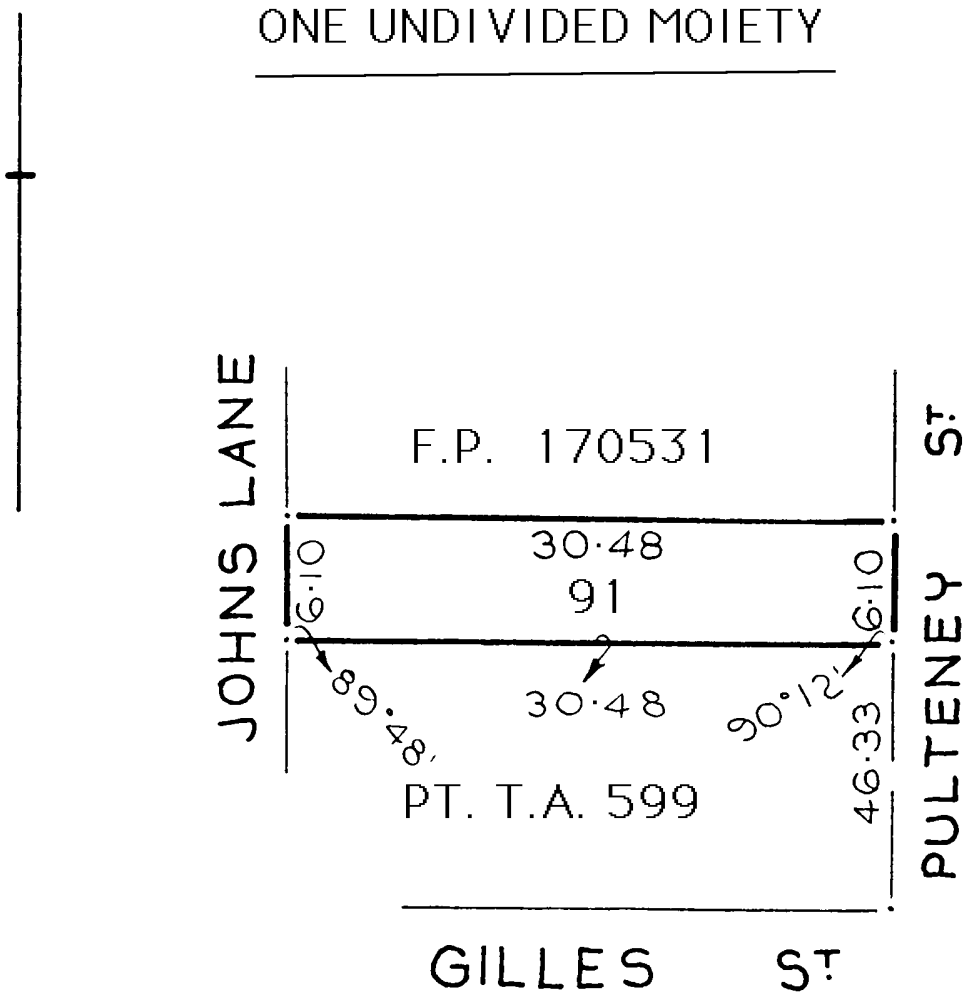
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 4342/569 & 4342/570



Note : Subject to all lawfully existing plans of division

PLANNING REPORT

Nine storey mixed-use building

comprising 36 dwellings, ground floor commercial tenancy

and 34 ancillary on-site car parks

421 Pulteney Street
for Forme Projex



Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, Adelaide SA 5000
Telephone: 8193 5600, masterplan.com.au

August 2019

1.0 INTRODUCTION

This report has been prepared on behalf of the applicant (Forme Projex) for the construction of a nine storey mixed-use building comprising 36 dwellings, ground floor commercial tenancy and 34 ancillary on-site car parks at 421-425 Pulteney Street, 71-79 Hurtle Square and 2-6 Johns Lane, Adelaide.

In preparing this planning report we have:

- inspected the site and locality;
- reviewed Certificate of Title Register Searches for the site;
- reviewed the provisions of the Adelaide (City) Council Development Plan relevant to the site; and
- provided this report in support based on our assessment of the proposed development against the relevant planning provisions of the Adelaide (City) Council Development Plan.

The report is supported by the following documentation accompanying the application:

- the relevant Certificates of Title;
- a Micro Site Analysis prepared by MasterPlan SA Pty Ltd;
- a Macro Site Analysis prepared by MasterPlan SA Pty Ltd;
- a set of proposed plans prepared by Locus Architecture;
- an Environmental Site History Assessment prepared by A.M. Environmental Consulting Pty Ltd;
- Building Services Assessment Report prepared by BESTEC; and
- a Parking and Access Assessment prepared by Cirqa.

We have formed the opinion that the proposal is an appropriate form of development and warrants Development Plan Consent.

2.0 THE SUBJECT SITE AND LOCALITY

The subject site (the site) is located adjacent the south western portion of Hurtle Square and is formally described as follows:

- Allotment 94: Filed Plan 170531; Hundred of Adelaide, Volume 5320 Folio 924;
- Allotment 91: Filed Plan 170528; Hundred of Adelaide, Volume 5320 Folio 804; and
- Allotment 91: Filed Plan 170528; Hundred of Adelaide, Volume 5320 Folio 803.

In review of the Certificates of Title there are no easements or encumbrances affecting the land.

The site maintains a 30.48 metre primary frontage to Hurtle Square and an 18.29 metre frontage to Pulteney Street and a third Street frontage to John Lane.

The site currently comprises an existing single storey building used by Beaurepaires as service trade premises.

The location of the site is illustrated on the aerial photograph Micro Site Analysis (**attached**).

The locality is comprised of retail and office tenancies and dwellings in the form of residential flat buildings and row dwellings.

Surrounding land uses include:

- Hurtle Square to the north and north east of the site;
- three storey mixed-use building with commercial tenancies at ground floor and two upper residential levels on the eastern side of Pulteney Street;
- two storey building used for commercial purposes with existing tenancies including Tusmore Antiques and Sotheby's Australia to the south of the site; and
- two storey residential townhouses to the western side of Johns Lane fronting Hurtle Square.

On street parking is available adjacent to the site subject to the following restrictions:

- Pulteney Street: two hours between 9.00 am - 6.00 pm Monday to Friday and 8.00 am - 12.00 pm on Saturday;
- Hurtle Square: two hours between 9.00 am - 5.30 pm Monday to Friday and 8.00 am - 12.00pm on Saturday; and
- Johns Lane maintains a loading zone between 8.00 - 6.00pm Monday to Friday.

The localities existing pattern of development and surrounding Policy Areas are illustrated on the aerial photograph Macro Site Analysis (**attached**).

3.0 THE PROPOSAL

This development application seeks Development Plan Consent for a nine-story mixed-use building comprising;

- 36 residential dwellings on the upper levels;
- 75 square metre Commercial tenancy on the ground floor;
- 34 onsite parking spaces in car stackers accessed from the ground floor of Hurtle Square; and
- Ground floor bicycle and waste storage area accessed from Pulteney Street.

The proposal is represented in the accompanying plans and diagrams prepared by Locus Architecture, as identified in the following drawing schedule:

- | | | | |
|---|----------|------------------------|-----------------|
| • | DPC.001 | Location Plan | Dated 4/7/2019; |
| • | DPC.002 | Site Plan | Dated 4/7/2019; |
| • | DPC.003 | Artists Perspective | Dated 4/7/2019; |
| • | DPC.003a | Context | Dated 4/7/2019; |
| • | DPC.004 | Ground Floor Plan | Dated 4/7/2019; |
| • | DPC.005 | Level.01 Plan | Dated 4/7/2019; |
| • | DPC.006 | Level.02/03/04 Plan | Dated 4/7/2019; |
| • | DPC.007 | Level.05/06/07/08 Plan | Dated 4/7/2019; |
| • | DPC.008 | Roof Plan | Dated 4/7/2019; |
| • | DPC.009 | Section | Dated 4/7/2019; |
| • | DPC.010 | North Elevation | Dated 4/7/2019; |
| • | DPC.011 | East Elevation | Dated 4/7/2019; |
| • | DPC.012 | South Elevation | Dated 4/7/2019; |
| • | DPC.013 | West Elevation | Dated 4/7/2019; |
| • | DPC.014 | Apartment X01 Plan | Dated 4/7/2019; |

- DPC.015 Apartment X02/03 Dated 4/7/2019;
- DPC.016 Apartment X04 Plan Dated 4/7/2019;
- DPC.017 Apartment X05 Plan Dated 4/7/2019; and
- DPC.018 Apartment 602/702/802 Dated 4/7/2019.

3.1 Demolition

In order to prepare the site for the proposed development, the existing building and structures presently accommodated on the land are to be demolished. The demolition is to include all existing structures and paving on all subject allotments.

The Preliminary Environmental Site History Assessment accompanying the application documents outlines that soil and potentially groundwater (subject to the soil assessment results) is to be assessed after demolition in order to demonstrate that there are no material issues likely to remain at the site once developed.

Demolition is required to enable further site investigations to ensure the site is suitable for the proposed development.

To note, the proposed development is to wholly seal the site with concrete slab on ground construction, which would largely eliminate the potential for residents to be exposed to soil or groundwater.

3.2 Land Use and Density

The development proposed on the site is to be in the form of a nine storey mixed-use building with associated vehicle and bicycle parking. A commercial tenancy is proposed at the ground floor with a floor area of 75 square metres. The commercial tenancy located at the north eastern corner of the building will present an active frontage to both Hurtle Square and Pulteney Street and can accommodate a range of commercial land uses including office, consulting room, shop or café.

A total of 36 residential dwellings are to be accommodated within the building, on levels one to eight above the ground floor.

The types of dwellings and the number to be provided on each floor of this building are outlined in Table 1 below:

TABLE 1: LAND USE AND ACTIVITY CONFIGURATION FLOOR LEVEL	LAND USE
Ground Floor	Commercial tenancy 34 car parking spaces (in car stacker) Entry foyer and lift Bicycle and bin storage area Transformer and service infrastructure
Level 1	1 x studio 3 x two-bedroom 1 x three-bedroom
Level 2	1 x studio 3 x two-bedroom 1 x three-bedroom
Level 3	1 x studio 3 x two-bedroom 1 x three-bedroom
Level 4	1 x studio 3 x two-bedroom 1 x three-bedroom
Level 5	1 x studio 1 x two-bedroom 2 x three-bedroom
Level 6	1 x studio 1 x two-bedroom 2 x three-bedroom
Level 7	1 x studio 1 x two-bedroom 2 x three-bedroom
Level 8	1 x studio 1 x two-bedroom 2 x three-bedroom

3.3 Built Form

3.3.1 Building Height

The proposed building to be developed is nine storeys high, with a maximum height of 29.20 metres from ground level.

3.3.2 Building Setbacks

The building proposed is to be constructed to the full extent of its allotment boundaries, with no setbacks at ground level from the road frontages or boundary with adjacent land.

The northern façade fronting Hurtle Square is setback between 1.2 and 4.2 metres to accommodate the upper level balconies within the site boundary.

As shown on the Elevation Plans, the verandah above the ground level is proposed to encroach above the footpath to Pulteney Street and Hurtle Square. The verandah is proposed to encroach 2 metres from the north and east allotment boundary in order to provide shelter for pedestrians. The verandah will have a height of 3.7 metres above finished foot path level and setback approximately 2.5 metres behind the kerb face.

All upper level balconies of the building are proposed to be wholly located within the boundaries of the site.

3.3.3 Building Layout

As illustrated on the Ground Floor Plan, pedestrian access for the building and commercial tenancy is orientated towards Hurtle Square and Pulteney Street, with a clearly defined entrance foyer providing access to the lift shaft, car parking area and bicycle and waste storage room. Separate access from Pulteney Street is also provided to the bicycle storage room, service infrastructure and the common stairwell.

The lift shaft is located adjacent to the southern boundary and accordingly forms part of the southern elevation.

The extent of glazing to Hurtle Square represents approximately 83% of the ground floor frontage with grey tint vision glass used on the frontage.

3.3.4 Dwelling Configuration

Each dwelling will be provided with a balcony directly accessed from an open plan living and kitchen area.

The floor and private open space balcony areas to be provided to each dwelling are outlined in Table 2:

Table 2: Floor Areas and Private Open Space

DWELLING TYPE	FLOOR AREA (M ²)	PRIVATE OPEN SPACE (M ²)	STORAGE AREA (M ³)
X.01 Two Bedroom + Study	117.1	13.7	19.46
X.02 Two Bedroom	81	11	15.5
X.03 Two Bedroom	81	11	15.5
X.04 Two Bedroom + Study	107	17.2	22.6
X.05 Studio	58.3	6.4	12.2
502/602/702/802 Three Bedroom	156	29	45.9

3.3.5 Dwelling Design (Liveable Housing Design Guidelines)

The dwellings have been designed having regard to the Liveable Housing Design Guidelines which seek to create homes that are cost effective and easy to access, navigate and live in. The proposed development incorporates the seven core design features that will achieve the silver level LHA guidelines, specifically:

1. *A safe continuous and step free path of travel from the street entrance and / or parking area to a dwelling entrance that is level.*
2. *At least one, level (step-free) entrance into the dwelling.*
3. *Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces.*
4. *A toilet on the ground (or entry) level that provides easy access.*
5. *A bathroom that contains a hobless shower recess.*
6. *Reinforced walls around the toilet, shower and bath to support the safe installation of grabrails at a later date.*
7. *Stairways are designed to reduce the likelihood of injury and also enable future adaptation.*

3.4 Materials and Finishes

The building proposed will present high quality modern façade treatments to present an articulated building design to all frontages, particularly the east and north elevations that would be more visually prominent.

The ground level street frontages of the building will present an articulated façade of glazing with black powder coated aluminium window frames and grey tint vision glass windows in a texture coated precast wall, colour Dulux 'domino'.

The external facades of the upper level dwellings will be precast with a painted finish, colour Dulux 'snow season quarter'.

The balconies of each dwelling will comprise of black powder coat semi-frameless system with grey tint glass infill.

The fascia of the canopy at ground level will be clad with solid 4mm folded black aluminium finish.

3.5 Vehicle and Bicycle Parking

On-site vehicle parking is to be provided at ground level, with secure vehicle access from Hurtle Square behind an automated sliding door of six metres in width. An automated car stacking system, the Nussbaum Uniparker N5303, will be used to maximise the number of vehicle parking spaces accommodated on-site. As shown on the Site Plan, a total of 34 car parking spaces will be accommodated within the ground level car park.

A dedicated area for bike storage area is to be provided at ground level, providing secure parking for a total of 35 bicycles. Additional bicycle storage areas will be provided in a number of the apartments (43 bicycle spaces in total). The bicycle storage area is accessible from Pulteney Street via a 1.6-metre-wide sliding door at ground level.

3.6 Services

Receptacles of 1,100 litre capacity for the communal storage of general waste (three bins) and co-mingled recycling (two bins) for all residents are to be provided at ground level in a dedicated waste storage area with direct access from the entrance foyer and Pulteney Street.

Waste collections are proposed to be undertaken by Council's weekly collection.

A SAPN transformer is located on the Pulteney Street Frontage screened using aluminium slatted feature screen doors.

The main electrical switchboard is located on the Johns Lane frontage integrated into the lightweight openings using black solid folded Aluminium Doors with Black Aluminium Louvres above.

A services platform is located over the vehicle access aisle within the building, accommodating the fire Pump and test tank, Hot Water services and Mains Water Tank and Pumps.

The Fire Booster cabinet is located adjacent the main entrance on the Hurtle Square frontage.

Airconditioning compressor units co-located for each floor on a plant platform in the light well, adjacent the southern boundary conveniently accessed from the lift foyer on each level.

4.0 DEVELOPMENT PLAN ASSESSMENT

The site is located within the City Frame Zone in the most recent version of the Adelaide (City) Council Development Plan, which was gazetted consolidated on 7 June 2018.

4.1 Procedural Matters

This development application seeks Development Plan Consent for a nine-storey mixed-use flat building, with a commercial tenancy on the ground floor.

We note that a residential flat building or commercial tenancy is not listed as either a complying or non-complying form of development under Principles of Development Control 26 or 27 of the City Frame Zone. The proposal should therefore be assessed *on Merit*.

4.1.1 Public Notification

Zone Principle 28 (a) (i) assigns Public Notification Categories and lists under Category 1, "*Residential flat building*," "*Consulting room*," "*Office in association with residential development*" and "*Shops or groups of shops*". As such, we assert that the development should be assigned as Category 1 for the purposes of Public Notification.

4.1.2 Statutory Referrals

A referral for affordable housing in accordance with clause 23 of Schedule 8, is only relevant where the application purports to include the provision of affordable housing (applying the criteria determined under Regulation 4 of the *South Australian Housing Trust (General) Regulations 1995*).

In this instance the proposed development does not seek to provide affordable housing in accordance with the criteria determined under Regulation 4 of the *South Australian Housing Trust (General) Regulations 1995* and accordingly a statutory referral to the Minister for the time being administering the Housing and Urban Development is not necessary.

4.2 General Assessment

Our assessment of the proposed development identifies that the following matters meet or are generally in accordance with the relevant provisions of the Development Plan and therefore have not been discussed in detail, noting:

- the proposal seeks to achieve high scale mixed-use development consistent with the Desired Character of the City Frame Zone;
- the design and minimal setback of the upper levels of the building from Hurtle Square and Pulteney Street achieves a sense of enclosure of the square, creating a space consistent with the Desired Character that encourages landmark buildings with interesting pedestrian environments at a human scale at ground level.
- the development creates an additional 36 dwellings in the city reinforcing the city's vibrancy through the development of medium to high density living;

- the proposed development is in the form of a 'Mixed-use Residential Building' which is an envisaged land use listed in Zone Principle of Development Control (PDC) 1;
- the buildings frontage to Hurtle Square and Pulteney Street at ground level incorporates a commercial tenancy to the Pulteney Street/Hurtle Square corner with a high proportion of glazing providing an active street frontage with vehicle access obtained from the western end of the Hurtle Square frontage;
- a small canopy overhangs the Pulteney Street and Hurtle Square footpath to provide weather protection for the identified major walking route across the site frontage;
- the building height of 29.20 metres generally accords with the maximum height guideline of 29 metres, as expressed for land north of Gillies Street in PDC 14 of the Zone;
- the proposed nine storey building satisfies the minimum building height guideline of three storeys sought by Zone PDC 15;
- the building entrance is orientated towards and clearly visible from Hurtle Square in accordance with Council Wide PDC 48 and allows for the provisions of shelter and sense of personal address;
- the upper levels have a small lobby providing conveniently accessible and clearly identifiable entrances to individual dwellings from the lift and associated stair well and includes access to natural light and outlook from the light well in the southern elevation;
- the apartment layouts maximise the opportunity for natural light and ventilation;
- the proposed balconies are integrated into the overall form of the architecture;
- overlooking and views into bedrooms, private open space or living areas of adjacent development is restricted as the western dwellings adjacent the subject site do not have windows that directly face the buildings elevation, and the proposed balconies are predominately oriented to face Hurtle Square and separated from the eastern dwellings by Pulteney Street at an approximate distance of 30 metres, thus the development satisfies Council-wide PDC 66 and 67;
- the proposed internal layout of the dwellings has been designed to minimise the transmission of sound between dwellings;
- all of the dwellings have an internal floor area exceeding the minimum guideline for studio, two-bedroom and three-bedroom dwellings expressed in Council wide PDC 70;
- Common mailboxes are provided in the entrance foyer, conveniently accessible in the main entrance; and

- dwellings are afforded with built in storage between 12.20 and 45.9 cubic metres, which is significantly in excess of the 6-12 cubic metres minimum guideline expressed in Council-wide PDC 81.

4.3 Land Use

4.3.1 Envisaged Land uses

The City Frame Zone contemplates the development of a mix of land uses as expressed in Objective 1 and Principle of Development Control 1, with Principles of Development Control 2 and 3 reinforcing a desire for primarily residential development.

City Frame Zone

Objective 1: Development that contains a mix of uses including shops, offices and commercial development at lower floors with residential land uses above with views to the Park Lands and Squares.

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

**Dwelling
Office
Residential Flat Building
Shop or group of shops**

2 Development should comprise wholly residential buildings or mixed use buildings with non-residential development at the ground/first floor level and residences above.

3 Development should reinforce the area as predominantly residential, with non-residential land uses comprising no more than 40 percent of any new building.

Objective 1 and Principle 2 of the City Frame Zone encourages opportunities for development comprising a mix of uses with residences accommodated on upper levels and non-residential uses accommodated at ground or first floor level of multi-storey buildings. The proposed mixed-use building will comprise of dwellings on levels 1 to 8 above ground, with a commercial tenancy (capable of being used as an office, consulting room or shop) at ground level.

As outlined in Principle 1 of the City Frame Zone, 'dwellings,' 'offices' and 'shops' are all envisaged land uses within the Zone, all of which will be, or are capable of being accommodated within the proposed tenancy.

The Desired Character Statement of the City Frame Zone also states that "*Development will include residential and mixed-use residential buildings that are well connected to nearby public transport networks, including the tramline.*" The proposed development will provide a mixed-use, predominantly residential, building adjacent to public transport corridors along Halifax Street and Pulteney Street.

4.3.2 Affordable Housing

While there are provisions in the Development Plan that relate to an assessment of affordable housing these are prefaced on the on-merit assessment of any Development Plan provisions.

The proposed development comprises 36 dwellings and accordingly triggers consideration of the provision of 15% affordable housing in accordance with the Affordable Housing Overlay Principle of Development Control 1.

The following provisions apply in the assessment of affordable housing:

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

The proposed development does not purport to include any affordable housing (homes costing less than \$407,100) in accordance with the criteria determined under regulation 4 of the *South Australian Housing Trust (General) Regulations 1995*.

Nor does the proposed development seek any exemption from the quantitative provisions listed under Principle of Development Control 2 (above) on basis of the provision of affordable housing.

Notwithstanding that the proposed development does not seek to establish affordable housing in accordance with the criteria determined under Regulation 4 of the *South Australian Housing Trust (General) Regulations 1995*, the proposed development does incorporate a range of dwelling sizes to meet the varied needs of the population through the provision of housing choice.

In fact, the eight Studio apartments proposed as part of the proposed development will when privately marketed, meet the price threshold to comply as affordable housing representing 22% of the dwellings within the development.

The intent to provide for a range of housing options including affordable housing and the criteria to provide such was incorporated into previous applications for multi-storey residential flat building at 34-40 Hurtle Square, 150-152 Halifax Street 42-48 Hurtle Square and 22-26 Hurtle Square.

Table 3 – Integrated Numbers of Unit Types

DEVELOPMENT	STUDIO / LOFT (AFFORDABLE)	TWO BEDROOM	THREE BEDROOM
3-9 Hurtle Square (Constructed)	7	24	-
34-40 Hurtle Square (Constructed)	14	24	14
150-152 Halifax St (Constructed)	16	-	-
42-48 Hurtle Square (Under Construction)	7	34	10
22-26 Hurtle Square (Approved)	1	32	-
241 Pulteney Street (Proposed)	8	12	16
TOTAL	53	126	40

Based on the table above, the contribution of affordable housing in the five Hurtle Square projects has an integrated total of 24.2 percent dwellings which have a price point that would meet the affordable housing criteria.

The five approved buildings form an integrated approach, aimed at addressing affordable housing for the general streetscape of Hurtle Square while providing for a range of variety of housing to accommodate different household sizes. All five multi-storey building sites are located on, or immediately adjacent to Hurtle Square. Whilst the proposed development does not offer affordable housing, the applicants have developed five mixed-use residential developments within the Hurtle Square precinct to adequately address the intent of affordable housing.

On this basis, we are of the opinion that the design forms part of an integrated approach to providing a range of housing options in accordance with City Living Housing Choice Objectives and encourages affordable housing options, thereby satisfying the intent of the objectives for affordable housing in the Development Plan.

4.4 Built Form

4.4.1 Building Height

The proposed mixed-use building, to be sited to the southern side of Hurtle Square, is to have a height of nine storeys above ground and a height of 29.20 metres to the top of the parapet. Given that the subject land is less than 1,500 square metres in area and located to the north of Gilles Street, this building height is negligibly over the maximum building height of 29 metres envisioned for the locality by Principle 14 of the City Frame Zone.

City Frame Zone

Objective 2: Development that creates a strong edge to the Park Lands and Squares.

- 14 Except where the airport's operations require a lesser height or the development is located on a site greater than 1500 square metres (which may include one or more allotment), building height should not exceed:**
- (a) 36 metres south of Gilles and Gilbert streets; and
 - (b) 29 metres north of Gilles and Gilbert streets.
- 15 Development should have the following minimum building height to provide optimal height and floor space yields that activate and frame the Park Lands and Squares:**
- (a) 4 storeys or more south of Gilles and Gilbert streets;
 - (b) 3 storeys or more north of Gilles and Gilbert streets.

Council-wide – Built Form and Townscape

Objective 46: Reinforcement of the city's grid pattern of streets through:

- (a) high rise development framing city boulevards, the Squares and Park Lands
 - (b) vibrant main streets of a more intimate scale that help bring the city to life
 - (c) unique and interesting laneways that provide a sense of enclosure and intimacy.
- 167 Development should be of a high standard of design and should reinforce the grid layout and distinctive urban character of the City by maintaining a clear distinction between the following:**
- (a) the intense urban development and built-form of the town acres in the Capital City, Main Street, Mixed Use, City Frame and City Living Zones;
 - (b) the less intense and more informal groupings of buildings set within the landscaped environment of the Institutional Zones;
 - (c) the historic character of the Adelaide and North Adelaide Historic (Conservation) Zones and groups of historic housing within the City Living Zone; and
 - (d) the open landscape of the Park Lands Zone.
- 168 The height and scale of development and the type of land use should reflect and respond to the role of the street it fronts as illustrated on Map Adel/1 (Overlay 1).**

The building satisfies the minimum height guideline of 3 storeys for development framing City Squares north of Gilles Street contained in Principle 15.

The height of the approved residential flat buildings both built and currently under construction by the applicants, provide a contextual setting as landmark buildings creating the envisaged built form edge to Hurtle Square. The buildings at 34-40 Hurtle Square and 3-9 Hurtle Square are constructed.

The building at 34-40 Hurtle Square has an approved building height of 8 storeys and a mezzanine with an overall building height of 28.45 metres from ground level to the top of the parapet facing Hurtle Square. The building at 3-9 Hurtle Square is seven storeys with a height of 24.07 metres.

The building at 22-28 Hurtle Square has an approved height of 29 metres, and the approved building at 42-48 Hurtle Square currently under construction will be 9 storeys and 29.5 metres in height.

The proposed building will complement the existing and approved built form fronting Hurtle Square with a height of 29.3 metres and seeks to fulfil Principle of Development Control 15 by developing the site to its optimal height and floor space yield. This will add to the emerging character of more intense forms of development framing the Square as sought by Council-wide – Built Form and Townscape Objective 46(a).

4.4.2 *Setbacks*

The following provisions provide guidance in respect to the envisaged built form and setbacks from street alignments and adjacent properties.

City Frame Zone

Objective 3: A uniform streetscape established through a largely consistent front setback and tall, articulated building façades.

16 Buildings (excluding verandahs, porticos and the like) should generally be built to the primary road frontage.

Council-wide – City Living – Medium to High Scale Residential/Service Apartment

55 Light wells should not be used as the primary source of daylight for living rooms to ensure a sufficient level of outlook and daylight.

62 Balconies should be integrated into the overall architectural form and detail of the development and should:

- (a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;**
- (b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;**
- (c) be of a depth that ensures sunlight can enter the dwelling below; and**
- (d) allow views and casual surveillance of the street while providing for safety and visual privacy.**

- 74 Light wells may be used as a source of daylight, ventilation, outlook and sunlight for medium to high scale residential or serviced apartment development provided that:**
- (a) living rooms do not have lightwells as their only source of outlook;**
 - (b) lightwells up to 18 metres in height have a minimum horizontal dimension of 3 metres or 6 metres if overlooked by bedrooms; and**
 - (c) lightwells higher than 18 metres in height have a minimum horizontal dimension of 6 metres or 9 metres if overlooked by bedrooms.**

Council-wide – Built Form and Townscape

- 182 Balconies should be designed to give shelter to the street or public space at first floor levels.**
- 183 Balconies should:**
- (a) respond to the street context and building orientation; and**
 - (b) incorporate balustrade detailing to reflect the balcony type and location and the materials and detail of the building facade.**
- 184 No part of any fully enclosed building should extend over property boundaries, including streets and public spaces, whether above a balcony at a lower level or not.**
- 219 Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:**
- (a) defining and enclosing the City Squares with a continuous edge of peripheral buildings which:**
 - (i) are of relatively consistent height and scale as appropriate to the desired character surrounding each of the Squares;**
 - (ii) are designed to maintain the continuity of the streetscape;**
 - (iii) are situated close to or abutting the Square frontages;**
 - (iv) provide ground floor activities that support the public use of the space; and**
 - (v) are designed and sited to minimise overshadowing of the Square's garden areas.**
 - (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)

- 219.1** *In relation to Principle 219(a), minimising set-back distances from the perimeter of the space to increase the ability of the building to interact with the public realm.*
- 219.2** *In relation to Principle 219(b), incorporating uses such as home offices, artist studios, galleries, cafés and restaurants where encouraged by the Policy Areas provisions.*

The building is proposed to be built to all property boundaries at the site's ground floor with northern façade at the upper level setback to accommodate the balconies within the boundaries of the site. At ground level the proposed canopy over the footpath returns along the Pulteney Street and Hurtle Square frontages to provide shelter at street level.

Council-wide Principle 219 for development fronting the City Squares seeks development to define and enclose the squares with a continuous built form edge. The proposed development seeks to achieve this by being built to the northern boundary.

4.5 Medium to High Scale Residential Design

4.5.1 Floor Area

Principle of Development Control 70 establishes guidelines for minimum dwelling floor areas based on the size of dwellings as a base line for residential amenity.

Council-wide – City Living – Medium to High Scale Residential/Serviced Apartment

- 70 Medium to high scale residential or serviced apartment development should provide a high quality living environment by ensuring the following minimum internal floor areas:**
- (a) **studio (where there is no separate bedroom): 35 square metres**
 - (b) **1 bedroom dwelling/apartment: 50 square metres**
 - (c) **2 bedroom dwelling/apartment: 65 square metres square metres**
 - (d) **3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.**

The proposed development comprises a mix of dwelling sizes to allow for a choice in housing providing a mix of Studio, two bedroom and three bedroom dwellings of varying sizes. Objective 6 and Council wide Principle of Development Control; 5 under the heading of City Living expressly seek a choice in housing to be provided. The proposed development achieves this within the single building.

City Living

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.

PDC 5: Development should comprise of a range of housing types, tenures and cost, to meet the widely differing social and economic needs of residents.

The dwellings contained within the proposed mixed-use building will be built to provide the following floor areas:

Table 4: Floor areas for the dwellings in the proposed mixed-use building

DWELLING NUMBER	DWELLING TYPE	FLOOR AREA	MINIMUM GUIDELINE (COUNCIL-WIDE PDC 70)
X.01	Two Bedroom + Study	117.1	65 m ²
X.02	Two Bedroom	81	65 m ²
X.03	Two Bedroom	81	65 m ²
X.04	Two Bedroom + Study	107	65 m ²
X.05	Studio	58.3	35 m ²
502/602/702/802	Three Bedroom	156	80 m ²

As displayed in Table 4 above, all of the studio, two bedroom and three bedroom dwellings proposed are to provide floor areas in excess of the minimum guidelines prescribed by Principle 70 of the Council-wide – City Living provisions.

4.5.2 Private Open Space

Council-wide – City Living – Medium to High Scale Residential/Serviced Apartment

- 59 Medium to high scale residential development and serviced apartments should provide the following private open space:**
- (a) studio (where there is no separate bedroom): no minimum requirement but some provision is desirable.
 - (b) 1 bedroom dwelling/apartment: 8 square metres.
 - (c) 2 bedroom dwelling/apartment: 11 square metres.
 - (d) 3+ bedroom dwelling/apartment: 15 square metres
- 61 Other than for student accommodation, private open space should have a minimum dimension of 2 metres and should be well proportioned to be functional and promote indoor/outdoor living.**
- 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.**

Each dwelling proposed in the proposed mixed-use building will be provided with a balcony for private open space, accessible directly from the living area for each dwelling.

The areas of private open space to be provided for each dwelling contained within the building are outlined in the table below:

Table 5: Private open space areas for the dwellings in the proposed mixed-use building

DWELLING NUMBER	DWELLING TYPE	PRIVATE OPEN SPACE	MINIMUM GUIDELINE (COUNCIL-WIDE PDC 59)
X.01	Two Bedroom + Study	13.7 sqm	11 sqm
X.02	Two Bedroom	11 sqm	11 sqm
X.03	Two Bedroom	11 sqm	11 sqm
X.04	Two Bedroom + Study	17.2 sqm	11 sqm
X.05	Studio	6.4 sqm	No minimum guideline
502/602/702/802	Three Bedroom	29 sqm	15 sqm

As displayed in Table 5 above, all balcony areas of private open space to be provided for each dwelling proposed within the building are to provide total areas in excess of the minimum area guidelines contained within Principle 59 of the Council-wide – City Living provisions.

As displayed on the floor plans, the balcony areas for each dwelling contain an area which has a minimum dimension of less than 2.0 metres in accordance with the minimum dimension outlined in Principle 61 of the Council-wide – City Living provisions.

In assessing the areas of private open space for each dwelling, it must be noted that the proposed development is also sited on Hurtle Square, which offers a large City Square area of lawn covered public open space with shading trees and landscaping, offering opportunities for recreation for all of the building's occupants. The outlook and location of these dwellings will provide each dwelling proposed and their occupants with a high level of amenity, in accordance with Principle 73 of the Council-wide – City Living provisions.

4.5.3 Storage Areas

The proposed development incorporates built in storage to each of the dwellings which exceeds the minimum rates for storage expressed in Principle of Development Control 81.

Council-wide – City Living – Medium to High Scale Residential /Serviced Apartment

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

- (a) **studio: 6 cubic metres**
- (b) **1 bedroom dwelling/apartment: 8 cubic metres**
- (c) **2 bedroom dwelling/apartment: 10 cubic metres**

(d) 3+ bedroom dwelling/apartment: 12 cubic metres

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

Whilst all of the storage is contained within the dwelling proper, it provides sufficient space for the adequate storage for the reasonable requirements of the occupant's belongings without need for separate and segregated storage facilities in the basement or other communal areas.

4.6 Design Adaptability

The commercial tenancy at ground level has been designed to be flexible and appropriate for the accommodation of small-scale office and retail uses if required, adapting to changing economic conditions as required. The ground level commercial tenancy will provide a floor to ceiling height of 4.0 metres, increasing its flexibility for a range of commercial uses as per Principle 10 of the City Frame Zone.

Furthermore, the design and structure of the building with glazed panels to the at grade car parking area provides the opportunity for this space to be converted from car parking to a commercial tenancy in the future with the removal of the car stacking equipment should the demand for on-site parking of motor vehicles be no longer required.

City Frame Zone

Objective 6: Adaptable and flexible building designs that can accommodate changes in use and respond to changing economic and social conditions.

10 The ground floors of buildings should have a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including shops, cafés, restaurants or offices without the need for significant alterations to the building.

Council-wide – City Living – Medium to High Scale Residential/Serviced Apartment

Objective 22: Medium to high scale residential (including student accommodation) or serviced apartment development that:

- (a) has a high standard of amenity and environmental performance;**
- (b) comprises functional internal layouts;**
- (c) is adaptable to meet a variety of accommodation and living needs; and**
- (d) includes well-designed and functional recreation and storage areas.**

72 Within medium to high scale residential or serviced apartment development, dwelling/apartment layouts should be adaptable to accommodate:

- (a) a range of activities and privacy levels between different spaces;**
- (b) flexible room sizes and proportions;**
- (c) efficient circulation to optimise the functionality of floor space within rooms; and**
- (d) the future reuse of student accommodation as residential apartments through a design and layout that allows individual apartments to be reconfigured into a larger dwelling or other alternative use.**

The dwellings to be accommodated within the building will provide a high standard of amenity, with a majority of dwellings oriented to provide vistas over Hurtle Square taking advantage of northern sunlight. The dwellings have been designed to provide large open plan living areas, with a majority of dwellings equipped with two or more bedrooms for flexibility in the use of these rooms for bedrooms, studies or other living spaces to suit the needs of future residents.

The common circulation spaces shared between the dwellings at each level has been designed so that no dwelling entrance is sited directly opposite from the entrance to another dwelling. The circulation spaces at each level above ground will be afforded natural light from the south via the light well in the southern elevation.

4.7 Overlooking

The building design has sought to minimise the potential for overlooking by orientating the majority of the dwellings outlook to the north across Hurtle Square.

The Balconies in the north western corner of the building do not have direct views over the private open space of any adjacent dwellings.

The balconies on the corner of the east and north elevations are not considered to present unreasonable views into the adjoining dwellings private open space in that the balconies are separated by Pulteney Street at a distance of approximately 30 metres, thereby satisfying the intent of Council-wide Principle of Development Control 67.

Council-wide – City Living – Medium to High Scale Residential/Serviced Apartment

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.

The windows in the eastern and western elevations have minimum sill heights above 1.5 metres and accordingly minimises the potential overlooking of habitable rooms such as bedrooms and living areas of adjacent development.

To the west of the proposed mixed-use building is a row of attached two storey dwellings with private open space at ground level between the dwelling and the car port structure to the south.

The west facing dwellings within the proposed mixed-use building area limited to the studio apartments including a modest 6 square metre balcony adjacent to Johns Lane. The Balcony has the potential for direct views but is separated from the adjacent residential properties by a public street affording sufficient separation to minimise the impact of direct views. Such views do not impinge on habitable rooms such as bedrooms and living areas and PDC 66 does not expressly seek to protect the private open space of adjacent properties, on the basis that medium to High scale residential development in the City will inevitably result in some degree of compromised privacy as a result of upper level dwellings.

4.8 Design and Appearance

As displayed on the Elevations, the proposed building is to be well articulated with glazing and balconies to be sited to face all street frontages. The ground level commercial tenancy and lobby will present full height windows towards the Hurtle Square and Pulteney Street frontages, presenting a glazed and visually permeable street frontage to maximise passive surveillance in accordance with City Frame Zone Principle 11. The Hurtle Square frontage includes glazing to 83% of the ground floor frontage respectively.

City Frame Zone

- 11 **A minimum of 70 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to help create active street frontages and maximise passive surveillance.**
- 12 **Buildings on sites with a frontage greater than 10 metres should be articulated through variations in forms, materials, openings and colours.**
- 13 **Buildings should be designed to overlook or be orientated towards the Park Lands and Squares and pedestrian and cycle routes.**

Council-wide – City Living – Medium to High Scale Residential/Serviced Apartment

- 48 **Entrances to medium to high scale residential or serviced apartment development should:**
 - (a) **be oriented towards the street;**
 - (b) **be visible and easily identifiable from the street; and**
 - (c) **provide shelter, a sense of personal address and transitional space around the entry.**
- 50 **Medium to high scale residential or serviced apartment development should be designed to maximise opportunities to facilitate natural ventilation and capitalise on natural daylight and minimise the need for artificial lighting during daylight hours.**
- 52 **Ceiling heights that promote the use of taller windows, highlight windows, fan lights and light shelves should be utilised to facilitate access to natural light, improve daylight distribution and enhance air circulation, particularly in dwellings with limited light access and deep interiors.**

Council-wide – Environmental

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

Council-wide – Built Form and Townscape

- 190 **New development on major corner sites should define and reinforce the townscape importance of these sites with appropriately scaled buildings that:**
 - (a) **establish an architectural form on the corner;**
 - (b) **abut the street frontage; and**
 - (c) **address all street frontages.**

The materials and forms of the building are to be varied as desired by Principle 12 of the City Frame Zone through the use of:

- textured coated precast piers in Dulux 'domino' on the ground floor façade framing the high proportion of grey tint vision glass;
- glazing to the ground floor lobby, commercial tenancy and art installation for pedestrian interest and frosted glazing to the bicycle parking vehicle garaging;
- durable black powder coated aluminium to the SAPN Transformer screen, Main switchboard doors and the pedestrian canopy;
- an applied Dulux Painted finish to the precast walls for longevity finished in 'snow season quarter';
- varied external wall setbacks presented by each upper level dwelling;
- glazed balustrades to dwelling balconies fronting Hurtle Square and Pulteney Street, with a mixture of framed and semi-frameless systems; and
- awning windows to the common foyers on levels 1 to 8 setback from the southern boundary in the light well.

The commercial tenancy and 28 north-facing upper level dwellings have been oriented to overlook Hurtle Square, which is encouraged by City Frame Zone Principle 13.

Principle of Development Control 50 of the Council-wide – City Living – Medium to High Scale Residential/ Serviced Apartment provisions encourages for the design of residential dwellings to facilitate natural ventilation, capitalise on natural daylight and minimise the need for artificial lighting. Under this Principle, Design Technique 50.1(a) encourages for corner dwellings to provide balconies sited to the corner of the building as one way of satisfying this Principle. Accordingly, the two-bedroom dwellings located to the north-east and north-west corners of the building orientate the majority of the balcony space to the leading corners of the building.

4.9 Waste Management

As displayed on the Ground Floor Plan, a dedicated area is to be provided at ground level for the storage of general waste, and recycling for all dwellings contained within the building. Both waste and recycling bins in this area are to have a capacity of 1,100 litres. This waste storage area is to be co-located within the building with the bicycle parking area, with direct access to Pulteney Street for the movement of these bins to the street when collections are to occur for the convenient disposal and collection of waste, in accordance with Principle 103 of the Council-wide – Environmental provisions.

Council-wide – Environmental – Waste Management

- 103 Development greater than 2 000 square metres of total floor area should manage waste by:**
- (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
 - (b) on-site storage and management of waste;
 - (c) disposal of non-recyclable waste; and
 - (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

The following waste volumes have been provided for:

	RESIDENTIAL DEMAND (NOTE: 76 BEDS)	OFFICE DEMAND (< 200 M ²)	VOLUME SUPPLY
Combined General Waste / Green Organics+	30 litres per bed / 10 litres per bed 3,040 litres per week	37.5 litres per week / 12.5 litres per week 50 litres per week	3 x 1,100 Litre Bins 3,300 Litres
Comingle Recyclable	25 litres per bed 1,900 litres per week	75 litres per week 75 litres per week	2 x 1,100 Litre Bins 2,200 Litres

In this case a collection of all bins once per week is envisaged.

The bin sizes and spatial requirements have been calculated based on the Adelaide City Council waste guidelines and the frequency of collection is dictated by the size of the bins provided.

Waste collection is proposed to occur on-street along Pulteney Street by Council.

4.10 Energy Efficiency

A number of measures for the efficient use of energy and water are to be implemented throughout the proposed mixed-use building to address the relevant environmental provisions of the Development Plan.

Council-wide – Environmental

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

- 106 Buildings should provide adequate thermal comfort for occupants and minimise the need for energy use for heating, cooling and lighting by:**
- (a) providing an internal day living area with a north-facing window, other than for minor additions*, by:
 - (i) arranging and concentrating main activity areas of a building to the north for solar penetration; and
 - (ii) placing buildings on east-west allotments against or close to the southern boundary to maximise northern solar access and separation to other buildings to the north.

- (b) **efficient layout, such as zoning house layout to enable main living areas to be separately heated and cooled, other than for minor additions;**
- (c) **locating, sizing and shading windows to reduce summer heat loads and permit entry of winter sun;**
- (d) **allowing for natural cross ventilation to enable cooling breezes to reduce internal temperatures in summer;**
- (e) **including thermal insulation of roof, walls, floors and ceilings and by draught proofing doors, windows and openings;**
- (f) **ensuring light colours are applied to external surfaces that receive a high degree of sun exposure, but not to an extent that will cause glare which produces discomfort or danger to pedestrians, occupants of adjacent buildings and users of vehicles;**
- (g) **providing an external clothes line for residential development; and**
- (h) **use of landscaping.**

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

- (a) **appropriate orientation of the building by:**
 - (i) **maximising north/south facing facades;**
 - (ii) **designing and locating the building so the north facade receives good direct solar radiation;**
 - (iii) **minimising east/west facades to protect the building from summer sun and winter winds;**
 - (iv) **narrow floor plates to maximise the amount of floor area receiving good daylight; and/or**
 - (v) **minimising the ratio of wall surface to floor area.**
- (b) **window orientation and shading;**
- (c) **adequate thermal mass including night time purging to cool thermal mass;**
- (d) **appropriate insulation by:**
 - (i) **insulating windows, walls, floors and roofs; and**
 - (ii) **sealing of external openings to minimise infiltration.**
- (e) **maximising natural ventilation including the provision of openable windows;**
- (f) **appropriate selection of materials, colours and finishes; and**
- (g) **introduction of efficient energy use technologies such as geo-exchange and embedded, distributed energy generation systems such as cogeneration*, wind power, fuel cells and solar photovoltaic panels that supplement the energy needs of the building and in some cases, export surplus energy to the electricity grid.**

The roof of the building is to be fitted with a 10-kilowatt solar panel array to offset power consumption in the common areas of the building minimising the consumption of non-renewable energy resources in accordance with Objective 30 of the Council-wide – Environmental provisions.

Inverter split system air-conditioning is to be provided to individual living areas, with three speed ceiling fans to be provided to all bedrooms and living areas for the efficient circulation of air, as sought by Principle 106(b).

Fanlight awning windows over the dwelling entry doors to promote cross ventilation through the dwelling.

Operable Awning Windows to the lift foyer on each level allowing natural ventilation to the common areas on each floor.

The vehicle parking area of the building are to be naturally ventilated.

Expansive glass sliding doors are to be provided to each apartment to maximise opportunities for natural ventilation in accordance with Principle 106(d) and 108(e).

Insulation is to be provided to the roof, ceilings, internal and external walls throughout the building as per Principle 106(e).

The majority of the external wall surfaces are to be treated with light coloured paint finish, broken up by darker coloured texture coat at ground level to define the base of the building and materials to recessed areas to add articulation to the façade and prevent excessive glare with regards to Principle 106(f).

Energy efficient LED lighting is to be installed throughout each dwelling, with the energy usage varied based on the size of the living areas requiring illumination. The LED lighting to the common areas of the building is to be activated by motion sensors to prevent unnecessary energy usage.

4.11 Vehicle Parking

4.11.1 Traffic and Parking

As outlined in the Traffic Assessment undertaken by Cirqa (**attached**), the car parking spaces will generally comply with the requirements of the Australian/New Zealand Standard *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)* in that:

- the spaces will have a minimum width of 2.53 metres;
- the spaces will be at least 5.4 metres long;
- aisle widths will be at least 6.0 metres wide (widening to 7.2 metres where columns are not provided);
- the proposed access width will comply with the dimensional requirements for a low volume residential driveway; and
- vehicle clearance envelope requirements will generally be met, with the exception of the location of columns on the edges of the aisles. However, the overall width of the aisles allows required entering and exiting turning movements for spaces to be easily undertaken and, hence, it is considered that the intent of the standard is met.

City Frame Zone Principle 23 designates that car parking should be provided in accordance with Table Adel/7 of the Development Plan. Table Adel/7 outlines on-site car parking provisions for “*medium to high scale residential or serviced apartment*” with minimum provisions for car parking spaces applicable “*in the Main Street (O’Connell), Main Street (Hutt), Main Street (Melbourne East) and Mixed Use (Melbourne West) Zones*” and maximum provision of car parking spaces applicable “*within the Primary Pedestrian Area shown on Map Adel/1 (Overlay 2A)*.” The proposed development incorporates 34 spaces in a car stacking facility at ground level with access from Hurtle Square to provide for the reasonable expectations of the building occupants, according with the Development Plan.

The Development Plan does require 3 spaces per 100 square metres of gross leasable floor area for non-residential development, therefore the development creates a demand between 2-4 car parking spaces for the commercial tenancy.

Whilst no spaces are dedicated to the commercial tenancy, Cirqa provides the following justification;

“.....such an arrangement is considered acceptable given:

- the site is highly accessible by both walking and cycling (with adequate bicycle parking provision provided on-site including bicycle spaces as well as end-of-trip facilities such as a shower for the commercial tenancy);*
- the site is highly accessible by high frequency public transport including buses and trams (both within walking distance);*
- a car share scheme is available within the City of Adelaide with designated car share spaces within walking distance of the site;*
- private leasing arrangements of off-street parking spaces is common-place within the City (via online services such ‘Parkhound’ as well as through traditional real estate agencies). A review of Parkhound’s current listings identifies that there are number of spaces available for lease within close proximity to the subject site; and*
- similar arrangements have been approved for other developments in the subject locality (such as earlier Hurtle & Co. stages) without significant impact on parking conditions. Notably, CIRQA’s office is located on Halifax Street, in close proximity to the subject site, and has no on-site (leased offsite) car parking. In terms of primary transport mode choices, three-quarters of CIRQA’s staff cycle to work and one-quarter utilise a combination of public transport and walking.”*

Accordingly, the Traffic Assessment undertaken by Cirqa considers that there is sufficient on-site parking to meet the reasonable expectations of residents and visitors.

It is relevant to note the Pulteney Street is classified as a High Concentration Public Transport Route on Map Adel/1 (Overlay 4) and Pulteney Street are classified as Primary Bicycle Network Roads on Map Adel/1 (Overlay 3).

The Council Wise Section outlines the following provision relating to a traffic and parking:

Council-wide

PDC 241 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.

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

The Traffic Assessment has considered the potential impacts of vehicle movements associated with the proposed development on the receiving road network. Traffic generation from the proposed development is envisioned to be in the order of 10 to 15 vehicle trips during peak hours, which will have a negligible impact on the surrounding road network.

Cirqa assessment concluded the following:

"Access to the vehicle parking area is proposed via Hurtle Square. The access location has been based on a review of constraints and opportunities which identified that it was the most feasible option to support development of the site whilst retaining safe access conditions. The proposal will result in the closure of access points on Pulteney Street and Johns Lane. Additionally, the proposal will result in a significant reduction in the extent of crossover on Hurtle Square.

The reduction in the extent of vehicular access on all street frontages will improve pedestrian amenity and safety in this location. Car parking will be accommodated in a mechanical car stacking system. The additional traffic volumes associated with the development will be low and readily accommodated on Hurtle Square and the adjacent road network. Refuse collection will be undertaken on-street (by a Council's collection service) adjacent the subject site."

Based on the report's findings, it is considered that the proposed parking and traffic implications associated with the proposed development are satisfactory and in accordance with the requirements of the Development Plan.

4.11.2 Bicycle Parking

The bicycle parking rails, which are to be within a dedicated storage room, will comply with the dimensional requirements of Australian Standard Parking Facilities Part 3: Bicycle Parking Facilities (AS 2890.3-1993).

Table Adel/6 of the Development Plan outlines the requirements for on-site bicycle parking for residents of all low, medium and high scale residential development as "1 for every dwelling/apartment with a total floor area less than 150 square metres" and "2 for every dwelling/apartment with a total floor area greater than 150 square metres" with an additional provision for visitors of "1 [bicycle parking space] for every 10 dwellings."

The traffic and parking assessment concluded the following in respect to bicycle parking;

"On the basis of the above, there is a requirement for 36 resident parking spaces and four visitor bicycle parking spaces associated with the development (a total of 40 bicycles spaces). The proposed provision of 35 bicycle parking spaces plus additional 8 storage spaces within the apartments will therefore meet the requirements of Council's Development Plan."

Given the assessment undertaken by Cirqa, the proposal clearly satisfies the likely demand and needs of future occupants and/or visitors and the relevant provisions of the Council Development Plan.

It should also be noted that racks for the parking and locking of bicycles are provided in various locations throughout Hurtle Square, providing accessible bicycle parking spaces for potential visitors to each building.

4.12 Encroachments

The Zone outlines the following provision relating to encroachments:

Zone PDC

9 Pedestrian shelter and shade should be provided over footpaths through the use of continuous structures such as awnings, canopies and verandahs.

16 Buildings (excluding verandahs, porticos and the like) should generally be built to the primary road frontage.

The proposed building would be built to the primary road frontage and offer a canopy 3.7 metres above street level to provide pedestrians shelter and shade over the public footpath areas.

The Adelaide City Council Operating Guidelines outline the minimum dimensions for acceptable encroachments over the public realm for both sun hoods or canopies and balconies as expressed below.

Council-wide**222 Cornices, sunscreens and hoods should:**

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

62 Balconies should be integrated into the overall architectural form and detail of the development and should:

- (a) utilise sun screens, pergolas, shutters and openable walls to control sunlight and wind;**
- (b) be cantilevered, partially cantilevered and/or recessed in response to daylight, wind, acoustic and visual privacy;**
- (c) be of a depth that ensures sunlight can enter the dwelling below; and**
- (d) allow views and casual surveillance of the street while providing for safety and visual privacy.**

The proposed ground level canopy is considered appropriate to satisfy encroachment requirements in that the canopy has a height above the footpath level of 3.7 metres. The projection over a public space is proposed at 2 metres, however the construction would prevent water runoff into public places and ensures pedestrians would have ample protection and shading in summer seasons.

The level 1-8 balconies are located entirely within the boundaries of the site. The design of the proposed balconies on the north facade ensure integration with the overall building design; and are:

- proportionate to achieving a high level of architectural design across the façade of the building;
- conducive to providing convenient accessibility for the maintenance of the façade for window cleaning; and
- proposed balconies have been orientated to the north to improve the environmental performance of the building.

For the above reasons, we submit that canopy fully conforms with the encroachment operating guidelines, is considered appropriate and warrants consent as part of the proposed development application.

4.13 Demolition and Contamination

An Environmental Site History Assessment has been prepared by A.M. Environmental Consulting Pty Ltd and concluded the following:

"The proposed development is a multi-story mixed use building. The building would comprise a concrete slab underlain by base course gravel and Fortecon plastic. Groundwater is not proposed for abstraction at the site. No garden/landscaped areas are proposed. It is understood that services would be surrounded with 500mm of imported fill meeting SA EPA Waste Fill Guidelines. Levels 1-8 would comprise residential apartments. The ground floor would comprise parking and commercial offices or a café. A shallow concrete pit would be located under each car stacker. The required excavations for the lift and stacker pits would be approximately 1.2m and 2m respectively. There would be little opportunity for access to subsurface soils once developed. It is understood that an asbestos specialist would be engaged by the demolition contractor to appropriately remove asbestos from the site and would provide a certificate to demonstrate that all asbestos has been removed.

The site is anecdotally understood to have been previously used as a service station and there are a number of former underground fuel storage tanks (USTs) located in the forecourt area.

Ultimately, it is considered that the demolition works and preparation for the car stackers, piers, lift and footings will result in a significant portion of the shallow site soils being removed, in addition to any subsurface structures, including former USTs and associated lines. It is recommended that the soil and potentially groundwater (subject to the soil assessment results) be assessed after demolition in order to demonstrate that there are no material issues likely to remain at the site once developed (associated with former, current or adjacent land uses). This will also enable the classification of waste soils for off-site disposal."

The proposed development is to wholly seal the site with concrete and slab on ground construction, which would largely eliminate the potential for residents to be exposed to soil.

A.M. Environmental Consulting has expressed the need for further assessment post demolition in order to demonstrate that there are no material issues likely to remain at the site once developed. For this reason, we contend that the pre-construction stage of development is incorporated as a condition of consent to allow the applicant sufficient opportunity to ensure the land is safe and free from contaminants that may cause undue effect on future residents.

6.0 CONCLUSION

We conclude that the proposed mixed-use building complies with the relevant City Frame Zone and Council-wide provisions of the Adelaide (City) Council Development Plan. In particular, the proposed development will:

- provide a mixed-use land use that is expressly contemplated and encouraged for development within the City Frame Zone;
- provide a building height that is reasonably in accordance with the maximum height contemplated and satisfies the minimum building height guidelines for the City Frame Zone in this location;
- be built to all allotment boundaries at ground level, with the upper levels setback northern boundary to accommodate the balconies within the boundary of the site;
- provide floor and private open space areas to all dwellings in excess of the minimum guidelines of the Development Plan;
- provide designated and consolidated areas for the storage of waste on-site; and
- provide on-site vehicle and bicycle parking above the applicable Development Plan guidelines.

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

We conclude that the proposed development accords with the provisions of the Development Plan, and we therefore invite the Adelaide City Council as the relevant authority to accept that the proposal meets the provisions of the Development Plan in a manner sufficient to enable the application to be approved.



Greg Vincent MPlA
B/A in Planning

7 August 2019



STREET VIEW
LOOKING SOUTH



3-9 HURTLER SQUARE
HEIGHT - 24.07m



22-28 HURTLER SQUARE
HEIGHT - 29m



34-40 HURTLER SQUARE
HEIGHT - 28.45m



42-48 HURTLER SQUARE
HEIGHT - 29.5m



STREET VIEW
FACING NORTH



HERITAGE LISTED BUILDINGS	STATUS
1	57-260 SOUTH TERRACE, ADELAIDE LOCAL
2	253 SOUTH TERRACE, ADELAIDE LOCAL
3	239 SOUTH TERRACE, ADELAIDE STATE
4	137-139 GILLES STREET, ADELAIDE LOCAL
5	437-439 PULTENEY STREET, ADELAIDE LOCAL
6	431-435 PULTENEY STREET, ADELAIDE LOCAL
7	146 GILLES STREET, ADELAIDE LOCAL
8	36-38 SANDERS STREET, ADELAIDE LOCAL
9	22-28 SANDERS STREET, ADELAIDE LOCAL
10	18-20 STEPHENS STREET, ADELAIDE LOCAL
11	35 HURTLER SQUARE, ADELAIDE STATE
12	29-31 HURTLER SQUARE, ADELAIDE LOCAL
13	15-23 HURTLER SQUARE, ADELAIDE LOCAL
14	132-140 CARRINGTON STREET, ADELAIDE STATE
15	154-160 CARRINGTON STREET, ADELAIDE LOCAL
16	316-320 PULTENEY STREET, ADELAIDE LOCAL
17	8-20 HARRIETT STREET, ADELAIDE LOCAL
18	25-27 HARRIETT STREET, ADELAIDE LOCAL
19	29-31 HARRIETT STREET, ADELAIDE LOCAL

Subject Site

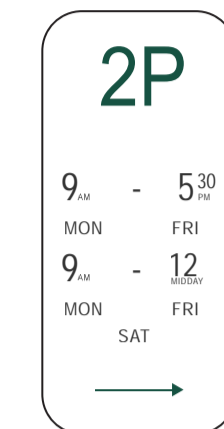
Macro Site Analysis
PROPOSED MULTI STOREY BUILDING

421 PULTENEY STREET
ADELAIDE

FORME PROJEX



1 ON STREET PARKING (3 SPACES)



2 VEHICLE CROSSOVER

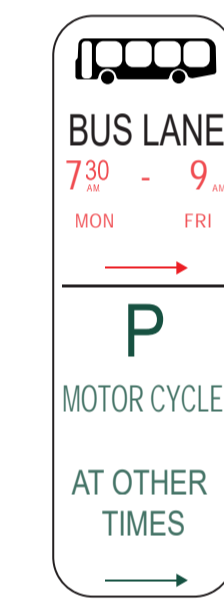
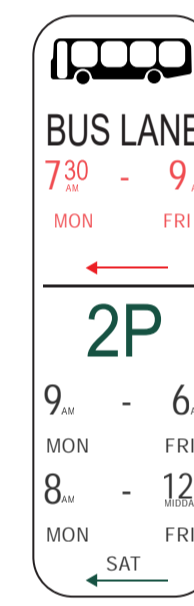
3 NO STOPPING

4 EXISTING STREET TREES

5 BIKE LANE/ BUS LANE (7.30-9.00AM M-F)

6 VEHICLE CROSSOVER

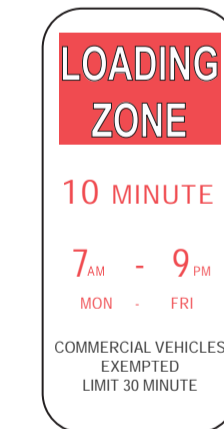
7 ON STREET MOTOR CYCLE PARKING & ON STREET CAR PARKING



8 EXISTING BOUNDARY WALL

9 VEHICLE ACCESS

10 ON STREET LOADING ZONE (3 SPACES)



11 RESIDENTIAL PARKING ACCESS

Subject Site

Micro Site Analysis
PROPOSED MULTI STOREY BUILDING

421 PULTENEY STREET
ADELAIDE

FORME PROJEX

HURTLE & CO STAGE 5
421 PULTENEY STREET, ADELAIDE
TRAFFIC AND PARKING REPORT

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed development of a new residential flat building at 421 Pulteney Street, Adelaide (Stage 5 Hurtle & Co). Specifically, CIRQA has provided advice in respect to traffic and parking aspects of the proposed development.

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 Locus Architecture (refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located at 421 Pulteney Street, Adelaide and comprises two allotments; title CT5320/924 to the north and CT5320/803 to the south. The site is bound by Hurtle Square to the north, a commercial premise to the south Pulteney Street to the east and Johns Lane to the west. Adelaide City Council's Development Plan identifies that the site is located within a City Frame Zone. Figure 1 illustrates the location of the subject site and the adjacent road network.



Figure 1 – Location of the subject site and adjacent road network

The site currently accommodates an automotive tyre business (Beaurepaires) which occupies the full site. Pedestrian access to the existing building is provided via the site's frontage to Pulteney Street and side access to Hurtle Square. Vehicle access is currently provided via the following locations:

- a 7.1 m wide crossover on Pulteney Street (left-in/left-out only due to the central median);
- a 14.7 m wide crossover on Hurtle Square which accommodates the majority of movements associated with the site);
- a 3.2 m wide crossover on Hurtle Square (separated from the major crossover by a street tree); and
- a 3.2 m wide crossover on Johns Lane (rear access).

2.2 ADJACENT TRANSPORT NETWORK

2.2.1 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 Hurtle Square and Pulteney Street.

Footpaths are also provided through (the reserve section of) Hurtle Square, with formal pedestrian crossing facilities (for movements across Pulteney Street) at the nearby signalised intersections of Pulteney Street/Halifax Street and Pulteney Street/Gilles Street.

The site also has a high level of connectivity to cycling facilities with on-street bicycle lanes provided on both Pulteney Street and Halifax Street. These facilities connect to the broader cycling network including relatively direct connections to the Frome Street bikeway (via Carrington Street) and Park Lands trails (and suburbs beyond).

2.2.2 PUBLIC TRANSPORT

Regular bus services operate on both Halifax Street and Pulteney Street. Bus stops are located in close proximity to the site. The Pulteney Street stops are utilised by a large number of services, including direct connections to Rundle Mall (via Grenfell Street), various metropolitan areas to the north-east, north, south-east, south and south-west of the site and the Adelaide Hills. The Halifax Street stops are serviced by the free "City Connector" bus services which provides bus connectivity to/from Hutt Street, Rundle Mall, the East End, the University Precinct, the Central Market Precinct, the West End and North Adelaide.

Public transport services are also provided via the Glenelg-to-Entertainment Centre tram service operating along King William Street. The nearest stops are

located less than 10 minutes' walk from the subject site and provide frequent services in both directions.

2.2.3 ROAD NETWORK

All roads in the vicinity of the subject site are under the care and control of the Adelaide City Council. A general urban speed limit of 50 km/h applies (unless otherwise signed).

Hurtle Square is a local street that essentially functions as a service road around the public reserve. The section of Hurtle Square in front of the site 7.2 m wide and accommodates two-way vehicular flow between Pulteney Street and Johns Lane. Vehicular access along Hurtle Square is restricted from Johns Lane to the west, with vehicular access for that section only available from Halifax Street. Properties adjacent this section (south-western quadrant) of Hurtle Square are predominantly residential (with the exception of the subject site).

Three on-street parks are provided on the northern side of Hurtle Square (opposite the site), albeit are restricted to two hour parking (9:00 am to 5:30 pm weekdays and 9:00 am to 12 noon on Saturdays). Traffic volumes on the subject section of Hurtle Square would be low (less than 500 vehicles per day (vpd)).

Pulteney Street is designated by Adelaide City Council as a 'City Street'. The carriageway comprises two traffic lanes and a bicycle lane in each direction. A dedicated bus lane operates from 7:30 am to 9:00 am weekdays on the western side, and 4:00 pm to 6:00 pm weekdays on the eastern side. On-street parking is generally restricted to two-hour parking during weekdays and Saturday, outside of bus restricted times. Available traffic data suggests that there is a daily vehicular traffic volume of approximately 29,000 vpd on Halifax Street.

Johns Lane is a 5.1 m (approximate) wide laneway providing access between Gilles Street and Pulteney Street. It provides access to the rear garages of a small number of residential properties on Hurtle Square and the rear of the businesses facing Pulteney Street. A Loading Zone is provided on the eastern side of Johns Lane (at the rear of the site) and three parallel parking spaces closer to Gilles Street (two-hour parking 8:00 am to 6:00 pm weekdays, and 8:00 am to 12 noon Saturday). It is anticipated that Johns Lane would have a daily traffic volume of less than 500 vpd.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing building on the subject site and the construction of a new multi-storey residential flat building accommodating 36 dwellings (8 one-bedroom, 24 two-bedroom and 4

three-bedroom dwellings). In addition to the residential component, a 73 m² floor area commercial tenancy will be provided on the ground floor.

3.2 ACCESS AND PARKING DESIGN

3.2.1 CONSTRAINTS AND OPPORTUNITIES

In developing the design of the site, consideration has been given to access constraints and opportunities. This has included consideration of relevant provisions within the Development Plan, notably Principle of Development Control (PDC) 263 which states:

"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."*

The above PDC would suggest that access would be most desirable via Johns Lane as Hurtle Square is noted as a 'major walking route' on Map Adel/1 (Overlay 2) and Pulteney Street is a major street. However, in relation to the subject section of Hurtle Square, the Map Adel/1 (Overlay 2) does not provide sufficient detail to identify whether the designated of the 'major walking route' is within the Square (reserve) itself or along the site's frontage.

In addition to PDC 263, consideration has also been given to PDC 241 which states that:

"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..." (our emphases)

Johns Lane is only 5.1 m wide with minimal setback between the site boundary and the lane's carriageway. Sight distance provisions at an access point on Johns Lane would be restricted, particularly to/from vehicles entering (around the corner) from Hurtle Square. It is also noted that PDC 246 of the Development Plan would require that the building be setback 1.4 m to achieve a total width of 6.5 m between an access located on Johns Lane and the opposite side of the lane. PDC 246 notes that this is to accommodate adequate manoeuvrability, but such a treatment would not fully address the sight distance restriction.



Consideration has therefore been given to the provision of access via Hurtle Square. As noted above, the section of Hurtle Square adjacent the site is noted as a 'major walking route' (albeit, as above, it is unclear if this designation applies to the footpath directly in front of the site or the reserve component of the Square). In reality, the majority of pedestrian movements are undertaken either directly along Pulteney Street and Halifax Street or through the Square itself (either along the paved paths or other direct desire lines). The number of pedestrian movements along the site's Hurtle Square frontage is low. Existing vehicle movements are also low (this section would function as a 'minor street' which is of relevance to PDC 241) and, as detailed in Section 5, volumes associated with the proposed site uses will be very low. Additionally, the existing use of the site includes almost 18 m of direct crossover along the Hurtle Square frontage. The proposal provides an opportunity to retain access via Hurtle Square, whilst significantly reducing the extent of crossover and also removing the requirement for vehicles to reverse over the footpath as currently occurs (all movements associated with the proposed development's access will be forward-in/forward-out). This would significantly improve pedestrian amenity/safety conditions along the site's Hurtle Square frontage. It is also noted that the verge width on Hurtle Square would allow much better sight distance provisions for vehicles exiting the site than a Johns Lane access would.

The site depth (east-west dimension) is adequate to accommodate an appropriate mechanical car stacking system and achieve a number of parking spaces on site that aligns with the feasibility of its overall development. The provision of vehicular access via Hurtle Square is therefore considered preferable over alternative arrangements via either Johns Lane or Pulteney Street. Additionally, it is considered that such an arrangement would minimise traffic hazards as sought by PDC 241 and, while provided on a listed (albeit low use) 'major walking route', could represent a significant improvement on the existing conditions.

3.2.2 PROPOSED ARRANGEMENTS

The development will be serviced by a ground level car park with a total of 34 (car) parking spaces. A total of 35 bicycle parking spaces will be provided on the ground floor and additional bicycle storage areas will be provided in a number of the apartments (43 bicycle spaces in total).

On the basis of the review of access constraints and opportunities, vehicular access to the parking area has been proposed via a two-way crossover on Hurtle Square. The proposal will allow the closure of the Pulteney Street and Johns Lane crossovers as well as a significant reduction in the extent of crossover on Hurtle Square as illustrated on Drawing SK-002 "Site & Location Plan" prepared by Locus Architecture.

Cyclist access will be provided via Pulteney Street (direct to the bicycle parking area). Pedestrian access will be provided via both Pulteney Street (via the bicycle parking access) and Hurtle Square (the primary foyer access).

Car parking spaces will be provided on the ground floor within two automated mechanical car stacking systems (Nussbaum Uniparker N5303 each containing 17 spaces). The stacking systems will be accessed via a central aisle. The car stacking systems will be installed in accordance with the manufacturer's specifications. The systems will also generally meet the requirements of the relevant Australian Standard (AS/NZS 2890.1:2004) in that:

- spaces will at least 2.4 m wide and 5.4 m long;
- an aisle width in excess of 5.8 m will be provided behind the spaces; and
- a clearance of at least 0.3 m will be provided to all objects greater than 0.15 m in height.

The car clearance envelope requirements of AS/NZS 2890.1:2004 will be met, however columns will be located behind the 'flare' of the envelope. The intent of the Standard (to ensure appropriate manoeuvrability into and out of spaces) will however be met given the width of the aisle is greater than that required by AS/NZS 2890.1:2004. Furthermore, users of the parking spaces will be residents and hence will be familiar with column locations and the associated turning movements required to enter/exit the spaces. Figure 2 illustrates the ingress and egress movements to and from parking spaces with an adjacent column to demonstrate that adequate manoeuvrability will be maintained. The turn path assessment indicates that ingress movements can be undertaken in a single turn and that egress movements can be achieved via a single-point turn (i.e. two-movements). Such manoeuvres are permitted by the Australian Standard (AS/NZS 2890.1:2004) for ingress and egress movements undertaken by residents.

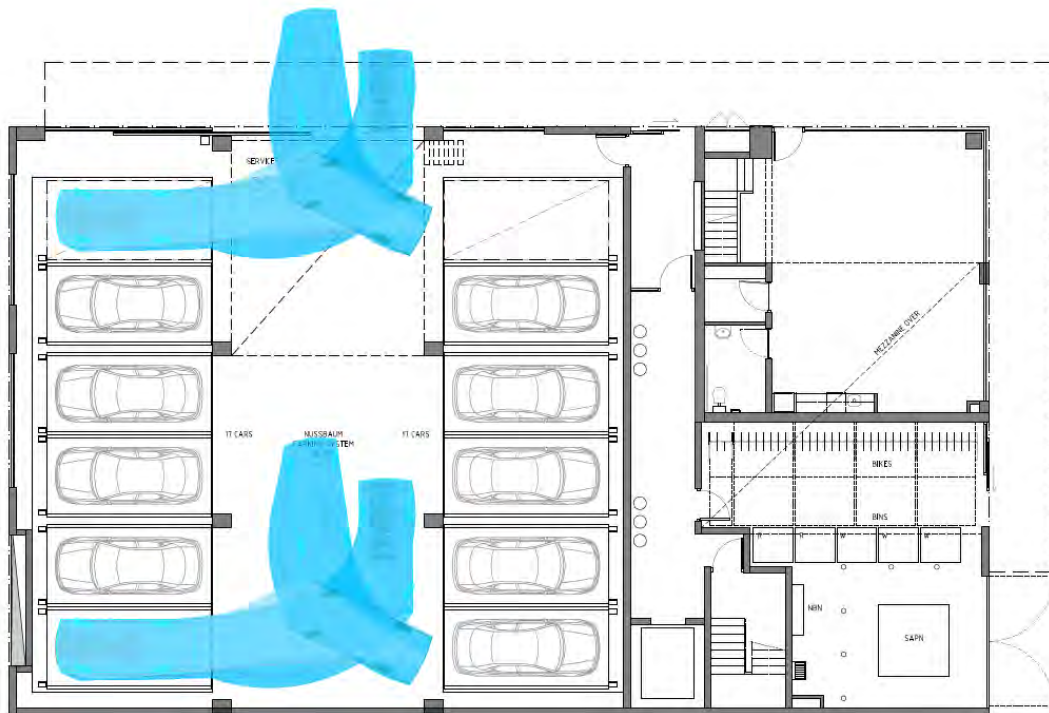


Figure 2 – Indicative turn paths for ingress and egress movements for parking spaces

Refuse collection is proposed to occur on-street in Pulteney Street. Bins will be stored within the building (adjacent the car parking area) and wheeled out to Pulteney Street for weekly collection by a Council's collection service. It is anticipated that this would be undertaken outside of peak commuter periods on Pulteney Street. The closure of the existing Pulteney Street crossover would also present an opportunity to provide a loading zone (potentially applying part-time) to assist with accommodation of refuse collection.

4. PARKING ASSESSMENT

4.1 CAR PARKING

4.1.1 OFF-STREET PARKING PROVISION

As stated above, the subject site is located within the City Frame Zone of the Adelaide City Council's Development Plan. Principle of Development Control (PDC) 24 for the City Frame Zone identifies that parking provisions for developments should be in accordance with Table Adel/7 of the Development Plan.

Table Adel/7 provides minimum car parking provision rates for medium to high scale residential development within Main Street (O'Connell, Hutt and Melbourne East) and Mixed Use (Melbourne West) zones and maximum provision rates for sites within the Primary Pedestrian Area. The subject site is not situated within these zones/areas and, therefore, there is no requirement identified by the

Development Plan for parking provision for the residential component of the proposal. Table Adel/7 does however specify a range of three spaces (minimum) to five spaces (maximum) per 100 m² of gross leasable floor area of non-residential development (which would be applicable to the proposed commercial tenancy). This would result in a requirement for between two and four spaces for the proposed commercial tenancy.

However, while there are no specific car parking provision requirements associated with the residential component of the proposal, the following objectives and principles relevant to parking provision considerations are provided in the Development Plan:

- **Council Wide Objective 71** – *“To meet community expectation for parking supply while supporting a shift toward active and sustainable transport modes”* (our emphasis);
- **Council Wide Objective 72** – *“An adequate supply of short-stay and long-stay parking to support desired growth in City activities without detrimental affect (sic) on traffic and pedestrian flows”* (our emphasis); and
- **PDC 264** – *“On-site parking should be provided for development in those localities close to the City Living Zone...”* to minimise impact on on-street parking in the City Living Zone (the subject site is immediately adjacent to the City Living Zone).

The proposed parking provision rate will equate to 0.94 spaces per dwelling. Such a rate is considered to be in line with community expectations for such developments and similar to provisions at a number of other residential developments approved with the City (including a number in close proximity to the site such as earlier Hurtle & Co. stages). In particular, it is considered that the proposed provision is adequate to meet resident parking demands whilst avoiding over-supply of spaces.

It is noted that there is a requirement of at least two spaces for the commercial component, however, no designated parking is proposed to service the commercial use. Nevertheless, such an arrangement is considered acceptable given:

- the site is highly accessible by both walking and cycling (with adequate bicycle parking provision provided on-site including bicycle spaces as well as end-of-trip facilities such as a shower for the commercial tenancy);
- the site is highly accessible by high frequency public transport including buses and trams (both within walking distance);
- a car share scheme is available within the City of Adelaide with designated car share spaces within walking distance of the site;

- private leasing arrangements of off-street parking spaces is common-place within the City (via online services such 'Parkhound' as well as through traditional real estate agencies). A review of Parkhound's current listings identifies that there are number of spaces available for lease within close proximity to the subject site; and
- similar arrangements have been approved for other developments in the subject locality (such as earlier Hurtle & Co. stages) without significant impact on parking conditions. Notably, CIRQA's office is located on Halifax Street, in close proximity to the subject site, and has no on-site (leased off-site) car parking. In terms of primary transport mode choices, three-quarters of CIRQA's staff cycle to work and one-quarter utilise a combination of public transport and walking.

4.1.2 ON-STREET PARKING IMPACT

As noted above, the site's access point on Hurtle Square will be in the same location as the site's existing access. As such, the access point will not impact upon on-street parking availability (i.e. no spaces will be lost as a result of the site's access). In fact, up to two additional on-street parking spaces could be provided on Hurtle Square if desired by Council as a result of the narrowing of the crossover. Additional parking (one car space, additional motorcycle/scooter parking, a loading zone or a timed combination of two or more of these options) could also be achieved on Pulteney Street given the closure of the crossover on this road.

4.2 BICYCLE PARKING

The Development Plan identifies bicycle parking provision rates of one space per apartment less than 150 m², two spaces per apartment greater than 150 m² and one visitor parking space per ten apartments.

On the basis of the above, there is a requirement for 36 resident parking spaces and four visitor bicycle parking spaces associated with the development (a total of 40 bicycles spaces). The proposed provision of 35 bicycle parking spaces plus additional 8 storage spaces within the apartments will therefore meet the requirements of Council's Development Plan.

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

The NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide), and its subsequent updates, identifies a traffic generation rate of 0.19 am and 0.15 pm peak hour vehicle trips per dwelling for high density residential dwellings (as is the subject proposal).

On the basis of the above rates the development would generate in the order of seven am and five peak hour vehicle trips. Given no parking will be provided on site for the commercial component, there would be negligible additional trips associated with the tenancy. The forecast number of vehicle movements associated with the proposal is very low and would be readily accommodated on Hurtle Square/Johns Lane and the surrounding road network.

Furthermore, the above does not include consideration of the traffic generation associated with the existing site. The realised level of additional traffic will therefore be lower than that forecast and, in reality, may result in a reduction of vehicle trips to/from the subject site (in comparison to the number of vehicle trips generated by the existing site uses). The total daily traffic experienced on Hurtle Square/Johns Lane (following construction and occupation of the development) will be well within the typical volumes associated with such a street.

The proposed mechanical stacking system would default to provision of a vacant parking space for entering drivers. Nevertheless, it is understood that the proposed system presents a maximum waiting time of 60 seconds for entering drivers. Given the relatively low number of movements associated with drivers accessing the site's proposed car park, there would be minimal queuing associated with the stacking facility and, importantly, little impact (if any) on vehicle movements on Hurtle Square as a result of the stacking system.

6. SUMMARY

The proposed development comprises demolition of the existing building on the subject site and construction of 36 residential dwellings and a small commercial tenancy in a multi-storey residential apartment building. The site is well serviced by active (walking and cycling) facilities and public transport services which will minimise reliance on private motor vehicles.

The development will be serviced by 34 car parking spaces. The proposed level of parking is considered appropriate. In addition, 35 bicycle parking spaces (to be provided on-site within a dedicated bicycle room or within the garage). Additional dedicated bicycle spaces will be provided in eight of the apartments (and further bicycle storage, albeit not specifically designated, would also be available in other apartments). The bicycle parking provisions will meet the requirements of Council's Development Plan.

Access to the vehicle parking area is proposed via Hurtle Square. The access location has been based on a review of constraints and opportunities which identified that it was the most feasible option to support development of the site whilst retaining safe access conditions. The proposal will result in the closure of access points on Pulteney Street and Johns Lane. Additionally, the proposal will

result in a significant reduction in the extent of crossover on Hurtle Square. The reduction in the extent of vehicular access on all street frontages will improve pedestrian amenity and safety in this location.

Car parking will be accommodated in a mechanical car stacking system. The additional traffic volumes associated with the development will be low and readily accommodated on Hurtle Square and the adjacent road network. Refuse collection will be undertaken on-street (by a Council's collection service) adjacent the subject site.

MDB:SRE
56329/0/1
22 May 2019

Forme Projex
40 Gilbert Street
ADELAIDE SA 5000

Attention: Mr A Hudson

Dear Sir

**RESIDENTIAL DEVELOPMENT - 421 PULTENEY STREET - HURTLE AND CO NO. 5
MECHANICAL, ELECTRICAL, HYDRAULIC AND FIRE PROTECTION SERVICES**

As requested, we present the following summary of the proposed Mechanical, Electrical, Hydraulic and Fire Protection Services for the above development.

We confirm that the locations and spatial allowances for the associated plant and equipment are included in the Locus Architecture concept drawings and reflect the equipment required to suit the relevant statutory authorities specific requirements.

MECHANICAL SERVICES

The proposed Mechanical Services will comprise the following:-

- Air conditioning incorporating high wall split type air conditioning systems to serve the apartments.
- Ducted type toilet exhaust systems to serve the amenities areas in each apartment.
- Ducted type general exhaust systems to serve the laundry areas in specific apartment.
- Ducted type domestic rangehoods to serve the kitchen cooktops.
- Natural ventilation to ground floor carpark utilising natural cross ventilation.
- Natural ventilation and light to the upper floor lift lobbies.

ELECTRICAL SERVICES

The proposed Electrical Services will comprise the following:-

- New SA Power Networks transformer.
- Emergency and exit lighting to common areas.
- General external, security, carpark and common area lighting.
- General purpose and specific power supplies to common area services.
- General purpose and specific power supplies and lighting connected to individual apartment load centres.
- Telecommunications carrier lead-in conduits to the ground floor distribution point and individual conduit pathways to each apartment.
- Intercoms from the ground floor front entrance door to each apartment.

HYDRAULIC SERVICES

The proposed Hydraulic Services will comprise the following:-

- South Australian Water Corporation sewer connection.
- 50mm diameter South Australian Water Corporation water meter located in below ground cast iron footpath box.
- Authority natural gas metered connection located within ventilated enclosure.
- Domestic cold water storage tank and associated pressure pump set.
- Sanitary plumbing drainage and reticulation as required to suit fixture locations.
- High quality commercial grade sanitary fixtures and tapware fittings.
- Tempering valves as required to temper domestic hot water delivered to fixtures used primarily for personal ablution purposes such as hand basins and showers.
- Natural gas fired domestic hot water plant complete with forced circulation flow and return pipe work system located within an enclosed mezzanine space.
- Stormwater drainage from roofed and balcony areas.
- Mechanical services condensate drainage system.

FIRE PROTECTION SERVICES

The proposed Fire Protection Services will comprise the following:-

- Fire service water supply connection from the SA Water Corporation town main in Hurtle Square.
- South Australian Metropolitan Fire Service (SAMFS) suction and booster assembly located in the façade, in location shown on the architectural drawings at ground level, to serve the fire hydrant and fire sprinkler systems.
- Automatic fire sprinkler system throughout.
- Internal fire hydrants located in the fire stair.
- Diesel driven fire pump.
- Internal fire hose reel to the ground floor carpark area.
- Fire Indicator Panel (FIP) located in the entry foyer to serve the smoke detection, occupant warning and sprinkler system alarms.
- Fire alarm transmission to SAMFS for the smoke detection and fire sprinkler systems.
- Smoke alarms to each apartment.
- Smoke detection and alarm system to common areas, lobbies and corridors.
- Portable fire extinguishers (not provided to individual apartments).

ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

The building design and apartment configurations are an evolution of previous projects by Forme Projex.

Part J assessments on previous projects have achieved ratings in excess of the Building Code of Australia (BCA) minimum requirements.

ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD) (Cont.)

A full Part J assessment will be undertaken for this specific project at the detailed Design/Building Rules Consent submission phase.

The project will incorporate the following ESD initiatives:-

- Low energy LED lighting to all apartments. Typically 250 watts for 2 bedroom apartments.
- 3 speed (10 / 25 / 50 watt) ceiling fans to assist air movement to bedrooms and living spaces.
- Recessed western facing windows for sun shading.
- Laminated glass with low-e coating to western facing windows.
- LED lighting to common areas activated by PIR movement sensors.
- Energy efficient traction drive passenger lift.
- 10kW solar panel arrays to offset common area power consumption.
- Water and energy efficient gas boosted ring main HWS.
- Water and gas usage on-charged to individual apartments.
- WELS rated low flow tap-ware, WC's and shower heads.
- High ceilings and window heads to assist natural light penetration.
- Inverter split system air-conditioning to individual living and bedroom areas only, close coupled for efficiency.
- Generous balconies which afford good weather protection to expansive glass sliding doors.
- Naturally ventilated car and bicycle parking areas.
- Insulation to roof, ceilings, internal walls and external walls.
- Naturally ventilated roof cavities.
- Located to maximise walkable amenity, ready access to public transport and designed to minimise the requirement for motorised transport usage.
- Consideration by the car stacker manufacturer for the provision of Electric Vehicle (EV) charging points being made available as an option to each car space.

We trust this is to your satisfaction and would be pleased to further advise upon your request.

Yours faithfully
BESTEC PTY LTD



MARK BATTAMS
ASSOCIATE DIRECTOR

cc Locus Architecture - Mr J Endersbee



PRELIMINARY ENVIRONMENTAL SITE HISTORY ASSESSMENT

421 Pulteney Street, Adelaide, South Australia
Prepared For: Forme Projex | 30 May 2019

Document reference

1912 R1

Issue and revision record

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B	29 May 2019	RM	ACM	Draft for client review (updated development plan)
0	30 May 2019	RM	ACM	Final

Prepared by

A.M. Environmental Consulting Pty Ltd

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Forecasts presented in this document were prepared using Data and the report is dependent or based on Data. Inevitably, some of the assumptions used to develop the forecasts will not be realised and unanticipated events and circumstances may occur. Consequently A.M. Environmental Consulting Pty Ltd does not guarantee or warrant the conclusions contained in the report as there are likely to be differences between the forecasts and the actual results and those differences may be material. While we consider that the information and opinions given in this report are sound all parties must rely on their own skill and judgement when making use of it.

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1.0 Introduction

1.1 Background

A.M. Environmental Consulting Pty Ltd (AME) was commissioned by Forme Projex to conduct preliminary environmental site history research for the land defined as 421 Pulteney Street, Adelaide, South Australia (CT5320/803, CT5320/924, CT5320/804) ('the site'). Copies of the Certificates of Title are provided in Appendix A.

The site is situated in the Adelaide City Council local government area. The site context is provided in Figure 1.1 and an aerial photograph showing the site is provided in Figure 1.2.

1.2 Proposed development

The proposed development is a multi-story mixed use building. The building would comprise a concrete slab underlain by base course gravel and Fortecon plastic. Groundwater is not proposed for abstraction at the site. No garden/landscaped areas are proposed. It is understood that services would be surrounded with 500mm of imported fill meeting SA EPA Waste Fill Guidelines.

Levels 1-8 would comprise residential apartments. The ground floor would comprise parking and commercial offices or a café. A shallow concrete pit would be located under each car stacker. The required excavations for the lift and stacker pits would be approximately 1.2m and 2m respectively. There would be little opportunity for access to subsurface soils once developed, however it is noted that lifts can create a vacuum which can draw volatile compounds (if present) into the cavity. Ground floor and first floor proposed building plans are presented in Figures 1.3-1.4.

1.3 Aim

The aim was to assess the potential for gross or widespread soil and groundwater contamination to exist as a result of current or previous land uses at the site and whether there are potential soil or groundwater contamination aspects or impacts that may present potential liabilities or constraints on future development.

1.4 Scope of work

The site history assessment included consideration of information from the following sources:

- Site walkover
- Proposed development plan
- Environment Protection Authority (EPA) Section 7 search
- Department of Planning, Transport and Infrastructure (DPTI) Property Assist Certificate of Title search
- Government of South Australia WaterConnect groundwater database search
- Department for Environment and Water and Nearmap historical aerial photograph search
- Historical Certificate of Title search via the Land Services SA South Australian Integrated Land Information System (SALIS)
- SA EPA Public Register Directory – Site contamination index search
- Anecdotal information

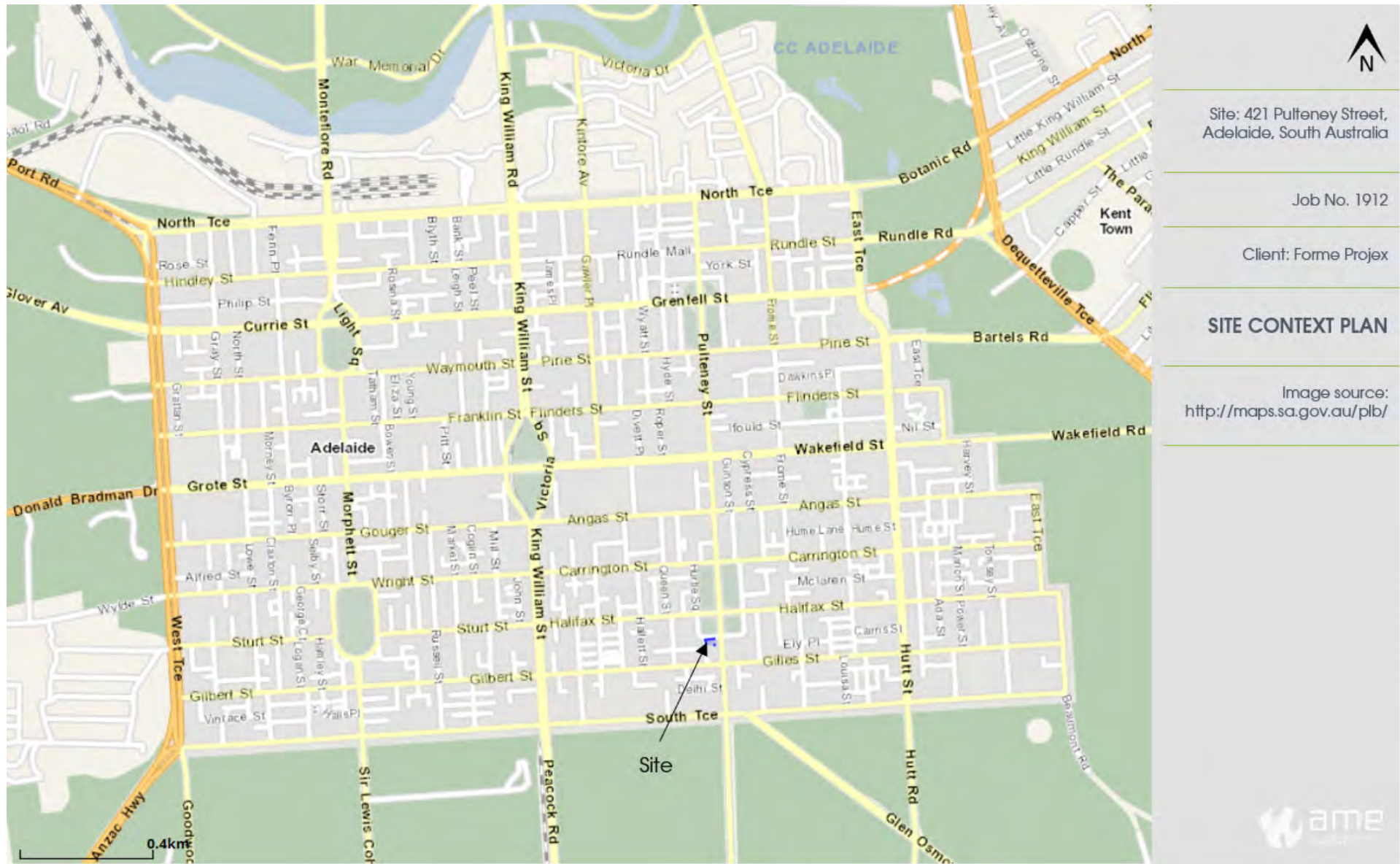


Figure 1.1: Map showing site location and regional context



Figure 1.2: Aerial photograph showing the approximate site boundary and current land use

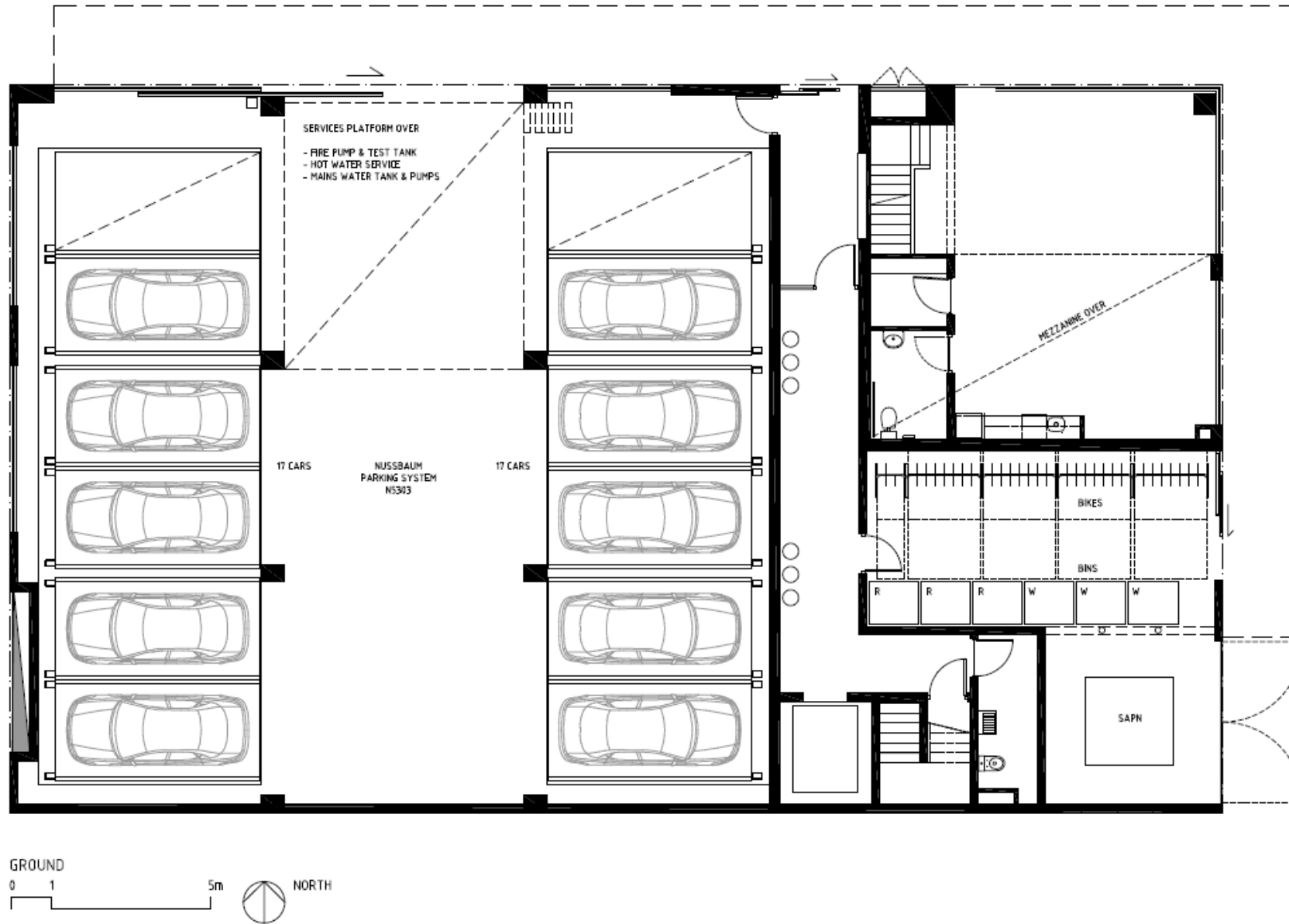


Figure 1.3: Proposed ground floor plan



FIRST
0 1 5m NORTH

Figure 1.4: Proposed first floor plan

2.0 Regulatory and Assessment Framework

2.1 Site contamination

Soil contamination has the potential to impact adversely on human health and the environment; however, for a significant or identifiable risk to be present, there must be an exposure pathway. The exposure pathway comprises the following:

- Source – The presence of a substance that may cause harm.
- Receptor – The presence of a receptor which might be harmed at an exposure point.
- Pathway – The existence of a means or mechanism of exposing a receptor to the source.

In the absence of a plausible exposure pathway there can be minimal risk. Therefore, the presence of 'something measurable' i.e. a concentration of a chemical does not necessarily imply that there is measurable human harm. It is necessary to have a significant source of contamination, an appropriate or effective pathway for this to be presented to a receptor, and the receptor must have a negative response to this exposure.

Hence, the nature and importance of sources, receptors and exposure routes will vary with every site, situation, intended end use and environmental setting.

It should also be noted that management measures to address any aspect of the above can reduce the significance of any risks.

2.2 Adelaide (City) Development Plan (Consolidated – 7 June 2018)

The Adelaide (City) Development Plan (Consolidated – 7 June 2018) contains the following provisions in relation to contaminated sites:

PRINCIPLES OF DEVELOPMENT CONTROL

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

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).

2.3 Environment Protection Act, 1993

In South Australia, the assessment, management and remediation of site contamination is regulated by the *Environment Protection Act 1993* (EP Act). The EP Act defines site contamination in section 5B as follows:

(1) For the purposes of this Act, site contamination exists at a site if—

(a) chemical substances are present on or below the surface of the site in concentrations above the background concentrations (if any); and

(b) the chemical substances have, at least in part, come to be present there as a result of an activity at the site or elsewhere; and

(c) the presence of the chemical substances in those concentrations has resulted in—

(i) actual or potential harm to the health or safety of human beings that is not trivial, taking into account current or proposed land uses; or

(ii) actual or potential harm to water that is not trivial; or

(iii) other actual or potential environmental harm that is not trivial, taking into account current or proposed land uses.

(2) For the purposes of this Act, environmental harm is caused by the presence of chemical substances—

(a) whether the harm is a direct or indirect result of the presence of the chemical substances; and

(b) whether the harm results from the presence of the chemical substances alone or the combined effects of the presence of the chemical substances and other factors.

(3) For the purposes of this Act, site contamination does not exist at a site if circumstances of a kind prescribed by regulation apply to the site.

Based on the above, the first stage in determining whether site contamination exists is to assess whether chemical substances have been added to the site through an activity and whether these substances are above background concentrations. The second stage is to assess whether the chemical substances have resulted in actual or potential harm to the health or safety of human beings or the environment that is not trivial.

The professional assessment of site contamination and consequential risk to human health and the environment is guided by the *National Environment Protection (Assessment of Site Contamination) Measure* (NEPM), Australian Standards and several guidelines prepared the EPA. The NEPM operates as an environment protection policy under the EP Act.

If site contamination is determined to be present at a site, the EP Act provides mechanisms to assign responsibility for the contamination and appropriate assessment and/or remediation of the contamination.

2.4 Assessment guidelines

The scope of works and methodology adopted for the assessment were generally based on the guidance provided in the following documents:

- ANZECC/NHMR.C (1992). Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites.
- NEPC (1999), National Environment Protection (Assessment of Site Contamination) Measure, December 1999 (ASC NEPM) as amended in 2013.
- Edwards J.W., Van Alphen M. and Langley A. (1994). Identification and Assessment of Contaminated Land: Improving Site History Appraisal. Contaminated Sites Monograph Series No 3, SA Health Commission, Adelaide.
- Standards Australia. Guide to the investigation and sampling of sites with potentially contaminated soil – AS 4482.1-2005.

3.0 Site Information

3.1 Site description and photographs

A site visit was undertaken on 15 May 2019 by an AME representative. The site is approximately 0.05 ha in plan area and is rectangular. The site was occupied by Beaufort Tyres Adelaide at the time of the visit.

The site is level and primarily sealed with concrete. A storage area at the rear of the property has a bitumen sealed floor.

The forecourt area is used for car parking and is open, with current and former hoist pits. There appear to be a number of potential underground fuel storage tanks, as indicated by former fill points which have been concreted.

On the western portion of the site is an enclosed workshop with a hoist. The south-western portion of the site is used for tyre storage. There is a small office and waiting room in the south-eastern portion of the site and on the southern side are wheel alignment and washdown areas.

Site walkover photographs are presented in Photos 1-8.



Photo 1: Northern forecourt/pavement



Photo 2: Inside northern forecourt

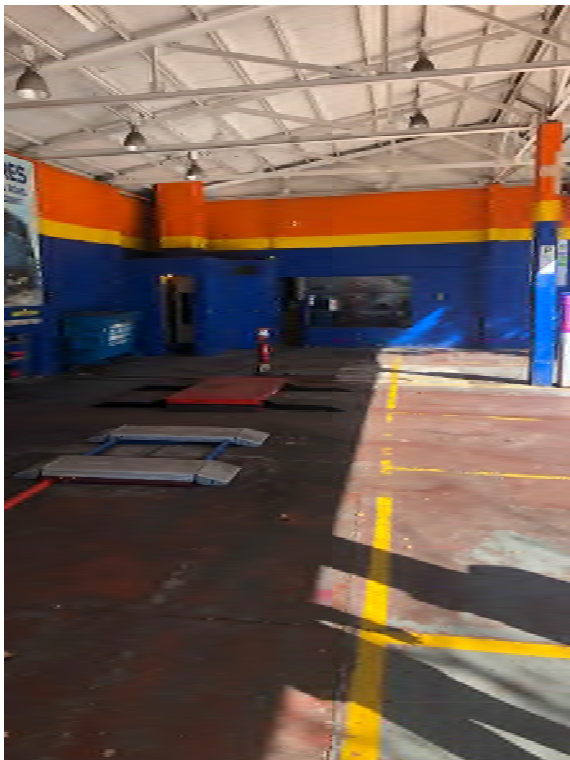


Photo 3: Inside northern forecourt, looking west



Photo 4: Potential UST fill point



Photo 5: South-western tyre storage area



Photo 6: Office

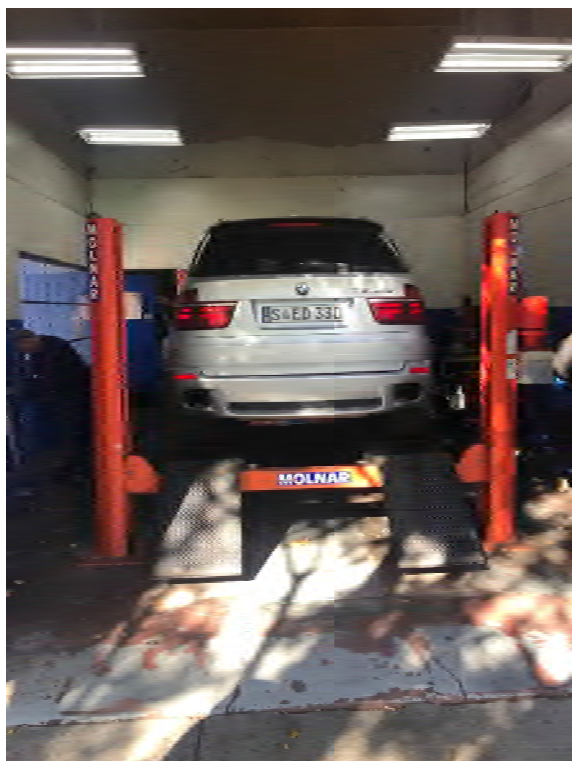


Photo 7: Workshop and hoist in western portion of the site



Photo 8: Wheel alignment and tyre balancing area in southern portion of building

3.2 Aesthetic considerations

Discoloured chemical deposits/stains were noted in areas within the main building during the site walkover.

3.3 Surrounding land use

The land use surrounding the site is as follows:

- North: Hurtle Square road, beyond which is open space parkland
- East: Pulteney Street, beyond which is commercial and residential (and which is understood to have been the location of a former service station)
- South: commercial, beyond which is Gilles Street
- West: Johns Lane, beyond which is residential

The surrounding area is generally level.

3.4 Regional geology and hydrogeology

A summary of the regional geology and hydrogeology is presented in Table 3.1.

Table 3.1: Regional geology and hydrogeology

Source	Detail
Soil	
South Australia 1: 250 000 Scanned Geological Maps Published and Unpublished. Department for Manufacturing, Innovation, Trade, Resources and Energy. Version 2008:2.	Pooraka Formation. Pale red-brown sandy clay containing carbonate of the LOVEDAY SOIL. Gravel lenses near ranges. Small outcrops of older calcrete and veneers of younger sand and soil are not differentiated.
Hydrogeology	
Department for Environment and Water (DEW) WaterConnect Groundwater Database	A groundwater database search undertaken on 11 April 2019 indicates that there are 53 groundwater wells within 0.5km of the site. No groundwater wells are located on the site itself. There are no recorded wells in the inferred upgradient direction, with the majority of recorded wells located west or south of the site. Where recorded, the purposes are as follow: <ul style="list-style-type: none"> ■ Drainage (3 wells) ■ Environmental (7 wells) ■ Investigation (20 wells) ■ Monitoring (7 wells) ■ Observation (3 wells) <p>The standing water level (SWL) ranges from 1.32mbgl to 21mbgl. The total dissolved solid (TDS) concentration ranges from 1,005mg/L to 8,482mg/L. The maximum drill depths range from 3mbgl to 60mbgl.</p> <p>The groundwater data report and plan showing the location of the groundwater wells is provided in Appendix B.</p>

The closest major surface waterbody to the site is the Torrens River, located approximately 1.8km north of the site. The Gulf St Vincent is located approximately 10km west of the site. The regional inferred groundwater flow direction is westerly.

3.5 Acid sulfate soils

Acid sulphate soils as listed in Appendix A of the SA EPA Guidelines Site Contamination – Acid Sulphate Soil Materials (2007) are unlikely to be present at the site.

3.6 History of ownership

A history of ownership search was conducted through the DPTI South Australian Integrated Land Information System (SALIS) website for CT 5320/803, CT 5320/924 and CT 5320/804. The search results are summarised in Table 3.2.

Table 3.2 Historical certificate of title ownership search

CT Reference	Date	Name
CT 5320/803	1996	John Russo and Villastead Nominees Pty. Ltd. (lease to Goodyear & Dunlop Tyres (Aust) Pty. Ltd commencing on 20/4/2014 and expiring on 19/4/2019)
4342/569	1989	David Miles Brandenburg (Company Director)
485/180	1885	Mary Main (Widow) and George Main (Gentleman)
	1909	Transfer to Edith Charlotte Knox (widow) and Walter Gooch (Merchant)
	1918	Transfer to Edith Charlotte Knox (widow) and Henry Warburton Hodgetts the younger
	1928	Transfer to Alfred Brandenburg (Vulcanizer*)
	1934	Lease to Service Tyre Company Limited (for 5 years)
	1969	Transmission to David Miles Brandenburg (Company Director) and Albert William Hammond (Accountant)
	1979	Transfer to David Miles Brandenburg (Company Director)
CT 5320/804	1996	John Russo and Villastead Nominees Pty. Ltd. (lease to Goodyear & Dunlop Tyres (Aust) Pty. Ltd commencing on 20/4/2014 and expiring on 19/4/2019)
4342/570	1989	David Miles Brandenburg (Company Director)
485/181	1885	Nathaniel Alexander Knox (Solicitor)
	1909	Transfer to Edith Charlotte Knox (widow) and Walter Gooch (Merchant)
	1918	Transfer to Edith Charlotte Knox (widow) and Henry Warburton Hodgetts the younger
	1928	Transfer to Alfred Brandenburg (Vulcanizer*)
	1934	Lease to Service Tyre Company Limited (for 5 years)
	1969	Transmission to David Miles Brandenburg (Company Director) and Albert William Hammond (Accountant)
	1979	Transfer to David Miles Brandenburg (Company Director)
CT 5320/924	1996	John Russo and Villastead Nominees Pty. Ltd. (lease to Goodyear & Dunlop Tyres (Aust) Pty. Ltd commencing on 20/4/2014 and expiring on 19/4/2019)
1526/168	1928	Alfred Brandenburg (Vulcanizer*)
	1934	Lease to Service Tyre Company Limited (for 5 years)
	1969	Transmission to David Miles Brandenburg (Company Director) and Albert William Hammond (Accountant)
	1979	Transfer to David Miles Brandenburg (Company Director)
	1984	Lease to Dunlop Olympic Limited (for 5 years)
	1989	Lease to Tyre Marketers (Australia) Ltd (for 5 years)

*Vulcanization is a chemical process used to harden rubber by combining it with sulfur (most common method) or other substances in the presence of heat, pressure and activators, including metals.

3.7 Aerial photographs

Selected aerial photographs of the area were assessed at approximately 10-year intervals from 1949. The aerial photograph data and observations are presented in Table 3.3 and copies of the photographs are provided in Appendix C.

Table 3.3 Historical aerial photograph review

Year	Notes
1949	<p>The aerial photograph is presented in black and white and is of moderate resolution.</p> <p>Site: The site appears to comprise one large and two smaller buildings, covering the majority of the site. There appears to potentially be a driveway occupying the balance of the site along the southern boundary, however this could be a building. No saw tooth roof is visible; however the buildings do not generally appear to be of a residential nature.</p> <p>Surrounding area: The site is bound by roads to the north and east. Parkland is located to the north of the site, and buildings of a potentially residential appearance are located to the south and west. To the east of the site is what appears to potentially be a service station building.</p>
1959	<p>The aerial photograph is presented in black and white and is of moderate resolution.</p> <p>Site: The site appears to be similar to the previous photograph, however a building is now clearly visible on the southern boundary. The site is now entirely covered by four buildings.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph, however the large building to the east of the site has undergone structural changes, although it still appears to be used for potentially commercial purposes.</p>
1968	<p>The aerial photograph is presented in black and white and is of moderate resolution.</p> <p>Site: The site appears to be similar to the previous photograph.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph, however the buildings to the immediate west of the site have been replaced with a large car park and the building to the east of the site has undergone further structural changes, which again resemble that of a service station.</p>
1979	<p>The aerial photograph is presented in colour and is of moderate resolution.</p> <p>Site: The site appears to be similar to the previous photograph. The roofs appear to be made of iron.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph.</p>
1989	<p>The aerial photograph is presented in colour and is of moderate resolution.</p> <p>Site: The site appears to be similar to the previous photograph.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph, however a large building is now present to the west of the site in place of the car park.</p>
1999	<p>The aerial photograph is presented in colour and is of moderate resolution.</p> <p>Site: The site appears to be similar to the previous photograph.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph, however the previously noted service station has been demolished and the property cleared to an unsealed surface.</p>
2009	<p>The aerial photograph is presented in colour of is of high resolution.</p> <p>Site: The site appears to be similar to the previous photograph.</p> <p>Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph, however the eastern property has now been built on, comprising a large commercial/residential appearing structure.</p>
2019	<p>The aerial photograph is presented in colour of is of high resolution.</p>

Year	Notes
	Site: The site appears to be similar to the previous photograph. The westernmost building has had its iron roof replaced.
	Surrounding area: The land use in the surrounding area appears to be similar to that in the previous photograph.

3.8 Dangerous goods search

SafeWork SA indicated that there are no dangerous goods licences recorded at the site (refer to Appendix D).

3.9 SA EPA Section 7 search

A Section 7 search was made under the *Land and Business (Sales and Conveyancing) Act 1994*. The information indicates that no current environmental Performance Agreements, Environment Protection Orders or Clean-up Orders are registered on the site and no known wastes are listed or have been produced on the site.

3.10 SA EPA Public Register Directory

The SA EPA Public Register Directory – Site contamination index was searched on 10 April 2019. This index lists notifications and reports received by the EPA since 1 July 2009 under the *Environment Protection Act 1993*, including S83A notification, Audit notification, Audit termination and Audit reports. A summary of the listings located potentially within approximately 500m of the site are presented in Table 3.4.

Table 3.4 SA EPA Public Register Directory search results for Brompton

Notification no	Type	Address	Potentially contaminating activity
61830	SAHC	11 Cairns Street ADELAIDE SA 5000	Not recorded
12226	Pre 1 July 2009 Audit Notification	124 Gilles Street ADELAIDE SA 5000	Not recorded
12226 - 001	Pre 1 July 2009 Audit Report	124 Gilles Street ADELAIDE SA 5000	Not recorded
60413 - 01	S83A Notification	151-153 Gilles Street ADELAIDE SA 5000	Motor vehicle repair or maintenance
10035	Pre 1 July 2009 Audit Notification	21 & 21A Hallett Street ADELAIDE SA 5000	Not recorded
10035 - 001	Pre 1 July 2009 Audit Report	21 & 21A Hallett Street ADELAIDE SA 5000	Not recorded
10035 - 002	Pre 1 July 2009 Audit Report	21 & 21A Hallett Street ADELAIDE SA 5000	Not recorded
11382	Pre 1 July 2009 Audit Notification	21, 21a, 23 & 25 Hallett Street ADELAIDE SA 5000	Not recorded
11382 - 001	Pre 1 July 2009 Audit Report	21, 21a, 23 & 25 Hallett Street ADELAIDE SA 5000	Not recorded
12335	Pre 1 July 2009 Audit Notification	215-237 Halifax Street ADELAIDE SA 5000	Not recorded
12335 - 001	Pre 1 July 2009 Audit Report	215-237 Halifax Street ADELAIDE SA 5000	Not recorded
12335 - 002	Pre 1 July 2009 Audit Report	215-237 Halifax Street ADELAIDE SA 5000	Not recorded
10056	Pre 1 July 2009 Audit Notification	229 Wakefield Street ADELAIDE SA 5000	Not recorded

Notification no	Type	Address	Potentially contaminating activity
10056 - 001	Pre 1 July 2009 Audit Report	229 Wakefield Street ADELAIDE SA 5000	Not recorded
11381	Pre 1 July 2009 Audit Notification	23 & 25 Hallett Street ADELAIDE SA 5000	Not recorded
11381 - 001	Pre 1 July 2009 Audit Report	23 & 25 Hallett Street ADELAIDE SA 5000	Not recorded
11381 - 002	Pre 1 July 2009 Audit Report	23 & 25 Hallett Street ADELAIDE SA 5000	Not recorded
12261	SAHC	241-249 Angas Street ADELAIDE SA 5000	Not recorded
12225	Pre 1 July 2009 Audit Notification	26-28 St Helena Place ADELAIDE SA 5000	Not recorded
12225 - 001	Pre 1 July 2009 Audit Report	26-28 St Helena Place ADELAIDE SA 5000	Not recorded
61418	Audit Notification	34 Angas Street ADELAIDE SA 5000	Fill or soil importation; Listed Substances (storage); Metal processing, smelting, refining or metallurgical works; Motor vehicle manufacture
61418 - 001	Audit Report	34 Angas Street ADELAIDE SA 5000	Not recorded
61416 - 01	S83A Notification	34 Angas Street ADELAIDE SA 5000	Not recorded
61416 - 02	S83A Notification	34 Angas Street ADELAIDE SA 5000	Not recorded
12635	109 Notification	400 King William Street ADELAIDE SA 5000	Not recorded
12351	Pre 1 July 2009 Audit Notification	400 King William Street ADELAIDE SA 5000	Not recorded
12351 - 001	Pre 1 July 2009 Audit Report	400 King William Street ADELAIDE SA 5000	Not recorded
41	Pre 1 July 2009 Audit Notification	422 Pulteney Street ADELAIDE SA 5000	Not recorded
10441 - 001	Pre 1 July 2009 Audit Report	422 Pulteney Street ADELAIDE SA 5000	Not recorded
60314	Audit Notification	445-449A Pulteney Street ADELAIDE SA 5000	Not recorded
60314 - 001	Audit Report	445-449A Pulteney Street ADELAIDE SA 5000	Fill or soil importation; Listed Substances (storage); Motor vehicle repair or maintenance
61767	109 Notification	47-49 Wakefield Street ADELAIDE SA 5000	Listed Substances (storage); Motor vehicle repair or maintenance
61733	109 Notification	53 Wakefield Street ADELAIDE SA 5000	Fill or soil importation
61695	Audit Notification	87-93 Angas Street ADELAIDE SA 5000	Dry cleaning; Fill or soil importation; Motor vehicle repair or maintenance; Plastics manufacture works
61706 - 01	S83A Notification	87-93 Angas Street ADELAIDE SA 5000	Dry cleaning; Fill or soil importation; Motor vehicle repair or maintenance; Plastics manufacture works
61706 - 02	S83A Notification	87-93 Angas Street ADELAIDE SA 5000	Dry cleaning; Fill or soil importation; Motor vehicle repair or maintenance
61250	109 Notification	95 - 97 Gilles Street ADELAIDE SA 5000	Fill or soil importation
61297	Audit Notification	95-97 Gilles Street ADELAIDE SA 5000	Fill or soil importation
61297 - 001	Audit Report	95-97 Gilles Street ADELAIDE SA 5000	Fill or soil importation
61356 - 01	S83A Notification	95-97 Gilles Street ADELAIDE SA 5000	Fill or soil importation

Notification no	Type	Address	Potentially contaminating activity
62088 - 01	S83A Notification	97 Wakefield Street ADELAIDE SA 5000	Fire stations; Fire training areas
12304	Pre 1 July 2009 Audit Notification	A116, DP 57613, Hundred of Adelaide 15-19 Colby Place ADELAIDE SA 5000	Not recorded
12304	Pre 1 July 2009 Audit Termination	A116, DP 57613, Hundred of Adelaide 15-19 Colby Place ADELAIDE SA 5000	Not recorded
12305	Pre 1 July 2009 Audit Notification	A50, FP 24422, Hundred of Adelaide 263-265 Angas Street ADELAIDE SA 5000	Not recorded
12305	Pre 1 July 2009 Audit Termination	A50, FP 24422, Hundred of Adelaide 263-265 Angas Street ADELAIDE SA 5000	Not recorded
11475	109 Notification	ACC Depot Halifax Street ADELAIDE SA 5000	Not recorded
10067	Pre 1 July 2009 Audit Notification	ACC Depot Halifax Street ADELAIDE SA 5000	Not recorded
10067 - 001	Pre 1 July 2009 Audit Report	ACC Depot Halifax Street ADELAIDE SA 5000	Not recorded
12004	SAHC	Area bounded by Seymour & Penney Places and Carrington & Moore Streets ADELAIDE SA 5000	Liquid organic chemical substances-storage
12064	SAHC	Carrington & Queen Streets ADELAIDE SA 5000	Not recorded
12224	Pre 1 July 2009 Audit Notification	Cypress Street ADELAIDE SA 5000	Not recorded
12224 - 001	Pre 1 July 2009 Audit Report	Cypress Street ADELAIDE SA 5000	Not recorded
61099 - 01	S83A Notification	Halifax Street and adjacent allotments ADELAIDE SA 5000	Works depots
10738	SAHC	Halifax, Gilles, Symonds, Hallet Streets ADELAIDE SA 5000	Not recorded
61113 - 01	S83A Notification	Hundred Plan 106100 Section 1639 ADELAIDE SA 5000	Fill or soil importation
61462	109 Notification	Lot 65 and Portion of Piece 61, Deposited Plan 73209 ADELAIDE SA 5000	Fill or soil importation
60898	109 Notification	Piece 61 Deposited Plan 73209, Hundred of Adelaide ADELAIDE SA 5000	Wastewater storage, treatment or disposal
17756	Pre 1 July 2009 Audit Notification	Pieces 5 & 6 DP 46426 and Allotments 50, 51, 53, 54 & 72; DP 56872 ADELAIDE SA 5000	Not recorded
17756	Pre 1 July 2009 Audit Termination	Pieces 5 & 6 DP 46426 and Allotments 50, 51, 53, 54 & 72; DP 56872 ADELAIDE SA 5000	Not recorded

Additional information was requested from the SA EPA in relation to those records in bold in Table 3.4, as these locations are in close proximity and upgradient of the site. A brief select summary of the associated documentation follows:

- 151-153 Gilles Street and part of 445-449A Pulteney Street - Section 83A Notification. The nature of the contamination is *elevated levels of nitrate, nitrogen and trichloroethene (TCE)* in groundwater.
- 151-153 Gilles Street – Site Contamination Audit Report (PB, 2011). The following extracts are noted:
 - *in accordance with the definition provided in Section 5B of the Environment Protection Act 1993, site contamination does not exist on the site*
 - *the condition of the site is suitable for restricted uses without any conditions on the use of the land but in regards to water – beneficial land uses that the site is suitable for include standard residential/sensitive, medium to high density residential and commercial/industrial use.*
 - *given the regionally elevated groundwater nitrate concentrations, groundwater should not be extracted from the uppermost aquifer beneath the site for potable use.*
- 124 Gilles Street – Site Audit Report (IT Environmental, 2003). The report documents heterogeneous shallow fill material with elevated concentrations of metals, PAH and OCP contamination. Groundwater was not expected to be impacted from on-site soil contamination and was therefore not directly investigated.
- 422 Pulteney Street – Site Audit Report (Golder Associates, 1999). The report documents that the property was previously occupied by a service station (1927-1949 and 1984-1997), which was later demolished and removed, along with all associated underground infrastructure as part of site clean-up works. Historical placement of PAH and zinc impacted fill occurred at the site, and residual contamination associated with storage and use of petroleum products was identified. However, the report states that *the risks to groundwater are considered negligible because:*
 - *Dewatering and removal of soil during site clean up works has removed the major known source of contamination;*
 - *Evidence indicates there has been little, if any, vertical migration of contaminants into the natural soil profile; and*
 - *The water table is expected to be at least 10 m below the ground surface.*

Groundwater beyond perched water at 2.3m was not analysed, with the investigation depth limited to 6m. The report reads: *the results of testing reviewed during the audit suggest the possible presence of residual hydrocarbon contamination beyond the western property boundary. In consequence there is a risk that any perched groundwater which may reappear at the site may contain some hydrocarbon contamination. There is also a risk that soil gas constituents could move onto the site from the impacted area outside its western boundary. Therefore hydrocarbon odours could become discernible in excavation works down to perched water at the site or carried out near the western boundary.* It was concluded that these issues of potential soil gas and contaminated perched groundwater were insufficient to constrain uses of the land permitted under the then current zoning (which included medium to high density residential uses). The report stated that *validation testing at location S268 indicates that residual contamination may exist beyond the western property boundary.* Given that the site is located to the west of this property, the report section relating to this issue is provided overleaf:

The validation testing results show that some residual hydrocarbon contamination is likely to exist beyond the western boundary of the site. This conclusion is based upon the results of one validation test (at location S268), which exceeded the screening criterion for both C6 – C9 hydrocarbons (measured concentration of 149 mg/kg, compared with the screening criterion of 65 mg/kg), and also for xylenes (48.8 mg/kg, compared with the clean fill criterion of 14 mg/kg). The conclusion also takes into account field screening test results using a photoionisation detector.

Remedial works did not include clean up of areas beyond the property boundary. There is some risk that infiltration of external perched water or movement of soil air through potentially contaminated soil adjoining the site may transmit contamination to onsite perched water or soil air at the site. The main contaminant of concern in this regard is xylene, which may give rise to discernible odours at relatively low concentrations, should this perched water or soil air be exposed by excavation works. We consider that there is an insignificant risk of movement of petroleum hydrocarbons back into soils at the remediated site.

The health and environmental risks posed by such contamination to future uses of the site which are consistent with its zoning are considered negligible. Nevertheless should excavations be made close to the western boundary of the site, or deep enough to encounter perched groundwater then hydrocarbon odours (especially xylene) may be discernible. Also should it be necessary to remove perched groundwater from the site, it should first be tested to determine if it is contaminated. It should then be disposed of in accord with any relevant EPA requirements.

3.11 Asbestos register

An asbestos register was prepared for the site by Carter Corporation Pty Ltd in 2013 and is presented in Appendix F.

3.12 Anecdotal information

During the site walkover, the current occupier indicated that the site had been a service station in the 1920's.

3.13 Areas of environmental interest

Based on this environmental site history research, the chemicals presented in Table 3.5 are indicative of the potential historical and current land uses of CT 5320/803, CT 5320/924 and CT 5320/804.

The chemicals listed in Table 3.5 are based on AS 4482.1-2005 Appendix J 'Chemical Contaminants Listed by Industry Type', Planning Advisory Notice 20 (PAN 20) Appendix 1 'Examples of potentially contaminating activities and industries' and the Environment Protection Regulations 2009 (EP Regs).

Table 3.5 Summary of potential areas and chemicals of interest

Activity of interest	Chemicals of environmental interest	Medium of interest	Potential unmitigated risk level
Former service station to east (upgradient) of site	TRH, BTEX, lead, heavy metals	Soil vapour, groundwater	Low-moderate
Potential tyre manufacture	Carbon black (PAH), TRH, BTEX, phenols, VOC, heavy metals	Soil and groundwater	Low-moderate
Potential fill of unknown origin	Broad analyte screen	Soil	Low
Potential termite treatment	Pesticides, heavy metals	Soil	Low
Asbestos containing material	Asbestos ¹	Shallow soil/fill when demolished	To be managed by licenced asbestos contractor, as required
Regionally elevated nitrate concentrations	Nitrate	Groundwater	Low

These chemicals of environmental interest are not a prescriptive list for any further exploratory intrusive assessment that may be conducted, nor a statement of the presence of these chemicals, but rather a list to be given consideration. Analytes to be tested for if further assessment is conducted should be selected based on site specific observations and conditions. In addition, screening level testing may be conducted for analytes which are considered to represent the generally accepted basic suite of chemicals which may then give rise to the need for more detailed or varied analysis.

¹ Should asbestos materials be identified during construction, works should be undertaken in accordance with the Asbestos SA Working Safely Tool at <http://www.asbestos.sa.gov.au/workingsafely.html>

4.0 Conclusion

The proposed development is a multi-story mixed use building. The building would comprise a concrete slab underlain by base course gravel and Fortecon plastic. Groundwater is not proposed for abstraction at the site. No garden/landscaped areas are proposed. It is understood that services would be surrounded with 500mm of imported fill meeting SA EPA Waste Fill Guidelines. Levels 1-8 would comprise residential apartments. The ground floor would comprise parking and commercial offices or a café. A shallow concrete pit would be located under each car stacker. The required excavations for the lift and stacker pits would be approximately 1.2m and 2m respectively. There would be little opportunity for access to subsurface soils once developed. It is understood that an asbestos specialist would be engaged by the demolition contractor to appropriately remove asbestos from the site and would provide a certificate to demonstrate that all asbestos has been removed.

The site is anecdotally understood to have been previously used as a service station and there are a number of former underground fuel storage tanks (USTs) located in the forecourt area.

Ultimately, it is considered that the demolition works and preparation for the car stackers, piers, lift and footings will result in a significant portion of the shallow site soils being removed, in addition to any subsurface structures, including former USTs and associated lines.

It is recommended that the soil and potentially groundwater (subject to the soil assessment results) be assessed after demolition in order to demonstrate that there are no material issues likely to remain at the site once developed (associated with former, current or adjacent land uses). This will also enable the classification of waste soils for off-site disposal.

5.0 Important Information

AME has prepared this report based on generally accepted practices and standards in operation at the time that it was prepared. No other warranty is made as to the professional advice included in this report. All parties should satisfy themselves that the scope of work conducted and reported herein meets their specific needs before relying on this document.

AME believes that its opinions have been developed according to the professional standard of care for the environmental consulting profession at the date of this document. That standard of care may change as new methods and practices of exploration, testing, analysis and remediation develop in the future, which may produce different results.

Environmental conditions are created by natural processes and human activity, and as such may change over time e.g. groundwater levels may rise or fall, contamination may migrate and fill may be added to the site. This report therefore presents a point in time assessment of the site, and as such can only be valid for the time at which the investigation was undertaken.

Any investigation such as that contained in this report can examine only a fraction of the subsurface conditions at the site. There remains a risk that pockets of contamination or other hazards may not be identified as investigations are necessarily based on sampling at localised points. Certain indicators or evidence of hazardous substances or conditions may have been outside the portion of the subsurface investigated or monitored, and thus may not have been identified or their full significance appreciated. As such, the identified environmental conditions reported are only valid at the points of direct sampling and any derived or interpolated conditions may differ from these targeted locations and cannot be assumed to be indicative of the remainder of the site.

The methodology adopted and the sources of information used are outlined in this report. AME has limited its investigation to the scope agreed for this contract and it is possible that additional sampling and analysis could produce different results and/or opinions. AME has made no independent verification of this information beyond the agreed scope of works and assumes no responsibility for any inaccuracies or omissions.

This assessment assumes that the proposed development meets requirements as outlined in the Building Code of Australia and Australian Standards. If these recommendations are not met, there is potential for the exposure and therefore risk to building users to be higher than that presented in this assessment.

The soil descriptions contained in this report have not been prepared for engineering design purposes and the reinstatement of any sampling locations were not conducted in accordance with any supervised filling or geotechnical standard. The term suitable has been used in the context of a request from the planning authority and means that the concentrations reported did not exceed the guideline concentrations adopted for the proposed land use/exposure pathway.

This report does not include the assessment or consideration of hazardous building materials, including asbestos. Such materials should be assessed and managed by a qualified and licensed assessor/contractor. It also does not include assessment of airborne pollution, microbiology, or mould.

In general, the available scientific information pertaining to contamination is insufficient to provide a thorough understanding of all of the potential toxic properties of chemicals to which humans may be exposed. The majority of the toxicological knowledge of chemicals comes from experiments with

laboratory animals, where there may be interspecies differences in chemical absorption, metabolism, excretion and toxic response. There may also be uncertainties concerning the relevance of animal studies using exposure routes that differ from human exposure routes. In addition, the frequent necessity to extrapolate results of short-term or subchronic animal studies to humans exposed over a lifetime has inherent uncertainty. Therefore, in order to conduct an environmental assessment, it is necessary to take into account these inherent uncertainties and extrapolate information from the data that is available, considered current and endorsed as acceptable for the assessment of risks to human health. There is therefore inherent uncertainty in the process, and to compensate for uncertainty, conservative assumptions are often made that result in an overestimation rather than an underestimation of risk.

All advice, opinions or recommendations contained in this document should be read and relied upon only in the context of the document as a whole. This report does not purport to give legal advice as this can only be given by qualified legal practitioners. This document does not represent a Site Contamination Audit Report.

6.0 References

- ANZECC/NHMR.C (1992). Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites
- Department of Planning, Transport and Infrastructure. Property Assist website. Available at: <http://maps.sa.gov.au/plb/>
- *Environment Protection Act 1993*
- *Environment Protection Regulations 2009*
- Government of South Australia WaterConnect groundwater database search. Available at: <https://www.waterconnect.sa.gov.au>
- Land Services SA South Australian Integrated Land Information System website. Available at: <https://www.sailis.sa.gov.au/home/public>
- Nearmap. Available at <http://maps.au.nearmap.com/>
- NEPM (1999) (as amended 2013) National Environment Protection (Assessment of Site Contamination) Measure. National Environment Protection Council, Australia
- Planning Advisory Notice No. 20 – Site Contamination
- SA EPA (January 2009). EPA Guidelines. *Site contamination–what is site contamination?*
- SA EPA Public Register Directory – Site contamination index. Available: http://www.epa.sa.gov.au/data_and_publications/site_contamination_index/search-the-contamination-register
- Standards Australia. Guide to the investigation and sampling of sites with potentially contaminated soil – AS 4482.1-2005.
- State Library Almanacs and directories: South Australian directories information. Available: <http://guides.slsa.sa.gov.au/directories>
- WaterConnect. Groundwater Database website. Available at: <https://www.waterconnect.sa.gov.au>

7.0 Appendices

Appendix A: Certificates of title



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



Certificate of Title - Volume 5320 Folio 803

Parent Title(s) CT 4342/569
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 Edition 8 Edition Issued 03/06/2014

Estate Type

SHARE TITLE OF THE FEE ONLY

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 200 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 200 SHARE

Description of Land

ALLOTMENT 91 FILED PLAN 170528
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

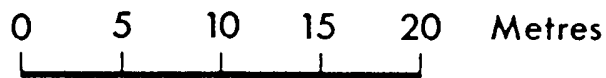
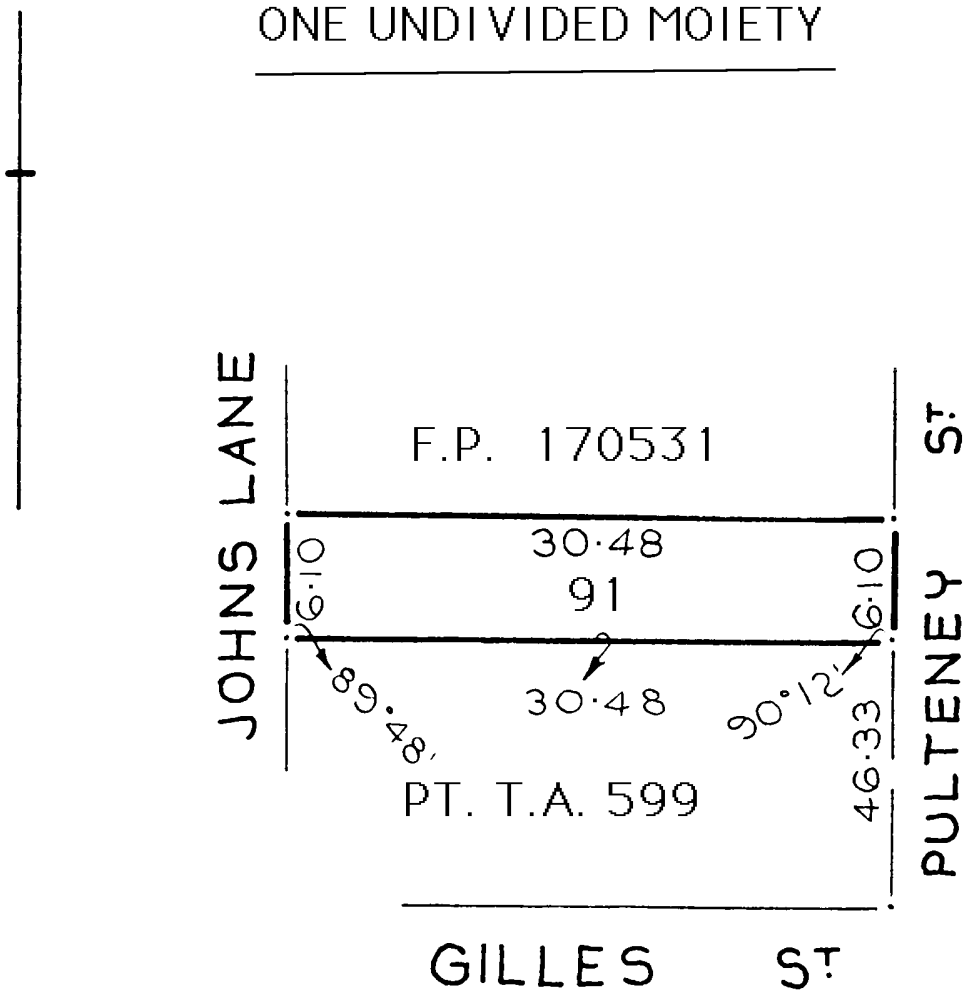
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 4342/569 & 4342/570



Note : Subject to all lawfully existing plans of division



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



Certificate of Title - Volume 5320 Folio 924

Parent Title(s) CT 1526/168
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 **Edition** 8 **Edition Issued** 03/06/2014

Estate Type

FEE SIMPLE

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 100 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 100 SHARE

Description of Land

ALLOTMENT 94 FILED PLAN 170531
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

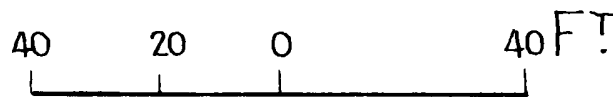
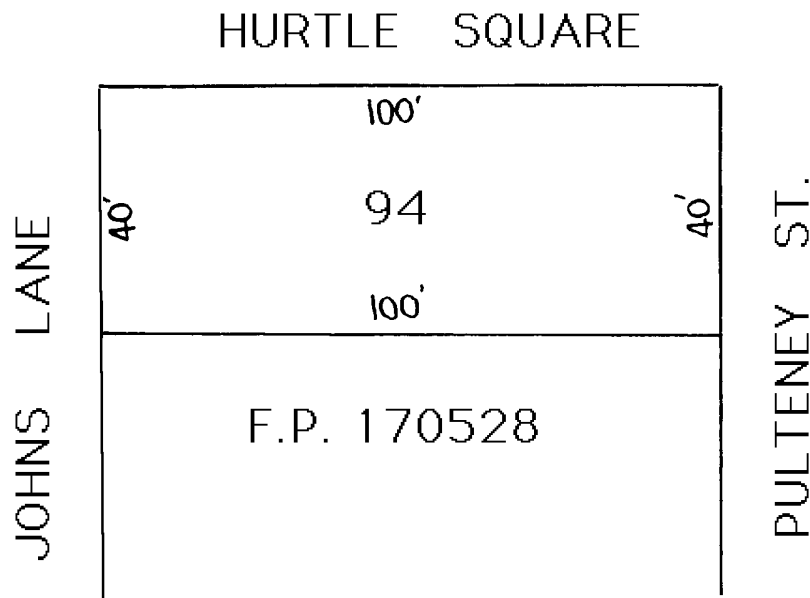
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 1526/168



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

Note : Subject to all lawfully existing plans of division



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



Certificate of Title - Volume 5320 Folio 804

Parent Title(s) CT 4342/570
Creating Dealing(s) CONVERTED TITLE
Title Issued 24/01/1996 **Edition** 8 **Edition Issued** 03/06/2014

Estate Type

SHARE TITLE OF THE FEE ONLY

Registered Proprietor

JOHN RUSSO
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
60 / 200 SHARE

VILLASTEAD NOMINEES PTY. LTD. (ACN: 130 887 900)
OF CARE 58 CLIFF STREET GLENELG EAST SA 5045
40 / 200 SHARE

Description of Land

ALLOTMENT 91 FILED PLAN 170528
IN THE AREA NAMED ADELAIDE
HUNDRED OF ADELAIDE

Easements

NIL

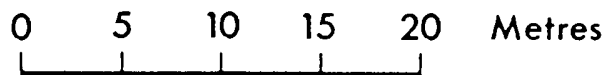
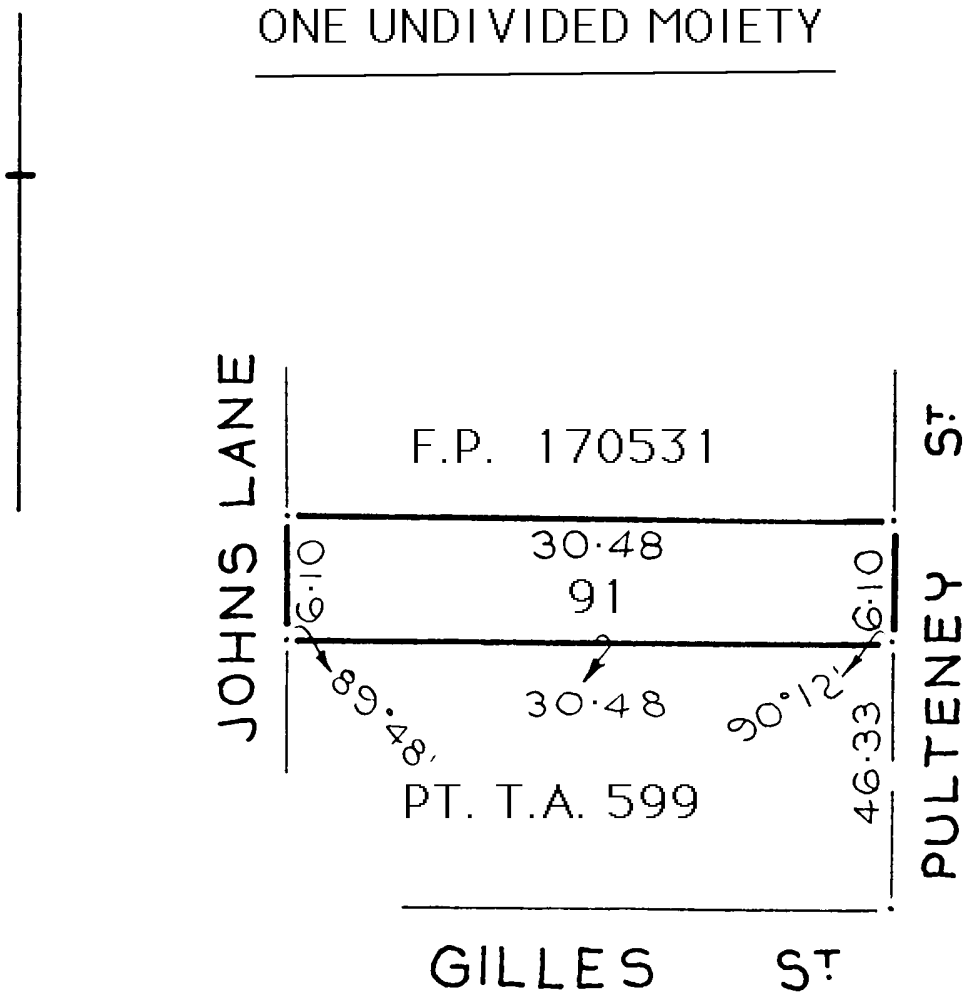
Schedule of Dealings

Dealing Number	Description
12131290	LEASE TO GOODYEAR & DUNLOP TYRES (AUST) PTY. LTD. COMMENCING ON 20/4/2014 AND EXPIRING ON 19/4/2019

Notations

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

This plan is scanned for Certificate of Title 4342/569 & 4342/570



Note : Subject to all lawfully existing plans of division

Appendix B: WaterConnect groundwater information



Circle Centre -34.93343,138.606044, Radius 0.5km

Unit No	Date	Max Depth (m)	Latest Depth (m)	Status	TDS (mg/L)	TDS Date	Aquifer	Cased To (m)	SWL (m)	SWL Date	Yield (L/sec)	Yield Date	Purpose	Permit No	Obs No
6628-347	10/10/1956	9.7	9.7	UKN											
6628-348	05/10/1956	18.29	18.29	UKN											
6628-638		10.06	10.06		3584	20/10/1914	Qpah								
6628-639	27/09/1963	6.55	6.55	ABD											
6628-640	22/10/1962	26.52	26.52	OPR	8482	22/10/1962	Qpah	26.52	11.43	18/01/1963	0.3	18/01/1963	DRN		
6628-641		22.86	22.86	OPR	1656	08/06/1939			12.19	08/06/1939			DRN		
6628-642		26.12	26.12	ABD									DRN		
6628-643	19/09/1914	31.85	31.85		1485	19/09/1914			18.29	09/10/1914	0.63	09/10/1914			
6628-649	11/09/1964	9.35	0	BKF											
6628-650	14/09/1964	9.35	0	BKF											
6628-651	22/12/1965	12.27	12.27	ABD											
6628-652	30/12/1965	12.65	12.65	ABD											
6628-18401	29/01/1996	22	22				Qpah	22	17	29/01/1996			OBS	36995	
6628-18402	30/01/1996	26	26				Qpah	26	21	30/01/1996			OBS	36996	
6628-18403	31/01/1996	23	23				Qpah	23	18	31/01/1996			OBS	36997	
6628-20242	13/04/2000	13	13					5					MON	52351	
6628-20243	13/04/2000	12	12					6					MON	52353	
6628-20244	13/04/2000	12	12					12					MON	52354	
6628-20245	17/04/2000	13	13					13					MON	52355	
6628-20246	20/04/2000	13	13					13					MON	52356	
6628-20256	29/06/2000	17	0	ABD			Qpah		14.5	29/06/2000			ENV	52890	
6628-20257	30/06/2000	21	0	ABD									ENV	52891	
6628-20258	01/07/2000	15	0	ABD									ENV	52892	
6628-20259	03/07/2000	19.5	0	ABD									ENV	52893	
6628-20260	04/07/2000	20	0	ABD									ENV	52894	
6628-20261	05/07/2000	20	0	ABD									ENV	52895	
6628-20262	05/07/2000	19	0	ABD									ENV	52896	
6628-20325	24/03/2000	12	12				Qpah	5.75	9.5	24/03/2000			MON	52358	
6628-22235	19/08/2005	11	11				Qpah	8	8.25	19/08/2005				109679	
6628-22277	25/09/2005	30	24		1452	30/09/2005		24	11	25/09/2005	0.25	25/09/2005		110160	
6628-22278		60	50		1005	04/10/2005		42	13	29/09/2005	1.5	29/09/2005		110160	
6628-24568	02/04/2009	15	15					9					INV	161312	
6628-25026	01/12/2009	11.9	11.9		2465	01/12/2009	Qpah(Q1)	8.9	7.26	22/12/2009			MON	181970	ADE201
6628-25485	08/10/2010	16	13				Qpah	7	9	08/10/2010			INV	194490	
6628-25488	08/10/2010	15.5	14.5				Qpah	14.5	10	08/10/2010			INV	195811	
6628-27396															
6628-27508		15	0	BKF			Qpah		8.5	23/12/2014			INV	241211	

Unit No	Date	Max Depth (m)	Latest Depth (m)	Status	TDS (mg/L)	TDS Date	Aquifer	Cased To (m)	SWL (m)	SWL Date	Yield (L/sec)	Yield Date	Purpose	Permit No	Obs No
6628-27509	26/06/2014	3.16	0	BKF			Qpah		1.32	26/06/2014			INV	241218	
6628-27510	26/06/2014	3	0	BKF			Qpah		1.48	26/06/2014			INV	241213	
6628-27511	26/06/2014	3.26	0	BKF			Qpah		1.92	26/06/2014			INV	241217	
6628-27512	11/07/2014	3.13	0	BKF			Qpah		1.34	11/07/2014			INV	241215	
6628-27513		3.07	0	BKF			Qpah		1.58	11/07/2014			INV	241216	
6628-27517	16/09/2014	15	0	BKF			Qpah		9	16/09/2014			INV	241214	
6628-27518		15	0	BKF			Qpah		9	16/09/2014			INV	241212	
6628-27908	25/08/2015	22.7	0	BKF			Qpah		6	25/08/2015			INV	251619	
6628-28020	30/09/2015	25	0	BKF									INV	251935	
6628-28021	29/09/2015	25	0	BKF									INV	251937	
6628-28522	15/09/2016	35	35										INV	272213	
6628-28523	16/09/2016	15	15					9					INV	272214	
6628-28786	03/11/2016	14.5	14.5					11	11	03/11/2016			INV	278146	
6628-28787	03/11/2016	14.5	14.5					11.5	13	03/11/2016			INV	274246	
6628-29927	15/10/2018	30	30							15/10/2018			INV	331742	
6628-29943	11/10/2018	30	30										INV	331741	

53 records



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Appendix C: Historical aerial photographs



Photograph 1: Aerial image showing the approximate location of the site in 1949 (source: DEW)



Photograph 2: Aerial image showing the approximate location of the site in 1959 (source: DEW)



Photograph 3: Aerial image showing the approximate location of the site in 1968 (source: DEW)



Photograph 4: Aerial image showing the approximate location of the site in 1979 (source: DEW)



Photograph 5: Aerial image showing the approximate location of the site in 1989 (source: DEW)



Photograph 6: Aerial image showing the approximate location of the site in 1999 (source: DEW)



Photograph 7: Aerial image showing the site in 2009 (source: Nearthmap)



Photograph 8: Aerial image showing the site in 2019 (source: Nearmap)

Appendix D: Dangerous goods licence results

**Government of South Australia**

SafeWork SA

14 May 2019

Mr John Russo
c/- AM Environmental Consulting Pty Ltd
PO Box 119
ALDGATE SA 5154

Licensing, Customer Services Team

Level 4 World Park A
33 Richmond Road
Keswick SA 5035

GPO Box 465
Adelaide SA 5001

DX 715 Adelaide

Phone 1300 365 255

Email licensing.safework@sa.gov.au

ABN 50-560-588-327

www.safework.sa.gov.au

Dear Mr Russo

DANGEROUS SUBSTANCES LICENCE SEARCH**PROPERTY DETAILS: 421 Pulteney Street Adelaide SA 5000**

Further to your application for a Dangerous Substance Search dated Insert date received for the abovementioned site, I advise that there are no current or historical records for this site.

Yours sincerely

A handwritten signature in black ink, appearing to be a stylized name.

**MANAGER
CUSTOMER SERVICES TEAM
SAFEWORK SA**

Appendix E: Section 7 search results



A.M. Environmental Consulting Pty. Ltd.
PO Box 119
ALDGATE SA 5154

Contact: Section 7
Telephone: (08) 8204 2026
Email: epasection7@sa.gov.au

Contact: Public Register
Telephone: (08) 8204 9128
Email: epa.publicregister@sa.gov.au

12 April, 2019

EPA STATEMENT TO FORM 1 - CONTRACTS FOR SALE OF LAND OR BUSINESS

The EPA provides this statement to assist the vendor meet its obligations under section 7(1)(b) of the *Land and Business (Sale and Conveyancing) Act 1994*. A response to the questions prescribed in Schedule 1-Contracts for sale of land or business-forms (Divisions 1 and 2) of the *Land and Business (Sale and Conveyancing) Act 1994* is provided in relation to the land.

I refer to your enquiry concerning the parcel of land comprised in

Title Reference CT Volume 5320 Folio 803
Address Allotment 91, 421 Pulteney Street, ADELAIDE SA 5000

Schedule – Division 1 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS OF MORTGAGES, CHARGES AND PRESCRIBED ENCUMBRANCES AFFECTING THE LAND

7. Environment Protection Act 1993

Does the EPA hold any of the following details relating to the *Environment Protection Act 1993*:

7.1	Section 59 - Environment performance agreement that is registered in relation to the land.	NO
7.2	Section 93 - Environment protection order that is registered in relation to the land.	NO
7.3	Section 93A - Environment protection order relating to cessation of activity that is registered in relation to the land.	NO
7.4	Section 99 - Clean-up order that is registered in relation to the land.	NO
7.5	Section 100 - Clean-up authorisation that is registered in relation to the land.	NO
7.6	Section 103H - Site contamination assessment order that is registered in relation to the land.	NO
7.7	Section 103J - Site remediation order that is registered in relation to the land.	NO

7.8	Section 103N - Notice of declaration of special management area in relation to the land (due to possible existence of site contamination).	NO
7.9	Section 103P - Notation of site contamination audit report in relation to the land.	NO
7.10	Section 103S - Notice of prohibition or restriction on taking water affected by site contamination in relation to the land.	NO

Schedule – Division 2 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS RELATING TO ENVIRONMENT PROTECTION

3-Licences and exemptions recorded by EPA in public register

Does the EPA hold any of the following details in the public register:

a)	details of a current licence issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
b)	details of a licence no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
c)	details of a current exemption issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
d)	details of an exemption no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
e)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to operate a waste depot at the land?	NO
f)	details of a licence issued under the repealed <i>Waste Management Act 1987</i> to operate a waste depot at the land?	NO
g)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to produce waste of a prescribed kind (within the meaning of that Act) at the land?	NO

- h) details of a licence issued under the repealed *Waste Management Act 1987* to produce prescribed waste (within the meaning of that Act) at the land? NO

4-Pollution and site contamination on the land - details recorded by the EPA in public register

Does the EPA hold any of the following details in the public register in relation to the land or part of the land:

- a) details of serious or material environmental harm caused or threatened in the course of an activity (whether or not notified under section 83 of the *Environment Protection Act 1993*)? NO
- b) details of site contamination notified to the EPA under section 83A of the *Environment Protection Act 1993*? NO
- c) a copy of a report of an environmental assessment (whether prepared by the EPA or some other person or body and whether or not required under legislation) that forms part of the information required to be recorded in the public register? NO
- d) a copy of a site contamination audit report? NO
- e) details of an agreement for the exclusion or limitation of liability for site contamination to which section 103E of the *Environment Protection Act 1993* applies? NO
- f) details of an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- g) details of an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO
- h) details of a notification under section 103Z(1) of the *Environment Protection Act 1993* relating to the commencement of a site contamination audit? NO
- i) details of a notification under section 103Z(2) of the *Environment Protection Act 1993* relating to the termination before completion of a site contamination audit? NO
- j) details of records, held by the former *South Australian Waste Management Commission* under the repealed *Waste Management Act 1987*, of waste (within the meaning of that Act) having been deposited on the land between 1 January 1983 and 30 April 1995? NO

5-Pollution and site contamination on the land - other details held by EPA

Does the EPA hold any of the following details in relation to the land or part of the land:

- a) a copy of a report known as a "Health Commission Report" prepared by or on behalf of the *South Australian Health Commission* (under the repealed *South Australian Health Commission Act 1976*)? NO
- b) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- c) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO

- | | | |
|----|----------------------------------------------------------------------------------------|----|
| d) | a copy of a pre-1 July 2009 site audit report? | NO |
| e) | details relating to the termination before completion of a pre-1 July 2009 site audit? | NO |

All care and diligence has been taken to access the above information from available records. Historical records provided to the EPA concerning matters arising prior to 1 May 1995 are limited and may not be accurate or complete and therefore the EPA cannot confirm the accuracy of the historical information provided.



A.M. Environmental Consulting Pty. Ltd.
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Contact: Section 7
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Email: epa.publicregister@sa.gov.au

12 April, 2019

EPA STATEMENT TO FORM 1 - CONTRACTS FOR SALE OF LAND OR BUSINESS

The EPA provides this statement to assist the vendor meet its obligations under section 7(1)(b) of the *Land and Business (Sale and Conveyancing) Act 1994*. A response to the questions prescribed in Schedule 1-Contracts for sale of land or business-forms (Divisions 1 and 2) of the *Land and Business (Sale and Conveyancing) Act 1994* is provided in relation to the land.

I refer to your enquiry concerning the parcel of land comprised in

Title Reference CT Volume 5320 Folio 924
Address Allotment 94, 421 Pulteney Street, ADELAIDE SA 5000

Schedule – Division 1 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS OF MORTGAGES, CHARGES AND PRESCRIBED ENCUMBRANCES AFFECTING THE LAND

7. Environment Protection Act 1993

Does the EPA hold any of the following details relating to the *Environment Protection Act 1993*:

7.1	Section 59 - Environment performance agreement that is registered in relation to the land.	NO
7.2	Section 93 - Environment protection order that is registered in relation to the land.	NO
7.3	Section 93A - Environment protection order relating to cessation of activity that is registered in relation to the land.	NO
7.4	Section 99 - Clean-up order that is registered in relation to the land.	NO
7.5	Section 100 - Clean-up authorisation that is registered in relation to the land.	NO
7.6	Section 103H - Site contamination assessment order that is registered in relation to the land.	NO
7.7	Section 103J - Site remediation order that is registered in relation to the land.	NO

7.8	Section 103N - Notice of declaration of special management area in relation to the land (due to possible existence of site contamination).	NO
7.9	Section 103P - Notation of site contamination audit report in relation to the land.	NO
7.10	Section 103S - Notice of prohibition or restriction on taking water affected by site contamination in relation to the land.	NO

Schedule – Division 2 – Land and Business (Sale and Conveyancing) Regulations 2010

PARTICULARS RELATING TO ENVIRONMENT PROTECTION

3-Licences and exemptions recorded by EPA in public register

Does the EPA hold any of the following details in the public register:

a)	details of a current licence issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
b)	details of a licence no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
c)	details of a current exemption issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
d)	details of an exemption no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
e)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to operate a waste depot at the land?	NO
f)	details of a licence issued under the repealed <i>Waste Management Act 1987</i> to operate a waste depot at the land?	NO
g)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to produce waste of a prescribed kind (within the meaning of that Act) at the land?	NO

- h) details of a licence issued under the repealed *Waste Management Act 1987* to produce prescribed waste (within the meaning of that Act) at the land? NO

4-Pollution and site contamination on the land - details recorded by the EPA in public register

Does the EPA hold any of the following details in the public register in relation to the land or part of the land:

- a) details of serious or material environmental harm caused or threatened in the course of an activity (whether or not notified under section 83 of the *Environment Protection Act 1993*)? NO
- b) details of site contamination notified to the EPA under section 83A of the *Environment Protection Act 1993*? NO
- c) a copy of a report of an environmental assessment (whether prepared by the EPA or some other person or body and whether or not required under legislation) that forms part of the information required to be recorded in the public register? NO
- d) a copy of a site contamination audit report? NO
- e) details of an agreement for the exclusion or limitation of liability for site contamination to which section 103E of the *Environment Protection Act 1993* applies? NO
- f) details of an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- g) details of an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO
- h) details of a notification under section 103Z(1) of the *Environment Protection Act 1993* relating to the commencement of a site contamination audit? NO
- i) details of a notification under section 103Z(2) of the *Environment Protection Act 1993* relating to the termination before completion of a site contamination audit? NO
- j) details of records, held by the former *South Australian Waste Management Commission* under the repealed *Waste Management Act 1987*, of waste (within the meaning of that Act) having been deposited on the land between 1 January 1983 and 30 April 1995? NO

5-Pollution and site contamination on the land - other details held by EPA

Does the EPA hold any of the following details in relation to the land or part of the land:

- a) a copy of a report known as a "Health Commission Report" prepared by or on behalf of the *South Australian Health Commission* (under the repealed *South Australian Health Commission Act 1976*)? NO
- b) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- c) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO

- d) a copy of a pre-1 July 2009 site audit report? NO
- e) details relating to the termination before completion of a pre-1 July 2009 site audit? NO

All care and diligence has been taken to access the above information from available records. Historical records provided to the EPA concerning matters arising prior to 1 May 1995 are limited and may not be accurate or complete and therefore the EPA cannot confirm the accuracy of the historical information provided.



A.M. Environmental Consulting Pty. Ltd.
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Telephone: (08) 8204 9128
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12 April, 2019

EPA STATEMENT TO FORM 1 - CONTRACTS FOR SALE OF LAND OR BUSINESS

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I refer to your enquiry concerning the parcel of land comprised in

Title Reference CT Volume 5320 Folio 804
Address Allotment 91, 421 Pulteney Street, ADELAIDE SA 5000

Schedule – Division 1 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS OF MORTGAGES, CHARGES AND PRESCRIBED ENCUMBRANCES AFFECTING THE LAND

7. Environment Protection Act 1993

Does the EPA hold any of the following details relating to the *Environment Protection Act 1993*:

7.1	Section 59 - Environment performance agreement that is registered in relation to the land.	NO
7.2	Section 93 - Environment protection order that is registered in relation to the land.	NO
7.3	Section 93A - Environment protection order relating to cessation of activity that is registered in relation to the land.	NO
7.4	Section 99 - Clean-up order that is registered in relation to the land.	NO
7.5	Section 100 - Clean-up authorisation that is registered in relation to the land.	NO
7.6	Section 103H - Site contamination assessment order that is registered in relation to the land.	NO
7.7	Section 103J - Site remediation order that is registered in relation to the land.	NO

7.8	Section 103N - Notice of declaration of special management area in relation to the land (due to possible existence of site contamination).	NO
7.9	Section 103P - Notation of site contamination audit report in relation to the land.	NO
7.10	Section 103S - Notice of prohibition or restriction on taking water affected by site contamination in relation to the land.	NO

Schedule – Division 2 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS RELATING TO ENVIRONMENT PROTECTION

3-Licences and exemptions recorded by EPA in public register

Does the EPA hold any of the following details in the public register:

a)	details of a current licence issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
b)	details of a licence no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land-	
i)	a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or	NO
ii)	activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or	NO
iii)	any other prescribed activity of environmental significance under Schedule 1 of that Act?	NO
c)	details of a current exemption issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
d)	details of an exemption no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land?	NO
e)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to operate a waste depot at the land?	NO
f)	details of a licence issued under the repealed <i>Waste Management Act 1987</i> to operate a waste depot at the land?	NO
g)	details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to produce waste of a prescribed kind (within the meaning of that Act) at the land?	NO

- h) details of a licence issued under the repealed *Waste Management Act 1987* to produce prescribed waste (within the meaning of that Act) at the land? NO

4-Pollution and site contamination on the land - details recorded by the EPA in public register

Does the EPA hold any of the following details in the public register in relation to the land or part of the land:

- a) details of serious or material environmental harm caused or threatened in the course of an activity (whether or not notified under section 83 of the *Environment Protection Act 1993*)? NO
- b) details of site contamination notified to the EPA under section 83A of the *Environment Protection Act 1993*? NO
- c) a copy of a report of an environmental assessment (whether prepared by the EPA or some other person or body and whether or not required under legislation) that forms part of the information required to be recorded in the public register? NO
- d) a copy of a site contamination audit report? NO
- e) details of an agreement for the exclusion or limitation of liability for site contamination to which section 103E of the *Environment Protection Act 1993* applies? NO
- f) details of an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- g) details of an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO
- h) details of a notification under section 103Z(1) of the *Environment Protection Act 1993* relating to the commencement of a site contamination audit? NO
- i) details of a notification under section 103Z(2) of the *Environment Protection Act 1993* relating to the termination before completion of a site contamination audit? NO
- j) details of records, held by the former *South Australian Waste Management Commission* under the repealed *Waste Management Act 1987*, of waste (within the meaning of that Act) having been deposited on the land between 1 January 1983 and 30 April 1995? NO

5-Pollution and site contamination on the land - other details held by EPA

Does the EPA hold any of the following details in relation to the land or part of the land:

- a) a copy of a report known as a "Health Commission Report" prepared by or on behalf of the *South Australian Health Commission* (under the repealed *South Australian Health Commission Act 1976*)? NO
- b) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- c) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO

- | | | |
|----|----------------------------------------------------------------------------------------|----|
| d) | a copy of a pre-1 July 2009 site audit report? | NO |
| e) | details relating to the termination before completion of a pre-1 July 2009 site audit? | NO |

All care and diligence has been taken to access the above information from available records. Historical records provided to the EPA concerning matters arising prior to 1 May 1995 are limited and may not be accurate or complete and therefore the EPA cannot confirm the accuracy of the historical information provided.

Appendix F: Asbestos register



Carters
Asbestos Management

- Asbestos Reviews
- Asbestos Management.
- Asbestos Consultancy.
- Asbestos Maintenance.
- Asbestos Training.
- Asbestos Safety Products.

ASBESTOS REGISTER

REGISTER NO.: AS 3935

FOR THE PROPERTY AT: 421 Pulteney Street,
Adelaide SA

CLIENT: John and Amanda Russo

REGISTER CONTROLLER: John Russo

CONSULTANT: Peter Butt

DATE INSPECTED: 13/06/2013



CARTER CORPORATION PTY. LTD.
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ABN 58 007 881 763



REGISTER: AS 3935

ADDRESS: 421 Pulteney Street, Adelaide

DATE: 13/06/2013

NEXT REVIEW RECOMMENDED: 06/2014

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APPENDICES

APPENDIX A – ASBESTOS REGISTER

APPENDIX B – CERTIFICATES OF ANALYSIS

APPENDIX C – REGISTER DRAWING



REGISTER: AS 3935

DATE: 13/06/2013

ADDRESS: 421 Pulteney Street, Adelaide

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1. INTRODUCTION

Carter Corporation Pty Ltd (Carter Corporation) was requested to conduct a review of the asbestos register to determine the condition of asbestos containing materials (ACMs) previously identified within the asbestos register at the site/address referred to and contained within this document.

The review is a visual inspection of previously identified asbestos materials listed in the original register and is not a full inspection of the building. All previous conditions, limitations and recommendations apply.

It is strongly recommended that this report be reviewed prior to any change of use, occupancy or other activity which may affect the accessibility of any ACMs within the areas surveyed. Such reviews should only be conducted by a competent person.

Further investigations may be required prior to any planned refurbishment or alterations which affect the fabric of the building.

This report may not be reproduced other than in full, except with the prior written approval of the report author.

This report should be read in its entirety.

This report is limited to asbestos containing materials only and their associated risks. Reference may be made within this document to other materials such as but not limited to Synthetic Mineral Fibre (SMF); lead paints etc but no assessment of these have been made.

The objective of the survey was to, as far as reasonably practicable, locate, identify and access and where possible, photograph and quantify all accessible ACM present within the scope of the survey and to present the information collected in a way which allows the duty holder to manage the risks arising from those materials.

2 SCOPE of WORK

To undertake the inspection as required, the following scope of work was undertaken;

- A desktop survey and discussion with site personnel was made to determine the history, previous use, existing asbestos register and previous removals of ACM.
- A site specific risk assessment prior to the survey was undertaken.
- Inspection of the site was carried out.
- Potential ACM their location, type, quantity, condition and stability were documented.
- An assessment of the materials potential to release fibres and recommendations to minimise or manage the risk was noted.
- Photographs were taken (where required) to aid the item identification and condition.
- Signage requirements were noted.
- Samples (where agreed) taken and submitted to a NATA laboratory for analysis to qualify asbestos fibre content.
- Drawings (where supplied) marked up to aid the asbestos location identification.



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3 LIMITATIONS

Whilst the surveyors make every reasonable effort, Carter Corporation cannot guarantee that all ACMs have been identified and survey results are definitive. Some ACMs could be present in the building that may only be discovered when the building is demolished or is subject to major refurbishment.

Building owners are not required to dismantle parts of the building or plant to locate asbestos; the regulation is aimed at identifying any significant risk to persons. If it is the intention to demolish or alter such areas, and concealed/unknown asbestos is uncovered / detected, revised safe work practices are to be implemented.

In general, it may be impossible to locate all asbestos during the conduct of a visual inspection. Physical constraints upon an inspection include, but are not limited to, restrictions on access to lift shafts / motor rooms, air conditioning ductworks. During an inspection, there is a need to avoid damage to client's property (e.g. through sample taking) and to minimise disruption (e.g. dismantling equipment), and inconvenience.

The inspection was carried out in areas where access was available. Unless otherwise indicated floor coverings were not taken up to enable inspection of floor surfaces. Equipment in use was not disturbed or opened for the purpose of inspection. Air-conditioning systems, heater banks and associated ductwork has not been inspected.

In some instances asbestos may be located in inaccessible areas such as wall cavities, beneath floor slabs, or as an integral part of machinery, plant or equipment (pumps, pipe work, boilers, heater banks, ductwork and the like). Buried fibro asbestos pipes or pits may also be discovered upon excavation.

Confirmation of lagged pipe work within wall cavities and chased into walls is not possible with a visual inspection. Asbestos that was previously removed from an area may have fallen down cavities due to inadequate removal procedures and clean-up. This should be taken into consideration when any demolition or upgrade work is being done as it is possible that asbestos containing material may be present in these areas.

Unless noted otherwise, samples were not taken of those products which have previously been known to contain asbestos, e.g., "Zelemite" electrical switchboard panels and "Millboard" insulation to wiring (items installed in live electrical situations).

Notes: Any references in this report to materials other than asbestos are not to be taken as necessarily accurate, since identification of such materials is not included within the scope of this report. References to "Colorbond", "PVC", "Rockwool", "Gyprock", etc are intended to be an approximate indication only of the type of material present based on cursory observation. The purpose of including references to such materials is primarily to assist the author in compiling the report and secondly to provide a more descriptive report.

Measurements and quantities mentioned in this report are approximate only.

This report is not to be used as a contractual document.

No guarantees can be entered into regarding the accuracy or completeness of this report.

The information contained herein is accurate at the time of printing only. Subsequent updates become the responsibility of the register controller.

A reference in this register to the regulations, a Code of Practice, a Guidance Note or Guideline will be taken as a reference to that document as in force at that time.

A reference in this register to the owner of a building will be taken to include a reference to any person appointed by the owner to manage the building on his or her behalf.



4 METHODOLOGY

All accessible areas were thoroughly inspected in order to determine the presence of ACM and findings pertaining to type, condition and extent of the ACM recorded.

To assess the potential health risk posed by the ACM various information and criteria are recorded. The assist in the interpretation of the Asbestos Register the following detailed explanation is provided.

- **LOCATION – DESCRIPTION;** provides identifier (letter for external and number for internal). The identifier is also shown on any drawing provided with the Register. The description states the room number (if assigned), room name, location of the item and material description.
- **EXTENT;** an approximate extent (not be used for pricing or demolition costing).
- **ACCESSIBILITY;**
 - Accessible – the material/item can be easily accessed without any aids or key access.
 - Limited access – the material/item can be accessed but requires access via ladder, key access, lifting carpet, etc.
 - Inaccessible – the material/item cannot be accessed without damage or demolition i.e. metal encapsulated insulation, material within cavity, sealed door core etc.
- **ASBESTOS ASSESSMENT;** asbestos type (from laboratory analysis) or presumed asbestos content.
- **CONDITION;** provides a description of the material at the time of the survey. It comprises of three components-
 - Poor – the material is damaged or severely deteriorated.
 - Moderate – the material is generally sound condition but has some signs of deterioration.
 - Good – The material is sound with no signs of deterioration
 - Sealed – the material has a painted or other material sealing the raw product
 - Unsealed – the material is raw or has exposed areas of asbestos product
 - Non-friable/bonded – the asbestos fibres are in a stable matrix and cannot be crushed by hand application
 - Friable – the asbestos product can be crushed or broken down by hand pressure or is dust/debris
- **SAMPLE NO – VISUAL TEST;** provides the unique sample reference number or informs of a visual identification. Items listed within the Register as "visual" have not been sampled to confirm an asbestos content. These items have been identified as materials which historically have or can contain asbestos. The presumption made is through various criteria such as but not limited to type of material, age of building, similar products, and the experience of the surveyor. All materials which have been listed as visually identified within this register must be treated as asbestos unless proven otherwise by sample analysis. It is recommended that all materials are sampled in order to qualify.
- **SIGNAGE STATUS;** signage is either visible or not visible.
- **SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS;** has specific notes pertaining to the item with recommendations if required. Within this section there is also information relating to Risk Priority. The information gained from the survey or inspection is used to provide a priority rating and is to be used as part of the Asbestos Management Plan. Refer to Section 7 'Risk Score Calculator' for the risk score matrix used within the Register. The matrix is based upon AS4360.



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5 EXAMPLES OF ASBESTOS CONTAINING MATERIALS

(This is not an exhaustive list)

Backing to service riser doors	Mortar in wall and floor penetrations (fire stop)
Bitumen based membrane coverings/flashings	Oven door seals
Boiler insulation	Packers under floor joists (for levelling transportables, etc)
Brake linings	Pipe work gaskets
Cable trays	Putty and tapes in expansion joints, construction mastics
Chalkboards	Refractory bricks
Cooling towers	Residual contamination on ceiling tiles and grids
Door linings	Roof cladding
Down pipes and gutters	Roofing shingles
Duct work flexible fabric connections	Sealants to duct work and other air-conditioning plant and equipment
Eaves/Verandah linings	Sheathing/insulation to wiring
Electrical cable insulation/sheathing	Sheeting to wet areas
Electrical meter backing boards	Taping compounds (thermal)
Exhaust insulation and gaskets	Textured paints/coatings
Expansion joints and gaskets in boilers	Thermal paper products
Facades	Vermiculite insulation/decorative plaster finishes
Fencing	Vinyl floor (lino) backing material
Fibre cement pipes and flues	Vinyl floor tiles
Fire blankets	Wall and floor penetrations
Fire doors - internal core	Wall cavities
Firewall partitions	Wall linings/cladding
Fuse holder insulation	
Heater bank/re-heat units insulation within duct work of air conditioning	
Hot water service heat shields	
Insulation linings for spark/fire resistance	
Kitchen plant and equipment	
Laboratory gloves	
Laboratory hoods, bench tops, and equipment	
Lift motor brakes	
Limpet insulation to structural beams & columns	
Lost form work	
Louvres in windows	

6 DEFINITIONS

Accredited laboratory	A testing laboratory accredited by the National Association of Testing Authorities, Australia (NATA) or a similar accreditation authority, or otherwise granted recognition by NATA, either solely or in conjunction with one or more other persons.
Accessible	In a physical location where building occupants or users might readily access material without use of assistance e.g. asbestos based material used as wall cladding on or outside of equipment in a laboratory etc.
Air monitoring	Airborne asbestos fibre sampling to assist in assessing exposures and the effectiveness of control measures. Air monitoring includes exposure monitoring, control monitoring and clearance monitoring. Note: Air monitoring should be undertaken in accordance with the Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres [NOHSC:3003 (2005)].
Airborne asbestos fibres	Any fibres of asbestos small enough to be made airborne. For the purposes of air monitoring airborne fibres, only respirable asbestos fibres are counted.
Asbestos	The fibrous form of mineral silicates that belong to the serpentine or amphibole groups of rock forming minerals, including Actinolite, Amosite (brown asbestos), Anthophyllite, Crocidolite (blue asbestos), Chrysotile (white asbestos) and Tremolite, or any combination of two or more of these.
Asbestos Abatement	Procedures to control fibre release from asbestos containing materials in a building or to remove it entirely. These may involve removal, encapsulation, repair, enclosure, encasement, operations and maintenance programs.
Asbestos register	The document containing the results/recommendations following a building audit for asbestos materials, commenting on their location, condition and establishment of safe working policies.
Asbestos removal work	Work involving the removal of a) insulation material that consists of or contains asbestos, or other friable asbestos-containing material; or b) an asbestos-cement (fibro) product, or other non-friable asbestos-containing material.
Asbestos work	Any work where, in the course of that work, exposure to asbestos (or any material that consists of or contains asbestos) may occur.
Asbestos Containing Material (ACM)	Means any material, object, product or debris that contains asbestos.
Asbestos removalist	A competent person who performs asbestos removal work. An asbestos removal licence is required for removal of friable ACM and may also be required for non friable ACM removals, check with relevant OHS authorities for requirements.
Asbestos waste	All removed ACM and disposable items used during the asbestos work, such as plastic sheeting used to cover surfaces in the asbestos work area, disposable coveralls, disposable respirators, rags used for cleaning.
Asbestos work area	An immediate area in which work on ACM is taking place. The boundaries of the asbestos work area must be determined by a risk assessment.
Avoid physical and mechanical damage	As far as practicable, limit activities (cutting, drilling, grinding, sanding, breaking, etc) on or adjacent to material such that sufficient damage to release respirable fibres is avoided.
Breathing zone	A hemisphere extending in front of a persons face, with a radius of 300mm from the midpoint of an imaginary line between the ears.



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Competent person	A person possessing adequate qualifications, such as suitable training and sufficient knowledge, experience and skill, for the safe performance of the specific work.
Dust and debris	Visible particles, fragments or chunks of material, large and heavy enough to have settled in the work area, that is likely to have originated from ACM.
Friable (Asbestos)	Asbestos containing material which, when dry, is or may become crumbled, pulverised or reduced to powder by hand pressure.
Hazard	Any matter, thing, process or practice that may cause death, injury, illness or disease.
Inaccessible areas	Areas which are difficult to access, such as wall cavities and the interiors of plant and equipment.
Limited Access	Requiring some assistance or equipment to allow access e.g. requiring a ladder or lifting of ceiling tiles or keys to normally locked cupboard, room etc.
Monitor Condition	Carry out regular general observation of condition of material to note any changes.
NES	National Exposure Standard
N.O.H.S.C.	The National Occupational Health and Safety Commission (Government Body).
Organic fibre	Fibres such as but not limited to cellulose, wool, cotton
Person with control	In relation to premises, a person who has control of premises used as a workplace. The person with control may be: a The owner of the premises b A person who has, under any contract or lease, an obligation to maintain or repair the premises c A person who is occupying the premises d A person who is able to make decisions about work undertaken at the premises, or An employer at the premises
Personal Protective Equipment	Equipment and clothing that is used or worn by an individual person to protect themselves against, or minimise their exposure to, workplace risks.
Register Controller	A building owner or designated representative who is responsible for the asbestos register and implementation of a hazard management plan.
Risk	The likelihood of a hazard causing harm to a person. In this instance risk relates to illness or disease arising from exposure to Airborne Asbestos Fibres.
SMF	Synthetic Mineral Fibre
Stable	Condition good, posing minimum risk to health.
Unstable	Condition poor, posing significant risk to health.
Work	Any activity, physical or mental, carried out in the course of a business, industry, commerce, an occupation or a profession.
Worker	A person who does work, whether or not for reward or recognition.
Workplace	Any place where a person works.



7 RISK SCORE CALCULATOR

Consequence or Impact

Rating	Descriptor	Example Detail Description
1	Insignificant	No illness will result as asbestos is stable, therefore there is little likelihood of inhaling fibres above normal ambient levels.
2-3	Minor	Local fibre release only and in amounts and fibre size that are unlikely to cause latent asbestos related illness
4-6	Moderate	Asbestos may be unstable and could release fibres in the amount and size that may cause latent asbestos related illness
7-8	Major	Asbestos is unstable and will release fibres in the amount and size that will cause latent asbestos related illness
9	Catastrophic	Asbestos is highly friable and unstable, fibres will be released in size range and amount that are highly likely to cause latent asbestos related illness

Likelihood of Exposure

Rating	Descriptor	Description
9	Almost Certain	Is expected to occur in most circumstances – i.e. people regularly in the vicinity.
7-8	Likely	Will probably occur in most circumstances.
4-6	Possible	Might occur at some time.
2-3	Unlikely	Could possibly occur at some time but is unlikely.
1	Rare	May occur only in exceptional circumstances.

Risk Calculator

		Consequence or Impact				
		9	7-8	4-6	2-3	1
Likelihood	9	Extreme	Extreme	Extreme	High	High
	7-8	Extreme	Extreme	High	High	Medium
	4-6	Extreme	Extreme	High	Medium	Low
	2-3	Extreme	High	Medium	Low	Low
	1	High	High	Medium	Low	Low

Risk Extreme

Priority with recommended action

P1 – Restrict access and isolate material immediately. Plan for removal as soon as practicable (less than 1 month). The identified material presents an immediate occupational/environmental risk in its present condition.

High

P2 – Limit access as an interim measure and identify for planned removal (less than 3 months). The identified material presents a potential occupational/environmental risk in its present condition.

Medium

P3 – Identify for removal where maintenance or refurbishment may cause disturbance of the material. Treat material (make safe, seal) to prevent potential fibre release as an interim measure.

Low

P4 – Leave in situ and reassess condition on at least an annual basis as required by current OHS&W Regulations. Consider removal when maintenance or refurbishment may cause disturbance of the material. The identified material presents a low occupational/environmental risk in its present condition unless acted upon



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8 REFERENCE

ACT	Work Health and Safety Act 2011
NSW	Work Health and Safety Act 2011 Work Health and Safety Regulation 2011
NT	Work Health and Safety (National Uniform Legislation) Act 2011
QLD	Work Health and Safety Act 2011 Work Health and Safety Regulation 2011
SA	Work Health and Safety Act 2012 Work Health and Safety Regulation 2012
TAS	Work Health and Safety Act 2012 Work Health and Safety Regulation 2012
VIC	Occupational Health and Safety Act 2004 Occupational Health and Safety Regulations 2007 Div 5
WA	Occupational Safety and Health Act 1984
Codes of Practice	How to Manage and Control Asbestos in the Workplace How to Safely Remove Asbestos

Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres [NOHSC: 3003 (2005)]

STATE AND TERRITORY WORK HEALTH AND SAFETY AUTHORITIES;

ACT	Website: www.worksafety.act.gov.au Email: worksafety@act.gov.au Telephone: (02) 6205 0333
NSW	Website: www.workcover.nsw.gov.au Telephone: 13 10 50
NT	Website: www.worksafe.nt.gov.au Email: ntworksafe@nt.gov.au Telephone: 1800 019 115
QLD	Website: www.worksafe.qld.gov.au Telephone: 1300 369 915 or (07) 3225 2000
SA	Website: www.safework.sa.gov.au Telephone: 1300 365 255
TAS	Website: www.workcover.tas.gov.au Email: wstinfo@justice.tas.gov.au Telephone: 1300 366 322 (inside Tasmania) or (03) 6233 7657 (outside Tasmania)
VIC	Website: www.workcover.vic.gov.au Email: info@worksafe.vic.gov.au Telephone: 1800 136 089 or (03) 9641 1444
WA	Website: www.worksafe.wa.gov.au Telephone: 1300 307 877 Part of the WA Department of Commerce



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Appendix A – ASBESTOS REGISTER



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BUILDING – 421 Pulteney Street

2013 Review Notes

A copy of the most recent register review was not located.

The Review indicated that the products identified throughout the site present a low risk of exposure to airborne fibres to personnel, due to the stability and / or location of the asbestos containing materials (ACM's), provided that the materials are not disturbed or 'worked upon' (i.e. cut, sawn, drilled, sanded etc.).

Signage -

A general awareness sign was installed at the time of the inspection as a minimum to create Asbestos Register awareness, additional signage is recommended as indicated within this document.

AMP -

It is recommended an Asbestos Management Plan (AMP) be developed for this site to assist in the management of recommendations made within this document.

This review was based upon conducting a re-inspection of the items listed within the Asbestos Registration Services register, provided by the client.

Original Register Notes

Refer original register.

General Notes

- No inspection carried out (unless specifically noted otherwise) to inaccessible areas and items such as - Internal of plant / equipment / air-conditioning ductwork / heater banks, ductwork mastic, electrical and service components such as internal of hot water service units, switch components, behind electrical panels, to porcelain electrical fuse holders, oyster type light fittings, service conduits and pits, wiring and cable trays and risers. No inspection is carried out to pipe-work chases, wall and column cavities, above flush panel ceilings, underground services, beneath current floor coverings / under floor spaces, window and control joint putty, lost formwork and floor / beam packers etc.
- Asbestos containing materials may be part of the above items and as a 'visual only / non-destructive' inspection has been performed it is recommended to access these items with caution if working on or in the vicinity of, using an asbestos safe work method as a pre-caution when disturbing or dismantling these materials. Should asbestos or suspected asbestos containing materials be detected then consult register controller and revise work methods accordingly.
- Specifically no inspection has been conducted (unless otherwise stated) to the internal of air-conditioning systems to identify the extent / location of any heater bank units (if any). As this is an area that is inaccessible and may contain an asbestos insulation, it is recommended that the client qualify air conditioning heaterbank locations (whether redundant or operational) with their nominated mechanical services / air-conditioning contractor. If heater-banks are detected, they are to be inspected only under strict asbestos conditions. Recommend engage a competent person (according to the WHS Regulations) to assess, in particular, the possibility of "Millboard" type asbestos lining to the internal of the ductwork, and to instigate hazard management to minimise the potential for disturbance within the duct whilst accessing, assessing, and/or sampling. All work to be in conjunction with the mechanical services contractor who can locate possible additional units, and isolate and dismantle the "live" heaterbank unit(s) to enable access within the units for assessment.
- Recommend treat all suspect materials as asbestos containing when carrying out works. Material can be sample analysed upon major works to confirm content. Samples taken in certain locations may not necessarily be indicative of similar looking items for the entire building. Sample results are indicative of the specific area from which they were taken.
- Treat all vinyl floor products, bituminous containing products, cement sheet products, window, air conditioning ductwork and control joint putty and all gaskets (other than rubber and cork) and friction materials as asbestos containing unless confirmed otherwise by sample analysis. Treat all fire rated doors as having an asbestos internal core unless confirmed otherwise.
- It is possible upon building works / demolition to encounter unidentified or undetected asbestos material. Access with caution and consult register controller and implement revised safe work procedure. If major demolition works are planned, it is recommended to conduct a 'destructive' type inspection incorporating additional / unrestrictive sample analysis.
- It is recommended to wear suitable personal protective equipment (PPE) including respiratory protection when entering all ceiling and confined spaces as a minimum pre-caution.
- Inspections are conducted based upon the Consultant performing and completing a job safety analysis / risk assessment prior to commencement of the inspection to ensure work is carried out in accordance with the relevant WHS Regulations and company Standard Operating Procedures. Subsequently no inspection has been performed to ceiling height and roofing heights greater than 2.5m unless site specific safe access systems have been made available. No inspection has been performed to operating / in service plant and equipment.



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LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
A. External. North east elevation. 3 x infill panels to windows lining – fibre cement sheet.	Approx <1m ² Limited access	Presume asbestos content	Good Sealed Non friable	Visual	Not visible
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
<p>Low Risk P4 – Avoid physical and mechanical damage. When maintenance/upgrade is required, recommend removal and reinstatement with non-asbestos product. Unable to affix specific warning sign to item, covered by General sign affixed to front window. June 2103: Unsealed reverse side, one viewed through broken window, first floor.</p>					



LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
1. Internal. Wall mounted electrical cabinet electrical board x 1 – black resin board.	Approx <1m ² Accessible	Chrysotile asbestos (typical)	Good Unsealed Non friable	Visual	Visible
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
<p>Low Risk P4 – Avoid physical and mechanical damage. When maintenance/upgrade is required, recommend removal and reinstatement with non-asbestos product. June 2013: Previous register stated 2 boards only one found on review. Recommend client to qualify if item removed / relocated.</p>					



LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
2. Internal. Wall mounted electrical board electrical cabinet – dust / debris.		Presume asbestos content	-	Visual	Visible
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
<p>High Risk P2 – Recommend implement interim hazard management controls. Hazard management should include control measures such as but not limited to Asbestos Permit to Work, restrict access, PPE requirements, air monitoring. June 2013: Restrict access. Dust residue and debris visible in base of electrical cabinet. Recommend clean up immediately with approved asbestos vacuum system in accordance with "Asbestos Approved Code of Practice". June 2013: CC made safe / cleaned up dust / debris in base of electrical cabinet with approved asbestos vacuum system in accordance with "Asbestos Approved Code of Practice".</p>					



LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
2. Internal. Toilets, skylight lining – fibre cement sheet.	Approx 8m ² Limited access	Presume asbestos content	Good Sealed Non friable	Visual	Not visible
<p>SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS</p> <p>Low Risk P4 – Avoid physical and mechanical damage. When maintenance/upgrade is required, recommend removal and reinstate with non-asbestos product. Unable to affix specific warning sign to item, covered by General sign affixed to front window. Recommend sample (x1) to qualify material content, otherwise treat item as asbestos containing. June 2103: Unsealed reverse side.</p>					



LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
3. Internal. Waiting room and office floor covering – vinyl tiles.	-	No asbestos detected	-	1	-
<p>SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS</p> <p>No asbestos detected upon laboratory analysis of sample.</p>					

No Photograph

LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
4. External/Internal. Infill panels above windows lining – fibre cement sheet.	-	No asbestos detected	-	2	-
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
No asbestos detected upon laboratory analysis of sample.					

No Photograph

LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
5. Internal. Rear office safe fire door, internal core – compressed fibre insulation.	Not quantified Limited access	Presume asbestos content	Not assessed	Not accessed	Not visible
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
<p>Low Risk P4 – Avoid physical and mechanical damage. When maintenance/upgrade is required, recommend removal and reinstate with non-asbestos product.</p> <p>Recommend install (x1) specific warning sign.</p> <p>Treat all safe fire doors as having an asbestos internal core unless confirmed otherwise by sample analysis.</p> <p>June 2103: additional item.</p>					



LOCATION - DESCRIPTION	EXTENT	ASBESTOS ASSESSMENT	CONDITION	SAMPLE NO VISUAL TEST	SIGNAGE STATUS
6. Internal. Tyre store. Wall mounted hot water service, electrical component box – potential insulating heat shield and wire sheathing.	Not quantified Limited access	Presume asbestos content	Not assessed	Not accessed	Not visible
SURVEY FINDINGS and HAZARD MANAGEMENT RECOMMENDATIONS					
<p>Low Risk P4 – Avoid physical and mechanical damage. When maintenance/upgrade is required, recommend removal and reinstate with non-asbestos product.</p> <p>Recommend install (x1) specific warning sign.</p> <p>Item/plant not dismantled for inspection. Presume asbestos within the unit unless confirmed otherwise. Access with caution.</p> <p>Recommend planned removal in accordance with "Asbestos Approved Code of Practice". Item redundant.</p> <p>June 2103: additional item.</p>					





REGISTER: AS 3935

DATE: 13/06/2013

ADDRESS: 421 Pulteney Street, Adelaide

NEXT REVIEW RECOMMENDED: 06/2014

Appendix B – CERTIFICATES OF ANALYSIS

Samples submitted for laboratory analysis are analysed in accordance with NATA approved methods for analysis. Certificates of analysis are provided by the laboratory as a reference of the results for inclusion into the register.

Samples as received in our offices (taken by others) are analysed in accordance with NATA approved methods for analysis. No responsibility is taken for the actual sampling collection technique, determination of sample location, and the consequent bearing on the sample result.

Limitations of Sample Analysis

The certificate of analysis provided by the laboratory is a record of asbestos or non-asbestos content of the sample piece provided for analysis.

Generally sample size is approximately 30mm square for a non-friable material where the material is accessible to sample. Consideration is given to minimise damage to clients property where taking necessary samples as it is difficult to remove a sample from installed materials such as flushed fixed panel wall, ceiling linings and fixed floor coverings. In other cases it may not be safe to access materials to take samples such as electrical panels, and integral gasket / seal or insulation materials to plant and equipment.

Inconclusive Sample Identification

In some instances it is not possible to determine asbestos fibre content within a sample using the NATA approved method (PLM – polarized light microscopy). Items such as vinyl floor products, adhesives and mastics due to low asbestos content and/or non uniform asbestos fibre concentration are often difficult to analyse. Due to the nature of these materials the NATA laboratory has recommended that the material be tested using another independent technique (XRD – x-ray diffraction), where PLM and XRD analysis have been made two certificates of analysis will be supplied.

XRD can determine what group of minerals are present in the sample i.e. Serpentine and or Amphibole however the test does not specify what type of asbestos fibre is present. The result may show a sample for example from the Amphibole group but this does not confirm the mineral is actually an asbestos fibre; however the material is presumed to contain asbestos and will be treated as asbestos.

Representative Sample Analysis

Asbestos content can vary within a material dependant upon factors such as installation procedures, differences in stocks and supplies, time differences in stages of construction and physical mixing of varying quantities of asbestos with other materials. Sections of asbestos containing materials may have also been replaced with non-asbestos materials that look identical from inspection (eg damaged eaves or wall cladding patched or repaired with non-asbestos). Inconsistencies in sample results may be possible due to the inspected materials within a property not being typical throughout. Carter Corporation accepts no responsibilities for the representativeness of the sample(s) presented for analysis.



ASBESTOS REGISTER
 421 PULTENEY STREET, ADELAIDE

NO. 11072

APPENDIX A

Laboratory Test Results

LOCATION	SAMPLE ID NO.	STATE	LABORATORY RESULTS
Vinyl floor tiles in shop, waiting room and office	No.1	Stable	No asbestos
Infill above shop windows, inside and outside	No.2	Stable	No asbestos



REGISTER: AS 3935

DATE: 13/06/2013

ADDRESS: 421 Pulteney Street, Adelaide

NEXT REVIEW RECOMMENDED: 06/2014

Appendix C – REGISTER DRAWING

LEGEND: This drawing is indicative only, not to scale and is to be read in conjunction with register.

- X = designates ceiling access point
- (A) = letters indicate location of external asbestos containing materials, refer to asbestos register location schedule
- (1.) = no.'s indicate location of internal asbestos containing materials, refer to asbestos register location schedule



REGISTER: AS 3935

ADDRESS: 421 Pulteney Street, Adelaide

DATE: 13/06/2013

NEXT REVIEW RECOMMENDED: 06/2014

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CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019

Item No	3.3
Address	Adjacent, 118 King William Street, Adelaide SA 5000
Proposal	Change in content of advertising on telephone booth (DA/454/2018, HD) [CAP]
Applicant	JCDecaux
Relevant Development Plan	7 June 2018
Lodgement Date	25 June 2018
Zone / Policy Area	Capital City Zone – Central Business Policy Area 13
Public Notification	Category 1
Application Type	Application Assessed on Merit
Delegations Policy	Request by Panel
Recommendation	Development Plan Consent Be GRANTED

ATTACHMENTS

Plans and Supporting Information

- Plan 1
 - Smart Hub specifications 2 – 7
 - Planning report 8 – 15
 - Letter accompanying amended plan 16 – 17
-

PERSONS SPEAKING BEFORE THE PANEL

Nil

1. DESCRIPTION OF PROPOSAL

- 1.1 Development Approval is sought for the inclusion of 3rd party advertising on a new Smart Hub Telstra payphone, soon to be installed within the public realm adjacent 118 King William Street.
- 1.2 The proposed advertising component is a 75" LED display changing every 45 seconds and displaying non-Telstra related 3rd party advertising which will face oncoming traffic.
- 1.3 The current payphone in this location has no advertising.

2. DEVELOPMENT DATA

Not applicable to this application.

3. BACKGROUND

- 3.1 Mid 2018, Council was approached by Ekistics planning consultants to discuss a proposal on behalf of Telstra, who are partnering with JCDecaux, to install new payphones throughout Australia. Telstra are seeking to replace existing payphones with new Smart Hub payphones throughout the city, incorporating 3rd party advertising LED displays to each of the payphones.
- 3.2 The installation of payphones is covered by Commonwealth legislation. Telstra is able to install, operate and maintain payphones as 'low impact facilities' (LIF) without the need to seek state or local government planning approvals under the *Telecommunications Act 1997 (Cth)* and *Telecommunications (Low-Impact Facilities) Determination 2018*. Installation of public payphones do not need development approval providing they are:
 - (a) used solely for carriage and content services; and
 - (b) not designed for other uses (for example, as a vending machine); and
 - (c) not fitted with devices or facilities for other uses; and
 - (d) not used to display commercial advertising other than advertising related to the supply of standard telephone services.
- 3.4 In essence, this means that Telstra can install public payphones, displaying Telstra service and products, without development approval.
- 3.5 However Telstra are seeking to install non-Telstra related 3rd party advertising displays in place of Telstra related advertising displays. This means the proposal is not exempt from seeking development approval for 3rd party advertising. The applicant will be required to seek a Local Government Section 222 permit from Council as they are creating a revenue stream by installing 3rd party advertising on the payphones.
- 3.6 At its meeting on 18 June 2018, the Council Assessment Panel (CAP) determined to "call in" some of the initial applications received.
- 3.7 On 21 January 2019, the Administration tabled a report to the CAP seeking determination of each of the applications be delegated to the Manager, Planning Assessment.
- 3.8 The CAP did not agree with the recommendation and resolved that all of the applications will be determined by the CAP.
- 3.9 One application (located adjacent 157 Grote Street) was granted consent by the CAP on 11 February 2019. This was on the basis that Council's traffic team were comfortable with this particular installation.

- 3.10 The remaining applications were not progressed as there were concerns regarding impact on traffic safety.
- 3.11 Council also became aware that the Department of Planning, Transport and Infrastructure (DPTI) had concerns with some of the installations on their roads. It was considered prudent to place the applications on hold and allow negotiations to take place between all parties.
- 3.12 The applicant has been working through these issues and have agreed to alter the dwell time from 10 seconds (as originally proposed) to 45 seconds, as well as alter the siting to make it acceptable within the public realm. The applicant engaged with Council's traffic team to work through some of the issues raised with applications lodged with Council.

4. SITE

- 4.1 The subject site is located on the eastern side of King William Street in proximity to its corner with Pirie Street.
- 4.2 The payphone and associated advertising will be located within the public realm.

5. LOCALITY

- 5.1 The locality is intensely developed with multiple high scale buildings of varying ages.
- 5.2 King William Street is a relatively wide street and serves as the City's principal north-south boulevard.
- 5.3 The Pirie Street tram stop is located directly opposite the site.








<u>KEY</u>			
	Subject Site		Local Heritage Place
CC13	Capital City Zone – Central Business Policy Area 13		State Heritage Place
	Locality		Policy Area Boundary

Photo 1 – Existing booth on site



Photo 2 – View parallel with the booth looking south (advertising will face oncoming traffic)



Photo 3 – View of booth as viewed from tram stop



Photo 4 – Example of recent payphone installation, Anzac Highway, Glenelg



6. PUBLIC NOTIFICATION

- 6.1 The proposal is a Category 1 form of development therefore no public notification is required.

7. REQUIRED EXTERNAL REFERRALS

- 7.1 No external referrals required.

8. SPECIALIST ADVICE

8.1 Traffic






- There are no traffic/transport related objections to this development, subject to the following matters being addressed:

The proposed sign shall operate in accordance with DPTI's Advertising Signs Assessment Guidelines for Road Safety as per the following;

- The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display
- The sign shall not scroll, flash, move, be animated or rotate in any manner
- Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way
- The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction
- That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public
- The luminance levels for the subject sign shall be to the satisfaction of CoA. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the CoA, where this is required in the interest of road safety
- The display is static in nature and only change at intervals no less than 45 seconds
- The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out must be a maximum of 2 seconds.

9. DETAILED ASSESSMENT

9.1 Summary of Policy Area Objectives & Principles

	CENTRAL BUSINESS POLICY AREA 13	
DP Ref	Relevant Objectives and Principles and Assessment	Achieved  Not Achieved 
Desired Character	<ul style="list-style-type: none"> • Viewed as the pre-eminent economic, governance and cultural hub for the State. • Seeks a range of uses. • Generally deals with desired built form outcomes. 	
Objectives O1-3	<ul style="list-style-type: none"> • Objective 1: A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State. • Objective 2: Development of a high standard of design and external appearance that integrates with the public realm. • Objective 3: Development that contributes to the Desired Character of the Policy Area. <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in the type of advertising will not impact on the public realm. • Location of new phone booth has been negotiated so it aligns with street furniture and therefore integrates with the public realm. 	
Land Use P1-3	<p>1 Development should contribute to the area's role and function as the State's premier business district, having the highest concentration of office, retail, mixed business, cultural, public administration, hospitality, educational and tourist activities.</p> <p>2 Buildings should be of a height that ensures airport operational safety is not adversely affected.</p> <p>3 To enable an activated street level, residential development or similar should be located above ground floor level.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in the type of advertising will not alter the role and function of the site. 	

9.2 Summary of Zone Objectives & Principles

CAPITAL CITY ZONE		
Subject DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Much of the desired character relates to the construction of buildings etc. • It refers to an anticipated increased population and greater activation. • It also seeks a comfortable pedestrian environment. • This proposal will not impact on the attainment of the desired character. 	✓
Objectives O1-8	<p>Objective 1: The principal focus for the economic, social and political life of metropolitan Adelaide and the State.</p> <p>Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.</p> <p>Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.</p> <p>Objective 4: City streets that provide a comfortable pedestrian environment.</p> <p>Objective 5: Innovative design approaches and contemporary architecture that respond to a building's context.</p> <p>Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.</p> <p>Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.</p> <p>Objective 8: Development that contributes to the Desired Character of the Zone.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in advertising will not impact on comfort of pedestrian environment. 	✓
Form and Character P5	<p>5 Development should be consistent with the Desired Character for the Zone.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • See above under Desired Character. 	✓

<p>Design and Appearance P6, 7, 8, 10,14</p>	<p>6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.</p> <p>7 Buildings should achieve a high standard of external appearance by:</p> <p>(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;</p> <p>(b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;</p> <p>(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and</p> <p>(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.</p> <p>8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.</p> <p>10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter</p> <p>14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • As with the desired character, much of the design and appearance Principles relates to built form. • The advertising will be of an acceptable standard. • The increase in the number of advertisements display could contribute to a more vibrant public realm. • Advertising could add additional interest. • No impact on footpath width or street trees. • The content of advertising will not detract from the urban environment in this location. 	<p style="text-align: center;">✓</p>
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<p>Advertising P33,35</p>	<p>33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.</p> <p>35 There should be an overall consistency achieved by advertisements along individual street frontages.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • The proposed sign is not considered to be restrained in size, design or colour. • There is little in the way of this form of advertising within the locality. • As the sign can be installed with Telstra related advertising without needing Council consent, there is limited ability to influence and no impact from changing Telstra 3rd party advertising to other 3rd party advertising. 	<p style="text-align: center;">✓ x</p>
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9.3 Summary of Council Wide Objectives & Principles

ADVERTISING		
DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Advertising O56	<p>Outdoor advertisements that are designed and located to:</p> <p>(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;</p> <p>(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</p> <p>(c) not create a hazard.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Does not affect the attainment of the desired character. • Increase in dwell time from 10 seconds to 45 seconds viewed favourably from a safety perspective. • Traffic have advised sign is acceptable in terms of traffic impact, subject to recommended condition. 	✓
P211,	<p>211 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:</p> <p>(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;</p> <p>(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;</p> <p>(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;</p>	

	<p>(d) structural supports should be concealed from public view or of minimal visual impact;</p> <p>(e) advertisements on individual premises should be coordinated in terms of type and design and should be limited in number to minimize visual clutter;</p> <p>(f) advertisements should be displayed on fascia signs or located below canopy level;</p> <p>(g) advertisements on buildings or sites occupied by a number of tenants should be coordinated, complementary and the number kept to a minimum; and</p> <p>(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Scale is considered excessive however type, design, location, materials, style and illumination all acceptable. • As this size sign can be installed for Telstra advertising without the need for development approval, there is limited ability to influence. • Sign is integrated into the form of the payphone. • No structural elements are exposed. • Not adjacent any heritage places. 	✓
217	<p>217 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:</p> <p>(a) not emit excessive glare or reflection from internal or external illumination;</p> <p>(b) not obscure road users' and pedestrians' views of vehicles, pedestrians or potentially hazardous road features;</p> <p>(c) not cause confusion with, or reduce the effectiveness of traffic control devices;</p> <p>(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</p> <p>(e) permit safe and convenient pedestrian movement.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Council's traffic team have no objections to the advertising as amended, subject to conditions. 	✓

	OTHER RELEVANT OBJECTIVES AND PRINCIPLES	
<p>Crime prevention through urban design</p> <p>O24</p>	<p>A safe and secure, crime resistant environment that:</p> <p>(a) ensures that land uses are integrated and designed to facilitate natural surveillance;</p> <p>(b) promotes building and site security; and</p> <p>(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Sign will be illuminated which creates additional lighting to public realm. 	✓
<p>P82</p>	<p>82 Development should promote the safety and security of the community in the public realm and within development. Development should:</p> <p>(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:</p> <ul style="list-style-type: none"> (i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops; (ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas; (iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks; (iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development; (v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity; (vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces; (vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and 	

	<p>(viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff e.g. by surveillance of lift and toilet areas within car parks</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Public payphones in themselves provide contact in the case of an emergency. • The signage does not alter this. • Payphones are quite large and could create an area for someone to conceal themselves. This may impact on the safety within the public realm however, their installation does not require development approval. 	
<p>Active street frontages O50-51</p>	<p>Objective 50: Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.</p> <p>Objective 51: Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:</p> <ul style="list-style-type: none"> (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. <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Proposal adds additional interest at street level. Payphones themselves could add to perception of safety however they do not require development approval. 	

<p>Squares & Public Spaces O57-59</p>	<p>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.</p> <p>Objective 58: Development that conserves and enhances the City's squares, improves their visual amenity, increases their range of uses, and maximises pedestrian accessibility to their landscaped areas.</p> <p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Amenity in this instance is not impacted. • Does not impact upon existing urban elements. 	✓
<p>P220</p>	<p>Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:</p> <p>(a) defining and enclosing the City Squares with a continuous edge of peripheral buildings which:</p> <ul style="list-style-type: none"> (i) are of relatively consistent height and scale as appropriate to the desired character surrounding each of the Squares; (ii) are designed to maintain the continuity of the streetscape; (iii) are situated close to or abutting the Square frontages; (iv) provide ground floor activities that support the public use of the space; and (v) are designed and sited to minimise overshadowing of the Square's garden areas. <p>(b) enhancing interest, use, safety and a range of activities by ensuring:</p> <ul style="list-style-type: none"> (i) facades abutting public spaces provide visual interest; and (ii) appropriate elements of public art; 	

	<p>(c) defining the major streets as important linear public spaces which display a formal townscape character by:</p> <ul style="list-style-type: none"> (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; <p>(d) maintaining the existing pattern and structure of streets and laneways;</p> <p>(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</p> <p>(f) allowing for ease of pedestrian circulation and through access where possible.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Design standard of advertising acceptable. • Visual interest is potentially enhanced with the use of varying advertising. <p>Area is highly pedestrianised. Whilst larger than the existing, the phone booth can be installed without development approval. The change to non-Telstra related 3rd party advertising itself will not impact pedestrian circulation.</p>	✓
P221	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Advertising will not impact on public space. 	✓

<p>P223</p>	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not impact public space. 	<p>✓</p>
<p>Access & Movement</p> <p>O60</p>	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not diminish pedestrian or cyclist safety and access. 	<p>✓</p>
<p>Pedestrian access</p> <p>O61-63</p>	<p>Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.</p> <p>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.</p> <p>Objective 63: Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Payphones themselves are quite large and could create an area for someone to conceal themselves behind. This may impact on the safety within the public realm however, their installation does not require development approval. 	<p>✓ x</p>

9.4 Conclusion

This application proposes the change in the content of advertising to be displayed on a new Smart Hub payphone Telstra intend to install in this location, replacing the old phone.

Commonwealth legislation allows the installation of payphones, with Telstra-related advertising, without the need to seek Council approval. However in this instance, Telstra intend to replace the Telstra related advertising with non-Telstra related advertising once the new payphone is installed.

The Administration are of the view that the only relevant matter for assessment will be the difference in the potential content of the advertising to be displayed on the screen i.e. advertising connected in some way with telecommunication services or products as opposed to generic, third party advertising.

Following on from this, there is negligible difference between the two advertising displays from a planning perspective.

The applicant is aware that as they are creating a revenue stream by installing 3rd party advertising on the payphones, the installation will require a Local Government Act S222 permit. An advice regarding this matter is included in the recommendation.

The proposal is not considered to be seriously at variance with the provisions of the Development Plan as advertising displays are an anticipated development within the Zone and locality.

It has been determined that there is minimal planning assessment involved in the change in the content of advertising and as such warrants Development Plan Consent.

10. RECOMMENDATION

That the development, the subject of the application from JCDecaux for a change in content of advertising on telephone booth adjacent 118 King William Street, Adelaide SA 5000 as shown on plans designated DA/454/2018:

1. Is not seriously at variance with the provisions of the Development Plan and
2. Be GRANTED Development Plan Consent, subject to the following conditions and advices:

Conditions

1. **The Development shall be undertaken in accordance with the plans, drawings, specifications and other documents submitted to the Council that are relevant to the consent as listed below:**

- **Amended plan drafted by JC Decaux Australia Pty Ltd, survey no. SS-ADE-COA-054, revision E, as amended 5/9/2019**
- **Accompanying letter from Ekistics dated 9 October 2019**
- **General Telstra Smart Hub payphone specification**
- **Planning report from Ekistics titled “Telstra’s Smart Media Network: Smart City Payphones – Site: 110 King William Street”**

to the reasonable satisfaction of the Council except where varied by conditions below (if any).

Reason: To ensure that the Development is undertaken in accordance with the plans and details submitted.

2. **The proposed sign shall operate in accordance with DPTI’s Advertising Signs Assessment Guidelines for Road Safety as per the following;**

- **The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display.**
- **The sign shall not scroll, flash, move, be animated or rotate in any manner.**
- **Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way.**
- **The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.**
- **That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public.**
- **The luminance levels for the subject sign shall be to the reasonable satisfaction of Council. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the Council, where required in the interest of road safety.**
- **The display shall be static in nature and only change at intervals no less than 45 seconds.**

- **The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out shall be a maximum of 2 seconds.**

Reason: *To ensure that the Development does not create a hazard and endanger public safety.*

Advices

1. Expiration Time of Approval

Pursuant to the provisions of Regulation 48 under the Development Act 1993, this approval will lapse at the expiration of 12 months from the operative date of the approval unless the relevant development has been lawfully commenced by substantial work on the site of the development within 12 months, in which case the approval will lapse within 3 years from the operative date of the approval subject to the proviso that if the development has been substantially or fully completed within those 3 years, the approval will not lapse.

2. Boundaries

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

3. Public Utilities

The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

In addition you are advised that the installation of an SA Power Networks transformer within the building may require the submission of a variation application. Furthermore, any proposal to install electricity infrastructure including a transformer or switching cubicle within the public realm will require the consent of Council and may not be forthcoming.

4. Damage to Council's Footpath / Kerbing/ Road / Road Pavement / Verge

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. City Works Permit

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 lodged via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

6. Section 222 Permit

Non-Telstra related 3rd party advertising on the payphones will require a permit to be issued by the City of Adelaide, under S222 of the Local Government Act, prior to its installation.

Item No. 3.3 – Attachments 1 – 17 (Adjacent, 118 King William Street, Adelaide SA 5000)

Pages 281 to 297

ATTACHMENTS

Plans and Supporting Information

- Plan 1
- Smart Hub specifications 2 – 7
- Planning report 8 – 15
- Letter accompanying amended plan 16 – 17

This document is subject to copyright. Any reproduction of this document without the express written permission of the copyright owner will constitute an infringement of the Copyright Act 1968 (Cth).

Cab ID: 08821203X2
 Main Street: 110 King William St, Adelaide 5000 SA
 -
 Before/ After / Outside / Opp: (N) Pirie St
 Road Direction: SB
 GPS Info: Latitude: -34.925552 Longitude: 138.599897

JCDecaux Australia Pty Ltd
 Units 2 & 3, 182 -190 Euston Road,
 Alexandria NSW 2015
 T: 02 9557 6555
 F: 02 9557 6982

ADBOOTH TON TELSTRA

PROJECT TITLE: CITY OF ADELAIDE
 TELSTRA PAYPHONE

DATE: 12 MARCH 2018
 SCALE: 1:100 (A3 Full Bleed)
 DESIGN: JCDECAUX
 DRAWN: AC
 REVISION: E

© This drawing and design is protected by copyright and may not be copied or used without the written approval of JCDecaux Australia Pty Ltd

JCDECAUX ASSET NO:
 NO RELOCATION < 10 m RELOCATION
 >200 m / GREENFIELD >10 <200 m RELOCATION

SURVEY NO. SS-ADE-COA-054

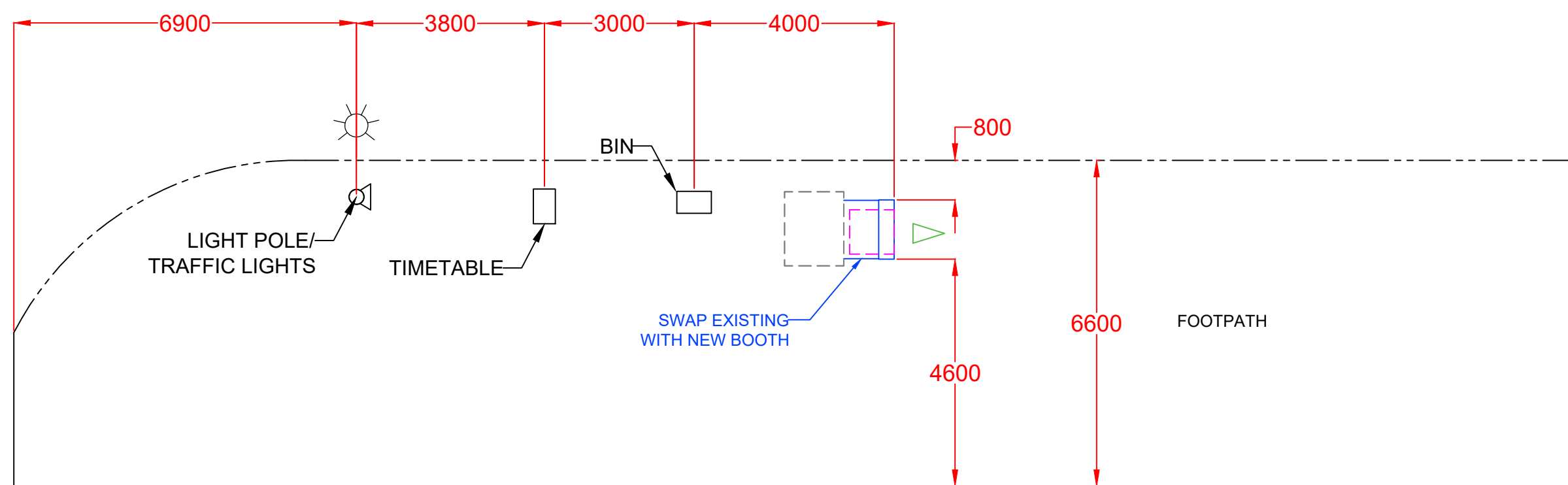
Issue	Description	Date	Drawn
B	Updates: coordinates, locations of bin & seat. Annotation of seat removed, as it is relocated further away from structure.	22/06/2018	AC
C	New template	13/07/2018	AC
D	COUNCIL & TRAFFIC ADVICE.	31/10/2018	AC
E	MOVE TOWARD KERB EDGE.	5/09/2019	AC

Note: - All dimensions are in millimetres
 - Dimensions are estimated and should be used only as indication.
 - Construction to be undertaken in accordance with the requirements of AS1428.1-4 Design for Access and Mobility
 - All works shall comply with the ACCESSIBILITY OF PAYPHONES INDUSTRY GUIDELINE 2006
 - SITE WITIN 150 MTRS OF SCHOOL BOUNDARY: Y (N)

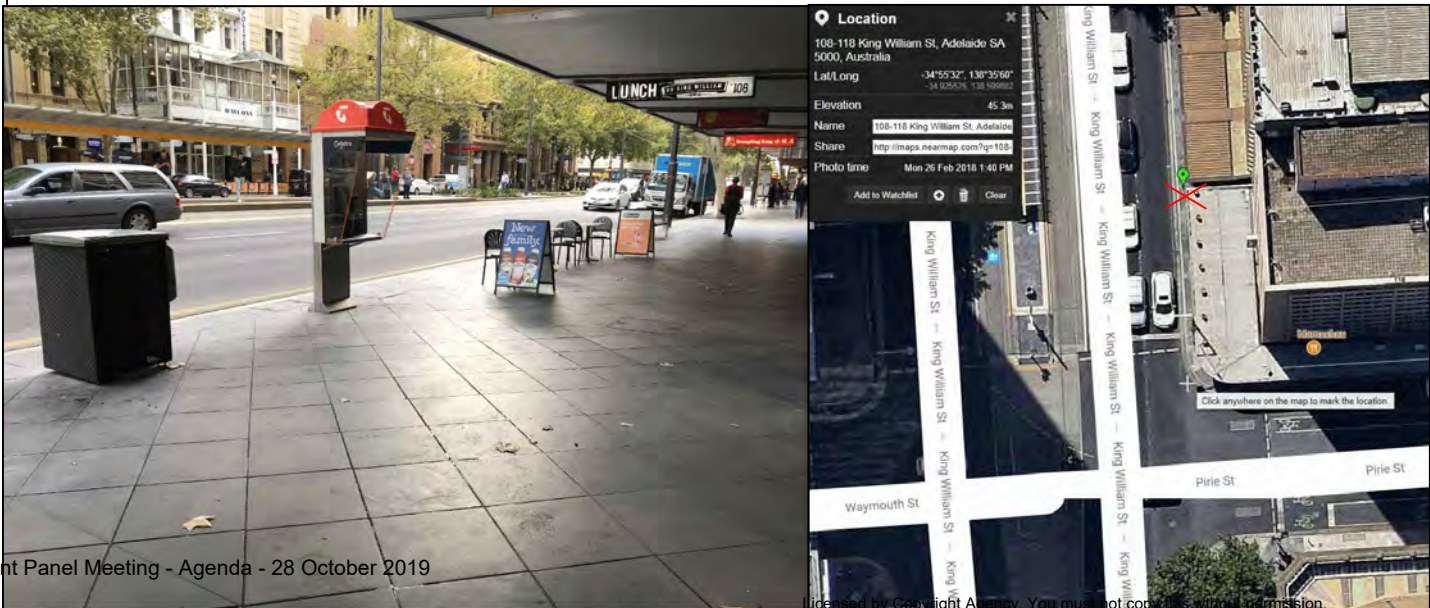


LEGEND

- NEW PAYPHONE BOOTH L 1019 x W 1200 mm
- EXISTING PAYPHONE BOOTH 900 x 900 mm
- EXCLUSION ZONE 1200 X 1500 mm
- TREE
- POWER POLE
- LIGHT POLE
- TP COMMS PIT
- PP POWER PIT
- EP ELECTRICITY PILLAR
- G GAS PIT
- W WATER PIT
- TRAFFIC LIGHT
- SIGN POST
- FIRE HYDRANT
- BIKE RACK
- GRASS / NATURE
- BIN
- SEAT



PROPERTY BOUNDARY



**CITY OF ADELAIDE
 ADDITIONAL DOCUMENTS RECEIVED
 DA/454/2019
 09/10/2019**

Reinstatement:			
Asphalt	Brick	Concrete	Concrete paving
Specialist paving:		Blue stone	Green granite
Unmade	Other:		
Checked / Signature:		Powerline arrangement:	
		<input type="checkbox"/> Overhead	<input checked="" type="checkbox"/> Underground



Smart Hub

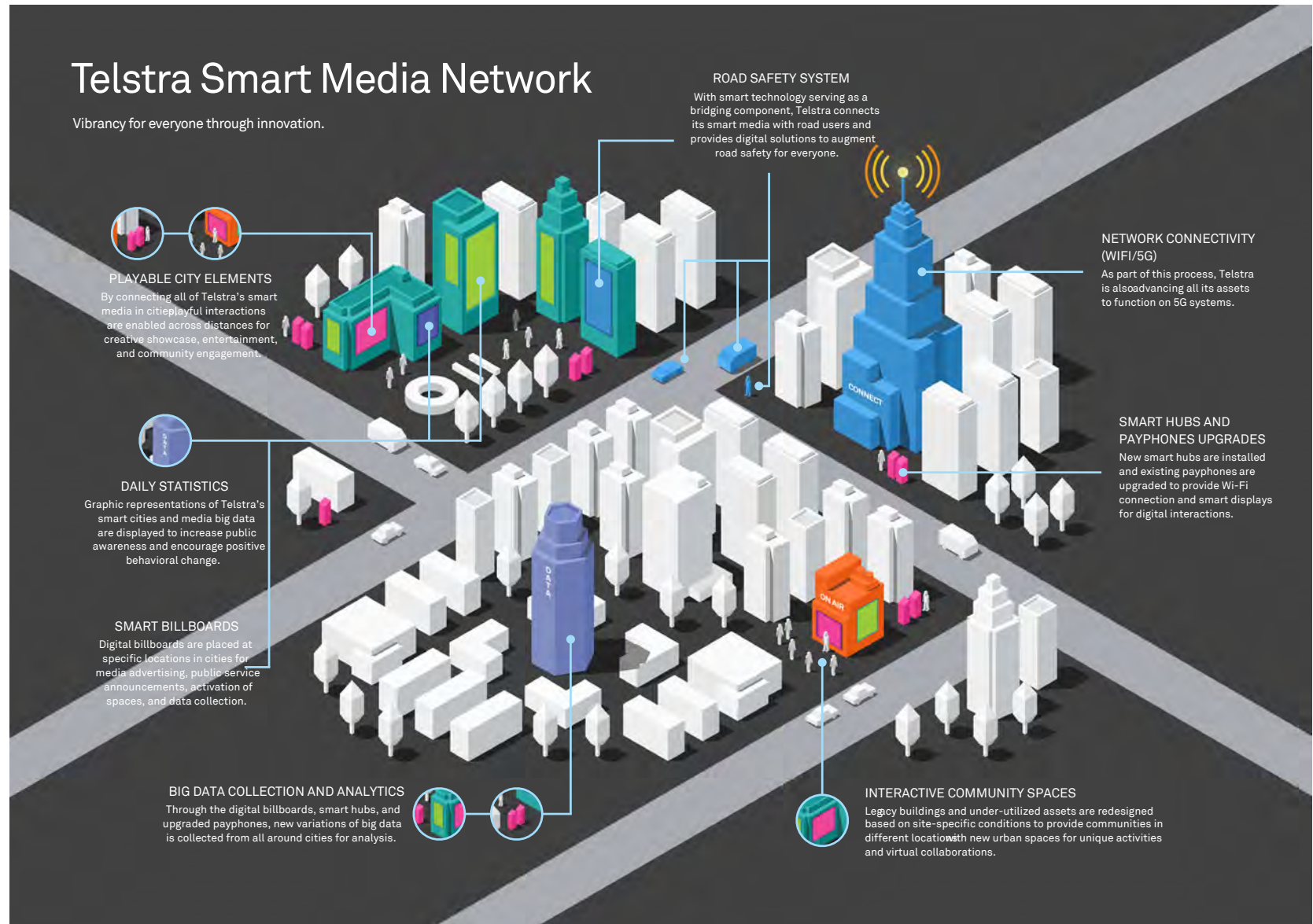
Introducing Telstra Next Generation Payphone





Telstra Smart Media Network...

Is a city-wide connectivity infrastructure that integrates current technology, information and services providing smarter and faster digital content to everyone, regardless of their device, location or information requirements e.g. traffic information, tourist maps, events, directions, advertising or shopping.





Features



Two “Tap for Information” NFC tags for council content



Large 32” screen for Telstra and agreed council content



Telstra WiFi (at selected locations)



USB Charging station

USB Charging Point



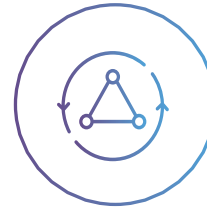
Future Proofed



Interface with Smart
Media Network
technology



New technology
integration



New or improved
system updates



Functional
urban design

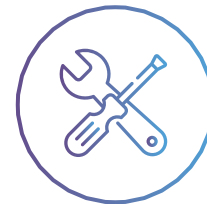
Benefits



24/7
Maintenance hotline



Regular cleaning



High quality
construction



Automatic Light
Sensor Control



Emergency Messaging System



Direct access by council



Pre-approved multiple messaging library



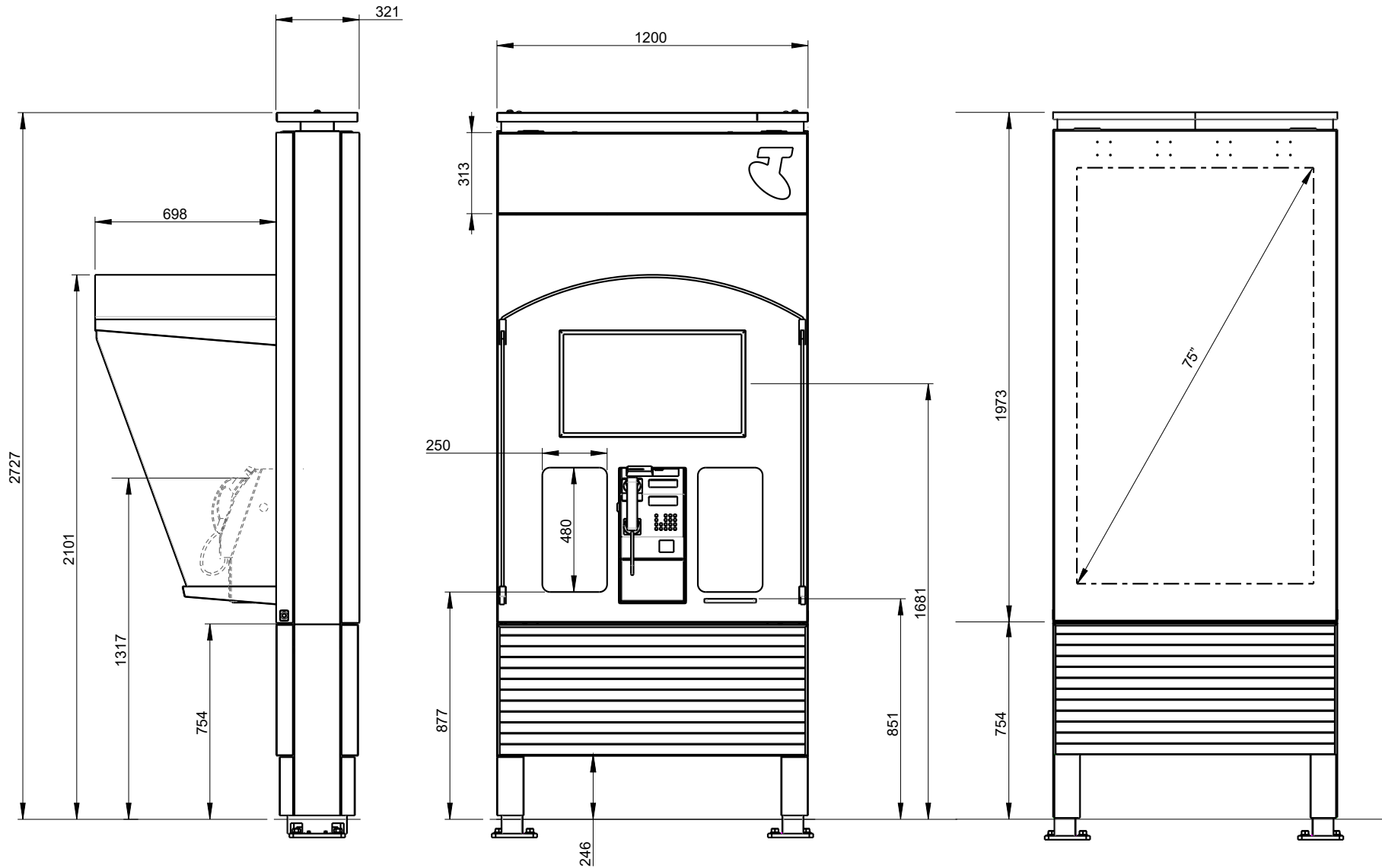
Ability to display message on single or a group of assets



Full training provided



Secure web-based system



Dimensions subject to change



Telstra's Smart Media Network: Smart City Payphones

Site: 110 King William Street

1. Overview

1.1 Smart Cities

Telstra is committed to future proofing our cities by providing the essential infrastructure which will facilitate the ever-growing digital connections binding our communities. The new Smart Media Network is the latest initiative by Telstra.

The Smart Media Network breathes new life into Telstra's existing 30,000 assets located in all parts of the country – providing modern digital infrastructure that connects people across Australia. The Smart Media Network includes upgraded formats of Telstra's public communications products, transformed into cutting edge media products befitting smart cities.

These facilities include:

- Smart Billboards;
- Smart Hubs;
- Smart City Payphones;
- Interactive Community Spaces;
- 5G Network Connectivity; and
- Big Data Collection and Analytics.

1.2 Smart City Payphones

Telstra is partnering with JCDecaux, the largest outdoor communication company in the world, to install and operate over 1,800 new Smart City Payphones in high density urban areas across Australia. These innovative facilities replace existing dated public payphone facilities, and will include:

- Publicly accessible Wi-Fi;
- NFC Interaction;
- USB Charging Ports;
- Digital Advertising Screens;
- Public Transport Information; and
- Interactive Digital Capabilities such as Community Polling and Multi-Lingual and Disability Services.

1.3 Development Application

Ekistics Planning and Design ["Ekistics"] have been engaged to assist Telstra and JCDecaux with the rollout of Smart City Payphones throughout South Australia.

The following report assesses the proposed development involving the change in content to an advertising display against the relevant provisions of the Adelaide (City) Development Plan (consolidated 7 June 2018). Enclosed with this application is a site plan and elevation plans.

DA/454/2018

2. Planning Assessment

2.1 Legislative Considerations

Telstra can install, operate and maintain Smart City Payphones as 'low impact facilities' (LIF) without state or local government planning approvals under the *Telecommunications Act 1997* (Cth) and *Telecommunications (Low-impact Facilities) Determination 2018*.

The effect of the *Telecommunications Act 1997* and LIF determination is that Development Approval is not required for the installation and use of a digital advertising screen for the purpose of presenting Telstra related products and information.

2.2 Overview of the Proposal

Telstra intend to upgrade existing phonebooths by replacing the existing model with a new Smart City Payphone that incorporates a digital advertising panel. The new panel will initially advertise Telstra related products and services.

Although the installation of a digital sign advertising Telstra related products and services is exempt from requiring development approval (because it is a form of LIF), the content displayed is third party advertising, as per the definition provided within Schedule 1 of the Adelaide (City) Development Plan:

third party advertising: includes an advertisement display relating to the following:

- (a) any goods, services or products of a class not provided, produced or sold to a significant extent on the land or in the building at which or upon which the advertisement display is situated;*
- (b) any occurrence, events or competitions which are not carried on the land or in the building at or upon which the advertisement display is situated; or*
- (c) the location, nature or details of any activity or business not situated on the land or in the building at or upon which the advertisement display is situated.*

At a future point in time, Telstra propose to use the digital display to advertise services and products which are unrelated to Telstra. The use of the digital display to advertise non-carrier third party content is not a LIF. Further, Schedule 2 Cl. 8 of the *Development Regulations 2008* confirms that Development Approval is required to change the content of advertisements within the City of Adelaide.

Accordingly, this application seeks Development Approval to change the content of a digital signage panel to display products and services unrelated to Telstra.

DA/454/2018

2.3 Site Location and History

Site Details

This Development Application relates to the change in content to a digital signage panel displayed on one (1) Smart City Payphone.

Telstra intends to upgrade the existing payphone, located on the footpath forward of 110 King William Street, Adelaide. The existing payphone is located on the eastern side of King William Street, north of Pirie Street. This section of King William Street is a highly pedestrianised area and also a key north-south thoroughfare through the CBD.

Telstra intends to upgrade the existing payphone by installing a Smart City Payphone in the same location as the existing booth. The site is in proximity to a public bin and outdoor dining associated with a nearby café.

The site presently accommodates one existing Telstra payphone identified as a Cab ID '08821203X2'.

The advertising screen on the Smart City Payphone will face north, as per the attached site plan.

Photographs of the existing Telstra payphone are located below.

Figure 2.1 Site Images



Image 1: Site facing south-west

Source: Ekistics

Image 2: Site facing north-west

Source: Ekistics

DA/454/2018

2.4 Proposed Development

The digital advertising display will be initially installed as a LIF and will display third party Telstra related adverts.

The proposed development seeks approval to change the content of the digital display to advertise third party non-Telstra related content, with a total of six (6) advertisements displayed per minute and an instantaneous transition time.

The content will be displayed from a digital advertising panel comprising dimensions of 1,678mm and 970mm.

Illumination

Each digital display has an inbuilt light adjustment sensor which measures ambient light around the panel and adjusts the screen brightness based on the need for light. Brightness adjustments occur in small increments so that no dramatic change in illuminance level is experienced. The screen brightness outputs are designed in accordance to satisfy *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*. Screen brightness is summarised in Table 2.1 below.

Table 2.1 – Screen brightness levels

Lighting Condition	Average	Maximum
Full direct sun on panel	2,000 cd/m ²	2,500 cd/m ²
Day time	1,200 – 1000 cd/m ²	1,500 cd/m ²
Inclement Weather	1,000 – 900 cd/m ²	1,000 cd/m ²
Night Time	350 – 300 cd/m ²	500 cd/m ²

Monitoring and Maintenance

The electronic advertising sign is equipped with features that continuously monitor the operating parameters of the unit and automatically send alerts if an operational problem or loss of content occurs to JCDecaux's management software.

If power is entirely lost, the screen maintains sufficient power to allow for an orderly shut-down of the electronic advertising sign and operating system, saving all settings and slowing the modem to send an alert about the problem. Once power is restored, the electronic advertising sign will automatically display a black screen.

The sign will be cleaned weekly and scheduled for a monthly maintenance check.

Emergency Messaging System

JCDecaux has developed a web-based Emergency Messaging System to which Adelaide City Council will have direct access. In emergency situations Adelaide City Council can take over all digital inventory across the local government area or particular areas to display emergency information. The system has a number of features to assist in emergencies including:

- The ability to upload pre-prepared emergency messages and creative;
- The ability to select assets and form groups or networks: a group could be all assets, the assets located on a particular suburb;
- Automatic expiry function to deactivate emergency messaging and return to normal advertising displays;
- Multiple emergency messages across multiple assets can be displayed simultaneously; and
- Full training will be provided by JCDecaux.

DA/454/2018

Content Management

All digital infrastructure is remotely monitored and controlled by JCDecaux staff via an internal content management software. The content management system has firewalls and security protocols in place to ensure the integrity of the digital advertising network.

Advertising Content Management

JCDecaux have an internal creative review process to ensure that advertisements do not breach any applicable code. This review process is undertaken prior to creatives being sent for printing and displayed.

Industry Membership and Advertising Codes

JCDecaux is a member of the Outdoor Media Association (OMA) who are the peak body representing Out-of-Home advertising within Australia. As a tier one member of the OMA, JCDecaux are committed to complying with the following codes that regulate the content and placement of advertisements which include:

- OMA Code of Ethics;
- OMA Alcohol Advertising Guidelines;
- OMA Environment and Sustainability;
- AANA Code of Ethics;
- AANA Environmental Claims in Advertising and Marketing Code;
- AANA Code for Advertising and Marketing in Communications for Children;
- AANA Food and Beverages Advertising and Marketing Communications Code;
- Alcohol Beverages Advertising Code;
- Federal Chamber of Automotive Industries; and
- Voluntary Code of Practice for Motor Vehicle Advertising.

DA/454/2018

2.5 Procedural Considerations

Relevant Authority	Adelaide City Council
Development Plan	Adelaide City Council (consolidated 7 June 2018)
Zone	Capital City Zone
Policy Area	Central Business Policy Area 13
Agency Referrals	No referral required
Assessment Pathway	<p>As previously discussed, the proposed development will involve a change in content of an existing third party carrier advertisement to third party non-carrier advertising.</p> <p>Third party advertising displays (except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Mall and Pulteney Street, or temporary advertisements on construction sites) are non-complying within the Capital City Zone.</p> <p>The applicant has obtained legal advice from Botten Levinson lawyers regarding the assessment pathway (previously provided to Council).</p> <p>Applying the <i>Mercedes College</i> principle, the advice concludes that in the absence of an express Development Plan provision which suggests to the contrary, the continuation of an existing non-complying use should be treated “on merit” rather than as a non-complying development.</p> <p>This matter has been discussed with Council previously and we understand Council obtained legal advice that supported the view that the proposal to change the contents of an existing phone booth advertisement from LIF compliant advertising to unrestricted third party advertisements is a ‘consent’ form of development to be assessed on merit against the relevant provisions of the Development Plan.</p>
Public Notification	Zone Principle of Development Control (PDC) 40 assigns the proposed development to Category 1 for the purposes of public notification.

2.6 Planning Assessment

Telstra intend to install the Smart City Payphone (LIF) including a digital advertising panel that will initially display Telstra related products. As previously discussed, a LIF digital display advertising Telstra related products (such as mobile phone plans) is an example of third party advertising that does not require

DA/454/2018

Development Approval from Council regardless of the frequency of transition between Telstra related adverts.

Accordingly, the application seeks approval only to advertise third party content unrelated to Telstra services and products on the new Smart City Payphone.

King William Street is a key north-south thoroughfare for pedestrians, vehicles and cyclists. This section of King William Street near Pirie Street accommodates multiple offices, consulting rooms and retail land uses that generate high levels of pedestrian activity.

Advertisements associated with the array of commercial activities are widespread and form a notable element of the locality.

The advertising display will face north, will be set back from the intersection and positioned at a lower height than the traffic lights at the intersection of Pirie Street and King William Street. The sign has been positioned to minimise conflict with operation of the existing traffic signals.

Further, the digital advertisement will display one advert for a period of 10 seconds before instantly transitioning to the next advertisement. Each individual advertisement will not move, flash or rotate but will display a clear, static message. The digital advertisement panel has been intentionally designed to respond to its environment by providing a clear and concise message.

Finally, it is important to note that third party non-carrier advertisements (which includes changing displays) can be installed without Development Approval as a LIF. We are of the opinion that the impact of a change from a third party carrier advertising display to third party non-carrier advertising display on the operation of the signalised intersection will be negligible.

For the reasons outlined above, we are of the opinion that the change in content to the advertising displays is closely aligned with City Wide Advertising OBJ 56 and PDC 211(a):

OBJ 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.*

PDC 211: *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) ...*

The displays will be advertised from a static electronic screen with an inbuilt light adjustment sensor which measures the ambient light around the panel and gradually adjusts the screen brightness based on the need light. The internal illumination of the sign is minimal and will not result in glare or compromise the safety of pedestrians.

DA/454/2018

The static electronic screen brightness output will be in accordance with the requirements set out in *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*.

For reasons outlined above, the proposal is consistent with City Wide Advertisement PDC 217(a):

PDC 217 *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) *...*

2.7 Conclusion

This application seeks Development Approval to change the content of a digital signage panel to display products and services unrelated to Telstra.

Having assessed the development against the relevant provisions of the Development Plan, we are of the opinion that the proposal:

- is appropriate within the highly pedestrianised environment of King William Street where advertising displays are prevalent;
- incorporates illumination levels that will not result in excessive glare or compromise the safety of pedestrians;
- is of a high-quality design and respectful of the locality and will not result in any unreasonable environmental or visual impacts;
- is integrated with a Smart City Payphone that provides a number of services that benefit the community including public transport information, USB charging ports and interactive digital capabilities such as community polling, multi-lingual and disability services; and
- accords with the relevant objectives and policies of the Adelaide City Council Development Plan.

We trust the above is to Council's satisfaction and following the planning discussion above we recommend Development Approval be granted. Should you have any queries or require further information do not hesitate to contact Rob Gageggi or Hannah Kennedy on 08 7231 0286.

DA/454/2018



9 October 2019

REF No.: 00588-001

City of Adelaide
Level 4, 25 Pirie Street
ADELAIDE SA 5000

Attention: Helen Dand

By Email: H.Dand@cityofadelaide.com.au

Dear Helen

REVISED PLANS FOR THE CHANGE IN CONTENT FROM TELSTRA STS ADVERTISING TO THIRD PARTY ADVERTISING

DA/454/2018: Adjacent 108-116 King William Street

DA/507/2018: Adjacent 41-47 Grenfell Street

DA/474/2018: Adjacent 202 Rundle Street

We refer to the above-mentioned development applications seeking Development Plan Consent for the change in content from Telstra STS advertising to third party advertising. We understand that you intend to present these applications to the October Council Assessment Panel (CAP) meeting for consideration.

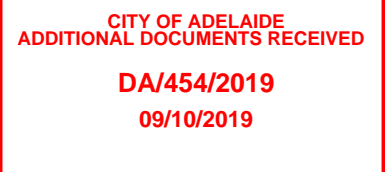
As you are aware, JCDecaux and Telstra have been collaboratively liaising with representatives from the City of Adelaide, in an attempt to resolve outstanding matters relating to the rollout of the upgraded Telstra phonebooths proposed for the City of Adelaide.

On 23 September 2019, Council administration and representatives for the applicant attended a joint inspection of 23 sites. Participants included Julie Bellwood and Trudy Angravas (Council Transport Designers) together with representatives from JCDecaux, Telstra, Ekistics and GTA Consultants (on behalf of the applicant).

The revised set of plans for the 23 sites jointly inspected were attached to Telstra's letter to Council dated 02 October 2019. These plans have been amended to address the changes agreed to by both parties during the joint inspection.

We note that Council has also provided separate feedback to the applicant on the nine remaining applications (which excludes those sites in Rundle Mall and North Adelaide). These sites were separately inspected by Council.

The three applications to be considered by CAP were considered during the joint inspection, and the following provides a summary of the amendments made to each application:



Def: E-KIS-TICS [noun] : The Science of Human Settlements ...

Level 1/16 Vardon Ave, Adelaide SA 5000 p 08 7231 0286 e contact@ekistics.com.au w ekistics.com.au ABN 34 918 250 862

City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019

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- **DA/454/2018:**
 - » The setback of the phone booth from the King William Street road kerb has reduced to 0.8 metres to align with the position of other street furniture; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.
- **DA/507/2018:**
 - » The setback of the phone booth from the Grenfell Street road kerb has been reduced to 1 metre.
- **DA/474/2018:**
 - » The phone booth has been rotated clockwise; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.

A copy of the revised plans are attached as **Appendix 1**.

We note that with the exception of the heritage concerns raised in relation to DA 544/2018, all other concerns raised with the application are related traffic related, and have now been addressed, or will be addressed following further consultation with Council's traffic engineers.

Accordingly, we respectfully ask that the CAP considers sub-delegating to administration a decision on the balance of the development applications, subject to satisfactory resolution of all outstanding planning related matters.

To assist the CAP in its deliberations on the above, the applicant also respectfully requests the permission of the Presiding Member to briefly address Panel Members to discuss the Telstra phonebooth rollout, and to answer any questions Panel members may have with respect to the three applications.

On behalf of the applicant, I would like to thank Council administration for their willingness to work collaboratively with the applicant to resolve the outstanding concerns raised in relation to those applications lodged.

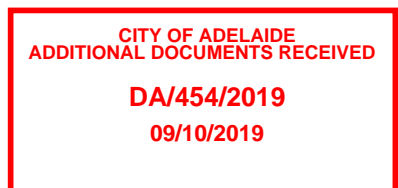
I understand that a meeting with Stephen Michelson from Michelson Alexander has been scheduled for 21 October 2019. Stephen is looking forward to meeting with you to discuss the project. However, in the interim, should you require any further clarification on any of the matters discussed within this letter, please do not hesitate to contact the undersigned on 7231 0286.

Yours Sincerely



Robert Gagetti

Associate



CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019

Item No	3.4
Address	Adjacent, 41 Grenfell Street, Adelaide SA 5000
Proposal	Change in content of advertising display on telephone booth (DA/507/2018, HD) [CAP]
Applicant	JCDecaux
Relevant Development Plan	7 June 2018
Lodgement Date	9 July 2018
Zone / Policy Area	Capital City Zone – Central Business Policy Area 13
Public Notification	Category 1
Application Type	Application Assessed on Merit
Delegations Policy	Request by Panel
Recommendation	Development Plan Consent Be GRANTED

ATTACHMENTS

Plans and Supporting Information

- | | |
|------------------------------------|---------|
| • Plan | 1 |
| • Smart Hub specifications | 2 – 7 |
| • Planning report | 8 – 15 |
| • Letter accompanying amended plan | 16 – 17 |
-

PERSONS SPEAKING BEFORE THE PANEL

Nil

1. DESCRIPTION OF PROPOSAL

- 1.1 Development Approval is sought for the change in the content of the advertising display on a new Smart Hub Telstra payphone, soon to be installed within the public realm adjacent 41 Grenfell Street.
- 1.2 The existing phone booth will be removed and the new one located closer to the street kerb, approximately 8.3 metres further east, directly in front of the building located at 41-47 Grenfell Street.
- 1.3 The proposed advertising component is a 75" LED display that will change every 45 seconds, displaying non-Telstra related 3rd party advertising and will face oncoming traffic.
- 1.4 The current payphone in this location has an advertising component that is static, displaying non-Telstra related 3rd party advertising (previously approved in 2005).

2. DEVELOPMENT DATA

Not applicable to this application.

3. BACKGROUND

- 3.1 Mid 2018, Council was approached by Ekistics planning consultants to discuss a proposal on behalf of Telstra, who are partnering with JCDecaux, to install new payphones throughout Australia. Telstra are seeking to replace existing payphones with new Smart Hub payphones throughout the city, incorporating 3rd party advertising LED displays to each of the payphones.
- 3.2 The installation of payphones is covered by Commonwealth legislation. Telstra is able to install, operate and maintain payphones as 'low impact facilities' (LIF) without the need to seek state or local government planning approvals under the *Telecommunications Act 1997* (Cth) and *Telecommunications (Low-Impact Facilities) Determination 2018*. Installation of public payphones do not need development approval providing they are:
 - (a) used solely for carriage and content services; and
 - (b) not designed for other uses (for example, as a vending machine); and
 - (c) not fitted with devices or facilities for other uses; and
 - (d) not used to display commercial advertising other than advertising related to the supply of standard telephone services.
- 3.4 In essence, this means that Telstra can install public payphones, displaying Telstra service and products, without development approval.
- 3.5 However Telstra are seeking to install non-Telstra related 3rd party advertising displays in place of Telstra related advertising displays. This means the proposal is not exempt from seeking development approval for 3rd party advertising. The applicant will be required to seek a Local Government Section 222 permit from Council as they are creating a revenue stream by installing 3rd party advertising on the payphones.
- 3.6 At its meeting on 18 June 2018, the Council Assessment Panel (CAP) determined to "call in" some of the initial applications received.
- 3.7 On 21 January 2019, the Administration tabled a report to the CAP seeking that determination of each of the applications be delegated to the Manager, Planning Assessment.
- 3.8 The CAP did not agree with the recommendation and resolved that all of the applications will be determined by the CAP.

- 3.9 One application (located adjacent 157 Grote Street) was granted consent by the CAP on 11 February 2019. This was on the basis that Council's traffic team were comfortable with this particular installation.
- 3.10 The remaining applications were not progressed as there were concerns regarding impact on traffic safety.
- 3.11 Council also became aware that the Department of Planning, Transport and Infrastructure (DPTI) had concerns with some of the installations on their roads. It was considered prudent to place the applications on hold and allow negotiations to take place between all parties.
- 3.12 The applicant has been working through these issues and have agreed to alter the dwell time from 10 seconds (as originally proposed) to 45 seconds, as well as alter the siting to make it acceptable within the public realm. The applicant engaged with Council's traffic team to work through some of the issues raised with applications lodged with Council.

4. SITE

- 4.1 The subject site is located on the southern side of Grenfell Street. The existing booth is in proximity to Grenfell Plaza, sited in an area of landscaped open space between buildings.
- 4.2 The new payphone with its associated advertising will be located closer to the street kerb in front of the building at 41-47 Grenfell Street.

5. LOCALITY

- 5.1 The locality is intensely developed with multiple high scale buildings of varying ages.
- 5.2 Grenfell Street is a major public transport route for buses bringing workers and visitors into the City in large numbers.
- 5.3 There are no heritage buildings in proximity.






KEY		
	Subject Site	 Locality
CC13	Capital City Zone Central Business Policy Area 13	 State Heritage Place

Photo 1 – Existing payphone looking east (new booth will be located closer to road)



Photo 2 – Existing payphone



Photo 3 – Existing payphone looking west



Photo 4 – Example of recent payphone installation, Anzac Highway, Glenelg



6. PUBLIC NOTIFICATION

- 6.1 The proposal is a Category 1 form of development therefore no public notification is required.

7. REQUIRED EXTERNAL REFERRALS

- 7.1 No external referrals required.

8. SPECIALIST ADVICE

8.1 Traffic

- There are no traffic/transport related objections to this development, subject to the following matters being addressed:

The proposed sign shall operate in accordance with DPTI's Advertising Signs Assessment Guidelines for Road Safety as per the following;

- The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display
- The sign shall not scroll, flash, move, be animated or rotate in any manner
- Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way
- The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction
- That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public
- The luminance levels for the subject sign shall be to the satisfaction of CoA. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the CoA, where this is required in the interest of road safety
- The display is static in nature and only change at intervals no less than 45 seconds
- The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out must be a maximum of 2 seconds.

9. DETAILED ASSESSMENT

9.1 Summary of Policy Area Objectives & Principles

CENTRAL BUSINESS POLICY AREA 13		
DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Viewed as the pre-eminent economic, governance and cultural hub for the State. • Seeks a range of uses. • Generally deals with desired built form outcomes. 	✓
Objectives O1-3	<ul style="list-style-type: none"> • Objective 1: A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State. • Objective 2: Development of a high standard of design and external appearance that integrates with the public realm. • Objective 3: Development that contributes to the Desired Character of the Policy Area. <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in the type of advertising will not impact on the public realm. • Location of new phone booth has been negotiated so it aligns with street furniture and therefore integrates with the public realm. 	✓
Land Use P1-3	<p>1 Development should contribute to the area's role and function as the State's premier business district, having the highest concentration of office, retail, mixed business, cultural, public administration, hospitality, educational and tourist activities.</p> <p>2 Buildings should be of a height that ensures airport operational safety is not adversely affected.</p> <p>3 To enable an activated street level, residential development or similar should be located above ground floor level.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in the type of advertising will not alter the role and function of the site. 	✓

9.2 Summary of Zone Objectives & Principles

CAPITAL CITY ZONE		
Subject DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Much of the desired character relates to the construction of buildings etc. • It refers to an anticipated increased population and greater activation. • It also seeks a comfortable pedestrian environment. • This proposal will not impact on the attainment of the desired character. 	✓
Objectives O1-8	<p>Objective 1: The principal focus for the economic, social and political life of metropolitan Adelaide and the State.</p> <p>Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.</p> <p>Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.</p> <p>Objective 4: City streets that provide a comfortable pedestrian environment.</p> <p>Objective 5: Innovative design approaches and contemporary architecture that respond to a building's context.</p> <p>Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.</p> <p>Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.</p> <p>Objective 8: Development that contributes to the Desired Character of the Zone.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in advertising will not impact on comfort of pedestrian environment. 	✓
Form and Character P5	<p>5 Development should be consistent with the Desired Character for the Zone.</p> <p><u>ASSESSMENT</u></p>	✓

	<ul style="list-style-type: none"> • See above under Desired Character. 	
Design and Appearance P6, 7, 8, 10,14	<p>6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.</p> <p>7 Buildings should achieve a high standard of external appearance by:</p> <p>(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;</p> <p>(b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;</p> <p>(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and</p> <p>(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.</p> <p>8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.</p> <p>10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter</p> <p>14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.</p>	
	<p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • As with the desired character, much of the design and appearance Principles relates to built form. • The advertising will be of an acceptable standard. • The increase in the number of advertisements display could contribute to a more vibrant public realm. • Advertising could add additional interest. • No impact on footpath width or street trees. <p>The content of advertising will not detract from the urban environment in this location.</p>	✓
Advertising P33,35	<p>33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.</p>	



	<p>35 There should be an overall consistency achieved by advertisements along individual street frontages.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • The proposed sign is not considered to be restrained in size, design or colour. • There is little in the way of this form of advertising within the locality. • As the sign can be installed with Telstra related advertising without needing Council consent, there is limited ability to influence and no impact from changing Telstra 3rd party advertising to other 3rd party advertising. 	<p style="text-align: center;">✓ x</p>
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9.3 Summary of Council Wide Objectives & Principles

ADVERTISING		
DP Ref	Relevant Objectives and Principles and Assessment	Achieved
		<p style="text-align: center;">✓</p> <p style="text-align: center;">Not Achieved</p> <p style="text-align: center;">✗</p>
Advertising O56	<p>Outdoor advertisements that are designed and located to:</p> <p>(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;</p> <p>(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</p> <p>(c) not create a hazard.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Does not affect the attainment of the desired character. • Increase in dwell time from 10 seconds to 45 seconds viewed favourably from a safety perspective. • Traffic have advised sign is acceptable in terms of traffic impact, subject to recommended condition. 	✓
P211	<p>211 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:</p> <p>(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;</p> <p>(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;</p> <p>(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;</p>	

	<p>(d) structural supports should be concealed from public view or of minimal visual impact;</p> <p>(e) advertisements on individual premises should be coordinated in terms of type and design and should be limited in number to minimize visual clutter;</p> <p>(f) advertisements should be displayed on fascia signs or located below canopy level;</p> <p>(g) advertisements on buildings or sites occupied by a number of tenants should be coordinated, complementary and the number kept to a minimum; and</p> <p>(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Scale is considered excessive however type, design, location, materials, style and illumination all acceptable. • As this size sign can be installed for Telstra advertising without the need for development approval, there is limited ability to influence. • Sign is integrated into the form of the payphone. • No structural elements are exposed. • Not adjacent any heritage places. 	✓
217	<p>217 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:</p> <p>(a) not emit excessive glare or reflection from internal or external illumination;</p> <p>(b) not obscure road users' and pedestrians' views of vehicles, pedestrians or potentially hazardous road features;</p> <p>(c) not cause confusion with, or reduce the effectiveness of traffic control devices;</p> <p>(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</p> <p>(e) permit safe and convenient pedestrian movement.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Council's traffic team have no objections to the advertising as amended, subject to conditions. 	✓

	OTHER RELEVANT OBJECTIVES AND PRINCIPLES	
Crime prevention through urban design O24	<p>A safe and secure, crime resistant environment that:</p> <p>(a) ensures that land uses are integrated and designed to facilitate natural surveillance;</p> <p>(b) promotes building and site security; and</p> <p>(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Sign will be illuminated which creates additional lighting to public realm. 	✓
P82	<p>82 Development should promote the safety and security of the community in the public realm and within development. Development should:</p> <p>(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:</p> <p style="padding-left: 40px;">(i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;</p> <p style="padding-left: 40px;">(ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;</p> <p style="padding-left: 40px;">(iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;</p> <p style="padding-left: 40px;">(iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;</p> <p style="padding-left: 40px;">(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;</p>	

	<p>(vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;</p> <p>(vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and</p> <p>(viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff e.g. by surveillance of lift and toilet areas within car parks</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Public payphones in themselves provide contact in the case of an emergency. • The signage does not alter this. • Payphones themselves are quite large and could create an area for someone to conceal themselves. This may impact on the safety within the public realm however, their installation does not require development approval. 	
<p>Active street frontages</p> <p>O50-51</p>	<p>Objective 50: Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.</p> <p>Objective 51: Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:</p> <p>(a) enlivening building edges;</p> <p>(b) creating welcoming, safe and vibrant spaces;</p> <p>(c) improving perceptions of public safety through passive surveillance; and</p> <p>(d) creating interesting and lively pedestrian environments.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Proposal adds additional interest at street level. Payphones themselves could add to perception of safety however they do not require development approval. 	

<p>Squares & Public Spaces O57-59</p>	<p>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.</p> <p>Objective 58: Development that conserves and enhances the City's squares, improves their visual amenity, increases their range of uses, and maximises pedestrian accessibility to their landscaped areas.</p> <p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Amenity in this instance is not impacted. • Does not impact upon existing urban elements. 	
<p>P220</p>	<p>Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by:</p> <p>(a) defining and enclosing the City Squares with a continuous edge of peripheral buildings which:</p> <ul style="list-style-type: none"> (i) are of relatively consistent height and scale as appropriate to the desired character surrounding each of the Squares; (ii) are designed to maintain the continuity of the streetscape; (iii) are situated close to or abutting the Square frontages; (iv) provide ground floor activities that support the public use of the space; and (v) are designed and sited to minimise overshadowing of the Square's garden areas. <p>(b) enhancing interest, use, safety and a range of activities by ensuring:</p> <ul style="list-style-type: none"> (i) facades abutting public spaces provide visual interest; and (ii) appropriate elements of public art; 	

	<p>(c) defining the major streets as important linear public spaces which display a formal townscape character by:</p> <ul style="list-style-type: none"> (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; <p>(d) maintaining the existing pattern and structure of streets and laneways;</p> <p>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</p> <p>(f) allowing for ease of pedestrian circulation and through access where possible.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Design standard of advertising acceptable. • Visual interest is potentially enhanced with the use of varying advertising. <p>Area is highly pedestrianised. Whilst larger than the existing, the phone booth can be installed without development approval. The change to non-Telstra related 3rd party advertising itself will not impact pedestrian circulation.</p>	✓
P221	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Advertising will not impact on public space. 	✓

<p>P223</p>	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not impact public space. 	<p>✓</p>
<p>Access & Movement O60</p>	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not diminish pedestrian or cyclist safety and access. 	<p>✓</p>
<p>Pedestrian access O61-63</p>	<p>Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.</p> <p>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.</p> <p>Objective 63: Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Payphones themselves are quite large and could create an area for someone to conceal themselves behind. This may impact on the safety within the public realm however, their installation does not require development approval. 	<p>✓ x</p>

9.4 Conclusion

This application proposes the change in the content of advertising to be displayed on a new Smart Hub payphone Telstra intend to install in this location, replacing the old phone.

Commonwealth legislation allows the installation of payphones, with Telstra-related advertising, without the need to seek Council approval. However in this instance, Telstra intend to replace the Telstra related advertising with non-Telstra related advertising once the new payphone is installed.

The Administration are of the view that the only relevant matter for assessment will be the difference in the potential content of the advertising to be displayed on the screen i.e. advertising connected in some way with telecommunication services or products as opposed to generic, third party advertising.

Following on from this, there is negligible difference between the two advertising displays from a planning perspective.

The applicant is aware that as they are creating a revenue stream by installing 3rd party advertising on the payphones, the installation will require a Local Government Act S222 permit. An advice regarding this matter is included in the recommendation.

The proposal is not considered to be seriously at variance with the provisions of the Development Plan as advertising displays are an anticipated development within the Zone and locality

It has been determined that there is minimal planning assessment involved in the change in the content of advertising and as such warrants Development Plan Consent.

10. RECOMMENDATION

That the development, the subject of the application from JCDecaux for a change in content of advertising display on telephone booth adjacent 41 Grenfell Street, Adelaide SA 5000 as shown on plans designated DA/507/2018:

1. Is not seriously at variance with the provisions of the Development Plan and
2. Be GRANTED Development Plan Consent, subject to the following conditions and advices:

Conditions

1. **The Development shall be undertaken in accordance with the plans, drawings, specifications and other documents submitted to the Council that are relevant to the consent as listed below:**

- **Amended plan drafted by JC Decaux Australia Pty Ltd, survey no. SS-ADE-COA-046, revision F, as amended 5/9/2019**
- **Accompanying letter from Ekistics dated 9 October 2019**
- **General Telstra Smart Hub payphone specification**
- **Planning report from Ekistics titled "Telstra's Smart Media Network: Smart City Payphones – Site: 45 Grenfell Street"**

to the reasonable satisfaction of the Council except where varied by conditions below (if any).

Reason: To ensure that the Development is undertaken in accordance with the plans and details submitted.

2. **The proposed sign shall operate in accordance with DPTI's Advertising Signs Assessment Guidelines for Road Safety as per the following;**

- **The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display.**
- **The sign shall not scroll, flash, move, be animated or rotate in any manner.**
- **Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way.**
- **The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.**
- **That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public.**
- **The luminance levels for the subject sign shall be to the reasonable satisfaction of Council. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the Council, where required in the interest of road safety.**

- **The display shall be static in nature and only change at intervals no less than 45 seconds.**
- **The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out shall be a maximum of 2 seconds.**

Reason: To ensure that the Development does not create a hazard and endanger public safety.

Advices

1. Expiration Time of Approval

Pursuant to the provisions of Regulation 48 under the Development Act 1993, this approval will lapse at the expiration of 12 months from the operative date of the approval unless the relevant development has been lawfully commenced by substantial work on the site of the development within 12 months, in which case the approval will lapse within 3 years from the operative date of the approval subject to the proviso that if the development has been substantially or fully completed within those 3 years, the approval will not lapse.

2. Boundaries

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

3. Public Utilities

The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

In addition you are advised that the installation of an SA Power Networks transformer within the building may require the submission of a variation application. Furthermore, any proposal to install electricity infrastructure including a transformer or switching cubicle within the public realm will require the consent of Council and may not be forthcoming.

4. Damage to Council's Footpath / Kerbing / Road Pavement / Verge

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. City Works Permit

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 lodged via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

6. Section 222 Permit

Non-Telstra related 3rd party advertising on the payphones will require a permit to be issued by the City of Adelaide, under S222 of the Local Government Act, prior to its installation.

Item No. 3.4 – Attachments 1 – 17 (Adjacent, 41 Grenfell Street, Adelaide SA 5000)


Pages 323 to 339

Plans and Supporting Information

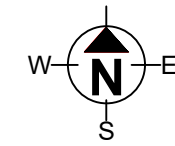
- Plan 1
- Smart Hub specifications 2 – 7
- Planning report 8 – 15
- Letter accompanying amended plan 16 – 17

ATTACHMENTS

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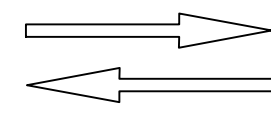
Cab ID: 08841026X2		 JCDecaux Australia Pty Ltd Units 2 & 3, 182 -190 Euston Road, Alexandria NSW 2015 T: 02 9557 6555 F: 02 9557 6982	PROJECT CITY OF ADELAIDE	DATE 4/04/2018	Issue	Description	Date	Drawn
Main Street: 45 GRENFELL St, Adelaide 5000 SA			TITLE TELSTRA PAYPHONE	SCALE 1:100 (A3 Full Bleed)	-	PRELIMINARY SITE SURVEY	9/03/2018	KS
Before/After/ Outside / Opp: GAWLER PL			Units 2 & 3, 182 -190 Euston Road, Alexandria NSW 2015	DESIGN JCDECAUX	B	Move payphone booth to kerb, rotate 180°	16/03/2018	AC
Road Direction: WB			T: 02 9557 6555 F: 02 9557 6982	DRAWN AC	C	Update DDA guideline	6/07/2018	AC
GPS Info: Latitude: -34.924403 Longitude: 138.601315		☒ ADBOOTH ☐ TON ☐ TELSTRA	© This drawing and design is protected by copyright and may not be copied or used without the written approval of JCDecaux Australia Pty Ltd JCDECAUX ASSET NO:	REVISION F	D	COUNCIL & TRAFFIC ADVICE	30/10/2018	DE
			<input type="checkbox"/> NO RELOCATION <input checked="" type="checkbox"/> < 10 m RELOCATION <input type="checkbox"/> >200 m / GREENFIELD <input type="checkbox"/> >10 <200 m RELOCATION	SURVEY NO. SS-ADE-COA-046	E	PHONE MOVED CLEAR FROM CAFE DOOR	19/11/2018	DE
					F	MOVE TOWARD PROPERTY BOUNDARY.	5/09/2019	AC

Note: - All dimensions are in millimetres
 - Dimensions are estimated and should be used only as indication.
 - Construction to be undertaken in accordance with the requirements of AS1428.1-4 Design for Access and Mobility
 - All works shall comply with the ACCESSIBILITY OF PAYPHONES INDUSTRY GUIDELINE 2006

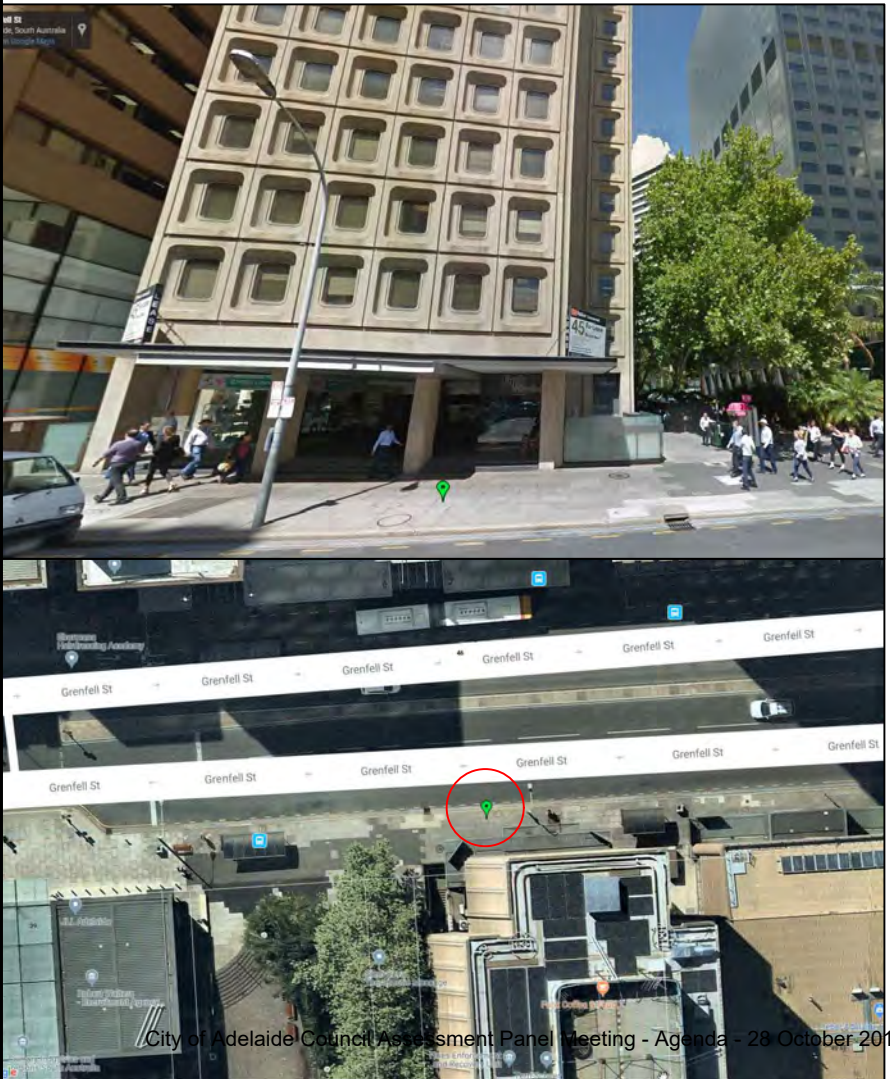
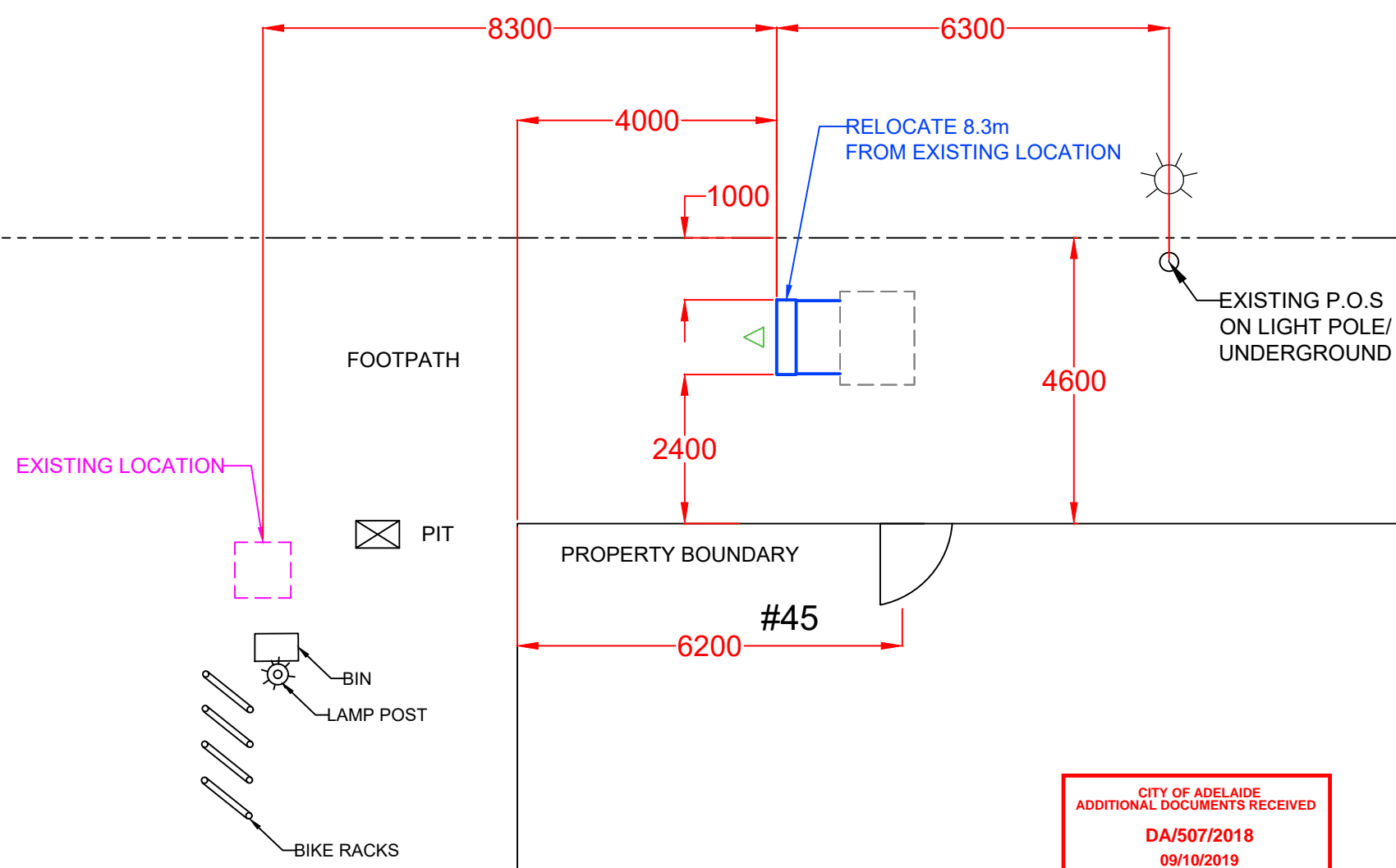


LEGEND

	NEW PAYPHONE BOOTH L 1019 x W 1200 mm
	EXISTING PAYPHONE BOOTH 900 x 900 mm
	EXCLUSION ZONE 1200 X 1500 mm
	TREE
	POWER POLE
	LIGHT POLE
	COMMS PIT
	POWER PIT
	ELECTRICITY PILLAR
	GAS PIT
	WATER PIT
	TRAFFIC LIGHT
	SIGN POST
	FIRE HYDRANT
	BIKE RACK
	GRASS / BERM
	BIN
	SEAT



GRENFELL STREET



CITY OF ADELAIDE
 ADDITIONAL DOCUMENTS RECEIVED
 DA/507/2018
 09/10/2019

Reinstatement:			
Asphalt	Brick	Concrete	Concrete paving
Specialist paving:		Blue stone	Green granite
Unmade	Other:		
Checked / Signature:		Powerline arrangement:	
		<input type="checkbox"/> Overhead	<input checked="" type="checkbox"/> Underground



Smart Hub

Introducing Telstra Next Generation Payphone

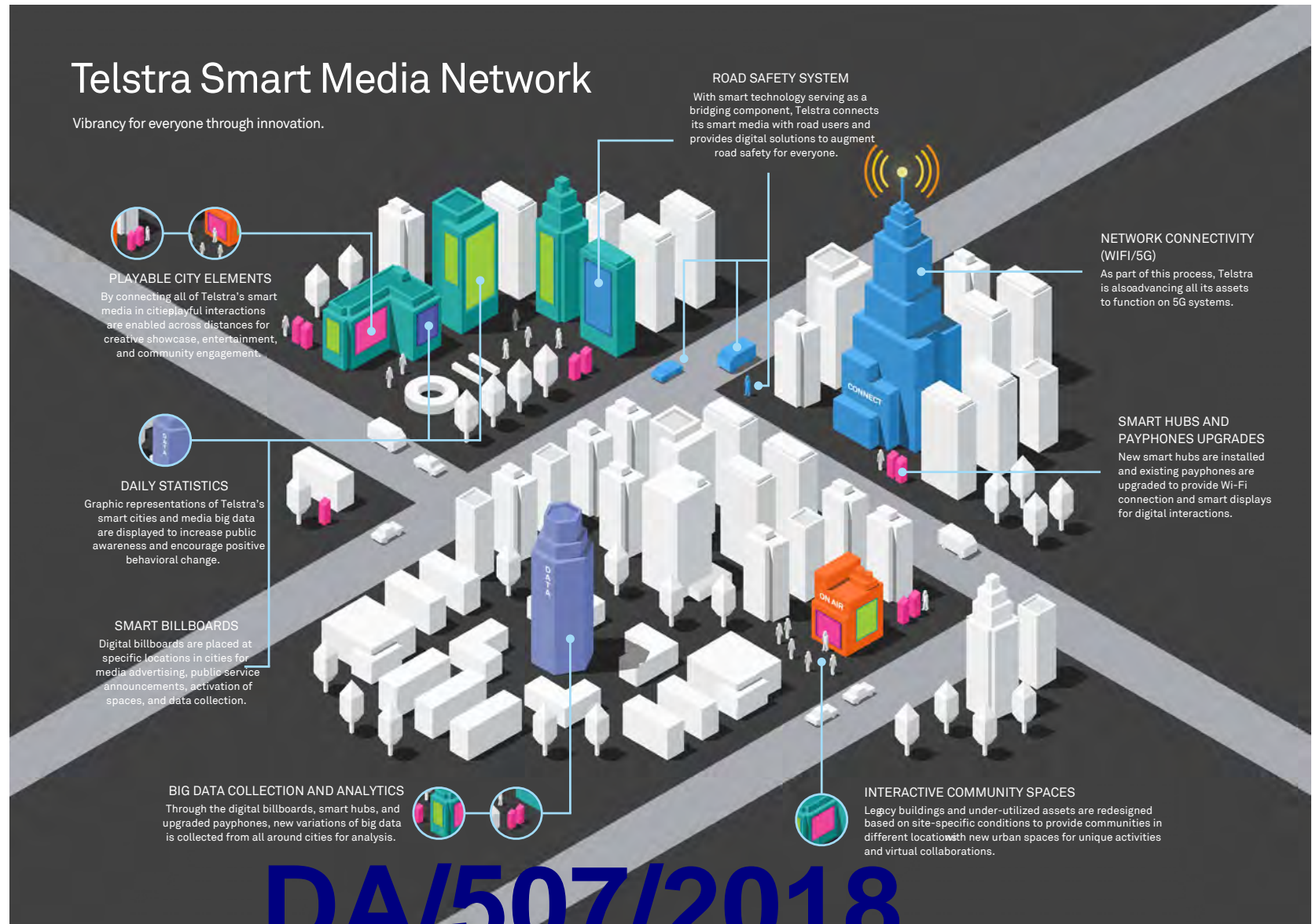


DA/507/2018



Telstra Smart Media Network...

Is a city-wide connectivity infrastructure that integrates current technology, information and services providing smarter and faster digital content to everyone, regardless of their device, location or information requirements e.g. traffic information, tourist maps, events, directions, advertising or shopping.





DA/507/2018



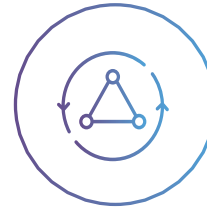
Future Proofed



Interface with Smart Media Network technology



New technology integration



New or improved system updates



Functional urban design

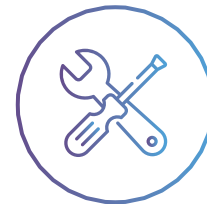
Benefits



24/7 Maintenance hotline



Regular cleaning



High quality construction



Automatic Light Sensor Control

DA/507/2018



Emergency Messaging System



Direct access by council



Pre-approved multiple messaging library



Ability to display message on single or a group of assets

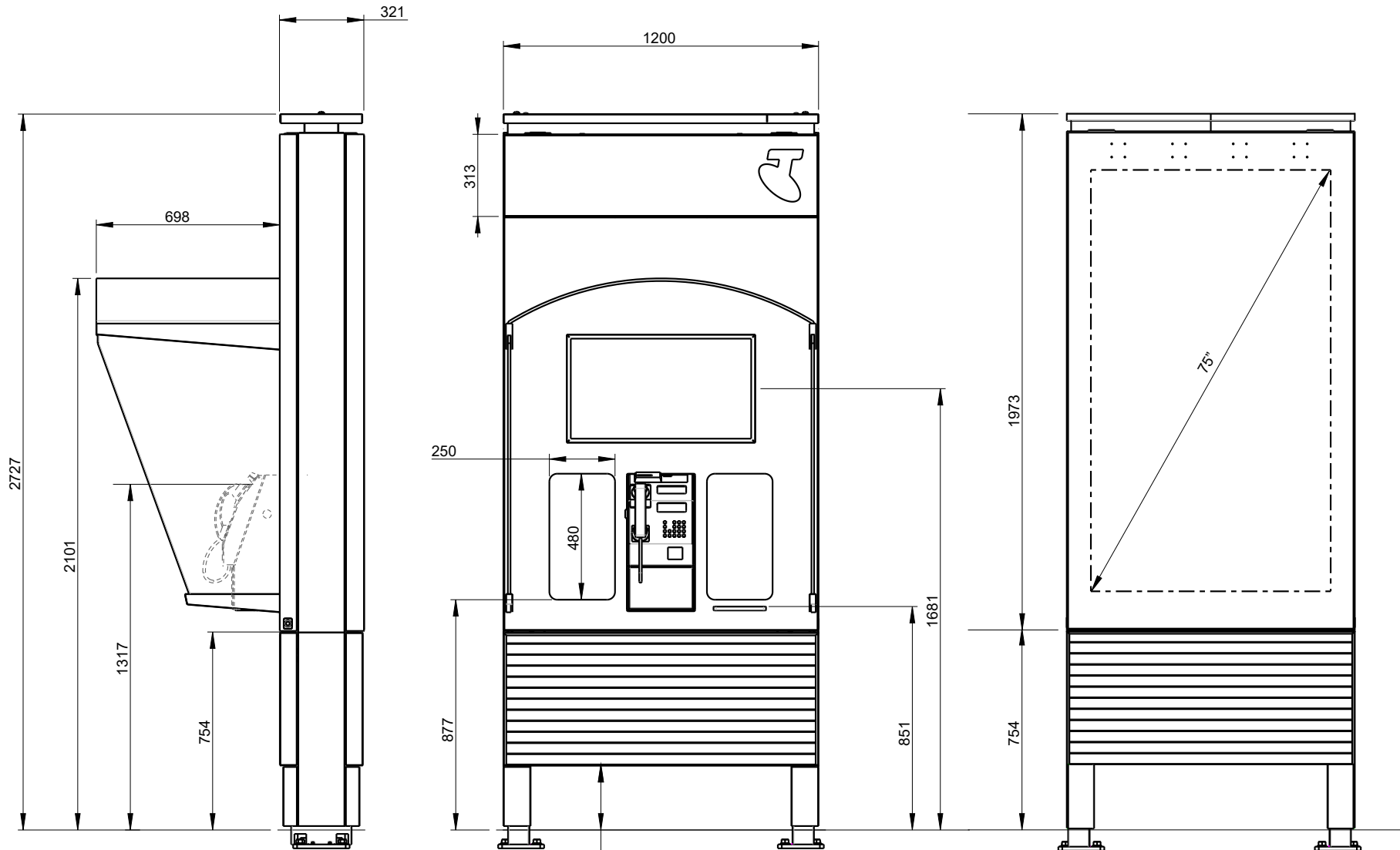


Full training provided



Secure web-based system

DA/507/2018



DA/507/2018

Dimensions subject to change

Telstra's Smart Media Network: Smart City Payphones

Site: 45 Grenfell Street

1. Overview

1.1 Smart Cities

Telstra is committed to future proofing our cities by providing the essential infrastructure which will facilitate the ever-growing digital connections binding our communities. The new Smart Media Network is the latest initiative by Telstra.

The Smart Media Network breathes new life into Telstra's existing 30,000 assets located in all parts of the country – providing modern digital infrastructure that connects people across Australia. The Smart Media Network includes upgraded formats of Telstra's public communications products, transformed into cutting edge media products befitting smart cities.

These facilities include:

- Smart Billboards;
- Smart Hubs;
- Smart City Payphones;
- Interactive Community Spaces;
- 5G Network Connectivity; and
- Big Data Collection and Analytics.

1.2 Smart City Payphones

Telstra is partnering with JCDecaux, the largest outdoor communication company in the world, to install and operate over 1,800 new Smart City Payphones in high density urban areas across Australia. These innovative facilities replace existing dated public payphone facilities, and will include:

- Publicly accessible Wi-Fi;
- NFC Interaction;
- USB Charging Ports;
- Digital Advertising Screens;
- Public Transport Information; and
- Interactive Digital Capabilities such as Community Polling and Multi-Lingual and Disability Services.

1.3 Development Application

Ekistics Planning and Design ["Ekistics"] have been engaged to assist Telstra and JCDecaux with the rollout of Smart City Payphones across South Australia.

The following report assesses the proposed development involving the change in content to an advertising display against the relevant provisions of the Adelaide (City) Development Plan (consolidated 7 June 2018). Enclosed within this application is a site plan and elevation plans.

DA/507/2018

2. Planning Assessment

2.1 Legislative Considerations

Telstra can install, operate and maintain Smart City Payphones as 'low impact facilities' (LIF) without state or local government planning approvals under the *Telecommunications Act 1997* (Cth) and *Telecommunications (Low-impact Facilities) Determination 2018*.

The effect of the *Telecommunications Act 1997* and LIF determination is that Development Approval is not required for the installation and use of a digital advertising screen for the purpose of presenting Telstra related products and information.

2.2 Overview of the Proposal

Telstra intend to upgrade an existing phonebooth by replacing the existing model with a new Smart City Payphone that incorporates a digital advertising panel. The new panel will initially advertise Telstra related products and services.

Although the installation of a digital sign advertising Telstra related products and services is exempt from requiring development approval (because it is a form of LIF), the content displayed is third party advertising, as per the definition provided within Schedule 1 of the Adelaide (City) Development Plan:

third party advertising: includes an advertisement display relating to the following:

- (a) any goods, services or products of a class not provided, produced or sold to a significant extent on the land or in the building at which or upon which the advertisement display is situated;*
- (b) any occurrence, events or competitions which are not carried on the land or in the building at or upon which the advertisement display is situated; or*
- (c) the location, nature or details of any activity or business not situated on the land or in the building at or upon which the advertisement display is situated.*

At a future point in time, Telstra propose to use to the digital display to advertise services and products which are unrelated to Telstra. Schedule 2 Cl. 8 of the *Development Regulations 2008* confirms that Development Approval is required to change the content of advertisements within the City of Adelaide.

Accordingly, this application seeks Development Approval to change the content of a digital signage panel to display products and services unrelated to Telstra.

DA/507/2018

2.3 Site Location and History

Site Details

This Development Application relates to the change in content to a digital signage panel displayed on one (1) Smart City Payphone.

Telstra intend to upgrade the existing payphone, located on the footpath forward of 45 Grenfell Street, Adelaide. The existing payphone is located on the southern side of Grenfell Street, opposite the City Cross Arcade. This section of Grenfell Street is a highly pedestrianised area and is also a key east-west thoroughfare through the CBD.

The site presently accommodates one existing payphone identified as a Cab ID '08841026X2'.

Telstra intend to upgrade the existing payphone by removing the existing booth and installing a Smart City Payphone set back 0.6m from the Grenfell Street kerb, as detailed on the attached site plan. The site is in proximity to a lamp post, bin and bike racks.

The advertising screen on the existing payphone faces west and the advertising screen on the Smart City Payphone will similarly face west.

Photographs of the existing Telstra payphone and the Smart City Payphone site are located below.

Site Images



Image 1: Site facing south

Source: Ekistics



Image 2: Site facing east

Source: Ekistics

DA/507/2018

2.4 Proposed Development

The digital advertising display will be installed as a LIF and will initially display third party Telstra related adverts.

The proposed development seeks approval to change the content of the digital display to advertise third party non-Telstra related content, with a total of six (6) advertisements displayed per minute and an instantaneous transition time.

The content will be displayed from a digital advertising panel comprising dimensions of 1,678mm and 970mm.

Illumination

Each digital display has an inbuilt light adjustment sensor which measures ambient light around the panel and adjusts the screen brightness based on the need for light. Brightness adjustments occur in small increments so that no dramatic change in illuminance level is experienced. The screen brightness outputs are designed in accordance to satisfy *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*. Screen brightness is summarised in Table 2.1 below.

Table 2.1 – Screen brightness levels

Lighting Condition	Average	Maximum
Full direct sun on panel	2,000 cd/m ²	2,500 cd/m ²
Day time	1,200 – 1000 cd/m ²	1,500 cd/m ²
Inclement Weather	1,000 – 900 cd/m ²	1,000 cd/m ²
Night Time	350 – 300 cd/m ²	500 cd/m ²

Monitoring and Maintenance

The electronic advertising sign is equipped with features that continuously monitor the operating parameters of the unit and automatically send alerts if an operational problem or loss of content occurs to JCDecaux's management software.

If power is entirely lost, the screen maintains sufficient power to allow for an orderly shut-down of the electronic advertising sign and operating system, saving all settings and slowing the modem to send an alert about the problem. Once power is restored, the electronic advertising sign will automatically display a black screen.

The sign will be cleaned weekly and scheduled for a monthly maintenance check.

Emergency Messaging System

JCDecaux has developed a web-based Emergency Messaging System to which Adelaide City Council will have direct access. In emergency situations Adelaide City Council can take over all digital inventory across the local government area or particular areas to display emergency information. The system has a number of features to assist in emergencies including:

- The ability to upload pre-prepared emergency messages and creative;
- The ability to select assets and form groups or networks: a group could be all assets, the assets located on a particular suburb;
- Automatic expiry function to deactivate emergency messaging and return to normal advertising displays;
- Multiple emergency messages across multiple assets can be displayed simultaneously; and
- Full training will be provided by JCDecaux.

DA/507/2018

Content Management

All digital infrastructure is remotely monitored and controlled by JCDecaux staff via an internal content management software. The content management system has firewalls and security protocols in place to ensure the integrity of the digital advertising network.

Advertising Content Management

JCDecaux have an internal creative review process to ensure that advertisements do not breach any applicable code. This review process is undertaken prior to creatives being sent for printing and displayed.

Industry Membership and Advertising Codes

JCDecaux is a member of the Outdoor Media Association (OMA) who are the peak body representing Out-of-Home advertising within Australia. As a tier one member of the OMA, JCDecaux are committed to complying with the following codes that regulate the content and placement of advertisements which include:

- OMA Code of Ethics;
- OMA Alcohol Advertising Guidelines;
- OMA Environment and Sustainability;
- AANA Code of Ethics;
- AANA Environmental Claims in Advertising and Marketing Code;
- AANA Code for Advertising and Marketing in Communications for Children;
- AANA Food and Beverages Advertising and Marketing Communications Code;
- Alcohol Beverages Advertising Code;
- Federal Chamber of Automotive Industries; and
- Voluntary Code of Practice for Motor Vehicle Advertising.

2.5 Existing Approval

The display of internally illuminated signage advertising third party non-carrier content on the payphone adjacent 45 Grenfell Street has previously been approved by Adelaide City Council (DA 656/2005).

DA/507/2018

2.6 Procedural Considerations

Relevant Authority	Adelaide City Council
Development Plan	Adelaide City (consolidated 7 June 2018)
Zone	Capital City Zone
Policy Area	Central Business Policy Area 13
Agency Referrals	No referral required
Assessment Pathway	<p>As previously discussed, the proposed development will involve a change in content of an existing third party carrier advertisements to third party non-carrier advertisements.</p> <p>Third party advertising displays (except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Mall and Pulteney Street, or temporary advertisements on construction sites) are non-complying within the Capital City Zone.</p> <p>The applicant has obtained legal advice from Botten Levinson lawyers regarding the assessment pathway (previously provided to Council).</p> <p>Applying the <i>Mercedes College</i> principle, the advice concludes that in the absence of an express Development Plan provision which suggests to the contrary, the continuation of an existing non-complying use should be treated “on merit” rather than as a non-complying development.</p> <p>This matter has been discussed with Council previously and we understand Council obtained legal advice which supported the view that the proposal to change the contents of an existing phone booth advertisement from LIF compliant advertising to unrestricted third party advertisements is a ‘consent’ form of development to be assessed on merit against the relevant provisions of the Development Plan.</p>
Public Notification	Category 1 pursuant to Zone Principle of Development Control (PDC) 40.

DA/507/2018

2.7 Planning Assessment

Telstra intend to install a Smart City Payphone (LIF) including a digital advertising panel that will initially display Telstra related products. As previously discussed, a LIF digital display advertising Telstra related products (such as mobile phone plans) is an example of third party advertising that does not require Development Approval from Council regardless of the frequency of transition between Telstra related adverts.

Accordingly, the application seeks approval only to advertise third party content unrelated to Telstra services and products on the new Smart City Payphone.

Grenfell Street is a key east-west thoroughfare for pedestrians, vehicles, cyclists and public busses. This section of Grenfell Street accommodates multiple offices and retail land uses that generate high levels of pedestrian activity. The multiple bus stops along Grenfell Street also generate notable pedestrian traffic.

Advertisements associated with the array of commercial activities are widespread and form a notable element of the locality. Advertisements (including illuminated signs) are generally attached to building facades and the underside of canopies which overhang the footpath. In addition, multiple freestanding A-frame sign boards are located on the footpath.

Further, ADSHEL illuminated bus shelter signs are located to the east and west of the site and each sign displays third party content. The ADSHEL signs are sited near the road kerb, similar to the proposed Smart City Payphones to be set back 0.6m from the kerb.

Noting the prevalence of advertisements within the locality, including existing third party advertisements on the phone booth and nearby bus shelters, in our opinion the proposal is reasonable and consistent with the existing character of the locality.

The advertising display will face west and is orientated away from west-bound traffic approaching the nearby traffic lights. Further the digital sign will be set back from the nearby signalised pedestrian crossing and positioned at a lower height than the traffic lights to minimise conflict.

The digital display will advertise one advert for a period of 10 seconds before instantly transitioning to the next advertisement. Each individual advertisement will not move, flash or rotate but will display a clear, static message. The digital advertisement panel has been intentionally designed to respond to its environment by providing a clear and concise message whilst not creating a hazard.

For the reasons outlined above, we are of the opinion that the change in content to the advertising displays is closely aligned with City Wide Advertising OBJ 56 and PDC 211(a):

OBJ 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.*

PDC 211: *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*

DA/507/2018

provisions for the Zone and Policy Area in which it is situated and any relevant adjacent Zones or Policy Areas;

(b) ...

The advertisements will be displayed from a static electronic screen with an inbuilt light adjustment sensor which measures the ambient light around the panel and gradually adjusts the screen brightness as needed. The internal illumination of the sign is minimal and will not result in glare or compromise the safety of pedestrians.

The static electronic screen brightness output will be in accordance with the requirements set out in *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*.

For reasons outlined above, the proposal is consistent with City Wide Advertisement PDC 217(a):

PDC 217 *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) ...

2.8 Conclusion

This application seeks Development Approval to change the content of a digital signage panel to display products and services unrelated to Telstra.

Having assessed the development against the relevant provisions of the Development Plan, we are of the opinion that the proposal:

- is appropriate within the highly pedestrianised environment of Grenfell Street where advertising displays are prevalent and include third party illuminate signage;
- incorporates illumination levels that will not result in excessive glare or compromise the safety of pedestrians;
- is of a high-quality design and respectful of the locality and will not result in any unreasonable environmental or visual impacts;
- is integrated with a Smart City Payphone that provides a number of services that benefit the community including public transport information, USB charging ports and interactive digital capabilities such as community polling, multi-lingual and disability services; and
- accords with the relevant objectives and policies of the Adelaide City Council Development Plan.

Following the planning discussion above we recommend Development Approval be granted. Should you have any queries or require further information do not hesitate to contact Rob Gagetti or Hannah Kennedy on 08 7231 0286.

DA/507/2018



9 October 2019

REF No.: 00588-001

City of Adelaide
Level 4, 25 Pirie Street
ADELAIDE SA 5000

Attention: Helen Dand

By Email: H.Dand@cityofadelaide.com.au

Dear Helen

**REVISED PLANS FOR THE CHANGE IN CONTENT FROM TELSTRA STS ADVERTISING TO THIRD PARTY ADVERTISING
DA/452/2018: Adjacent 108-116 King William Street**

DA/507/2018: Adjacent 41-47 Grenfell Street

DA/474/2018: Adjacent 202 Rundle Street

We refer to the above-mentioned development applications seeking Development Plan Consent for the change in content from Telstra STS advertising to third party advertising. We understand that you intend to present these applications to the October Council Assessment Panel (CAP) meeting for consideration.

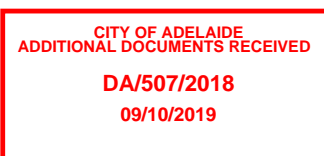
As you are aware, JCDecaux and Telstra have been collaboratively liaising with representatives from the City of Adelaide, in an attempt to resolve outstanding matters relating to the rollout of the upgraded Telstra phonebooths proposed for the City of Adelaide.

On 23 September 2019, Council administration and representatives for the applicant attended a joint inspection of 23 sites. Participants included Julie Bellwood and Trudy Angraves (Council Transport Designers) together with representatives from JCDecaux, Telstra, Ekistics and GTA Consultants (on behalf of the applicant).

The revised set of plans for the 23 sites jointly inspected were attached to Telstra's letter to Council dated 02 October 2019. These plans have been amended to address the changes agreed to by both parties during the joint inspection.

We note that Council has also provided separate feedback to the applicant on the nine remaining applications (which excludes those sites in Rundle Mall and North Adelaide). These sites were separately inspected by Council.

The three applications to be considered by CAP were considered during the joint inspection, and the following provides a summary of the amendments made to each application:



Def: E-KIS-TICS [noun] : The Science of Human Settlements ...

Level 1/16 Vardon Ave, Adelaide SA 5000 p 08 7231 0286 e contact@ekistics.com.au w ekistics.com.au ABN 34 918 250 862

City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019

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- **DA/452/2018:**
 - » The setback of the phone booth from the King William Street road kerb has reduced to 0.8 metres to align with the position of other street furniture; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.
- **DA/507/2018:**
 - » The setback of the phone booth from the Grenfell Street road kerb has been reduced to 1 metre.
- **DA/474/2018:**
 - » The phone booth has been rotated clockwise; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.

A copy of the revised plans are attached as **Appendix 1**.

We note that with the exception of the heritage concerns raised in relation to DA 544/2018, all other concerns raised with the application are related traffic related, and have now been addressed, or will be addressed following further consultation with Council's traffic engineers.

Accordingly, we respectfully ask that the CAP considers sub-delegating to administration a decision on the balance of the development applications, subject to satisfactory resolution of all outstanding planning related matters.

To assist the CAP in its deliberations on the above, the applicant also respectfully requests the permission of the Presiding Member to briefly address Panel Members to discuss the Telstra phonebooth rollout, and to answer any questions Panel members may have with respect to the three applications.

On behalf of the applicant, I would like to thank Council administration for their willingness to work collaboratively with the applicant to resolve the outstanding concerns raised in relation to those applications lodged.

I understand that a meeting with Stephen Michelson from Michelson Alexander has been scheduled for 21 October 2019. Stephen is looking forward to meeting with you to discuss the project. However, in the interim, should you require any further clarification on any of the matters discussed within this letter, please do not hesitate to contact the undersigned on 7231 0286.

Yours Sincerely



Robert Gagetti

Associate



CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019

Item No	3.5
Address	Adjacent, 202 Rundle Street, Adelaide SA 5000
Proposal	Change in content of advertising on telephone booth (DA/474/2018, HD) [CAP]
Applicant	JCDecaux
Relevant Development Plan	7 June 2018
Lodgement Date	29 June 2018
Zone / Policy Area	Capital City Zone – Main Street Policy Area 14
Public Notification	Category 1
Application Type	Application Assessed on Merit
Delegations Policy	Request by Panel
Recommendation	Development Plan Consent Be GRANTED

ATTACHMENTS

Plans and Supporting Information

- | | |
|------------------------------------|---------|
| • Plan | 1 |
| • Smart Hub specifications | 2 – 7 |
| • Planning report | 8 – 15 |
| • Letter accompanying amended plan | 16 – 17 |
-

PERSONS SPEAKING BEFORE THE PANEL

Nil

1. DESCRIPTION OF PROPOSAL

- 1.1 Development Approval is sought for the change in the content of the advertising display on a new Smart Hub Telstra payphone, soon to be installed within the public realm adjacent 202 Rundle Street.
- 1.2 The existing phone booths will be removed and replaced with just one booth. The 3rd party advertising on the replacement booth will face oncoming traffic as opposed to being parallel with the kerb as is the case with the existing booths.
- 1.3 The proposed advertising component is a 75" LED display that will change every 45 seconds, displaying non-Telstra related 3rd party advertising.
- 1.4 The existing payphones in this location have an advertising component that is static, displaying non-Telstra related 3rd party advertising (previously approved in 2005).

2. DEVELOPMENT DATA

Not applicable to this application.

3. BACKGROUND

- 3.1 Mid 2018, Council was approached by Ekistics planning consultants to discuss a proposal on behalf of Telstra, who are partnering with JCDecaux, to install new payphones throughout Australia. Telstra are seeking to replace existing payphones with new Smart Hub payphones throughout the city, incorporating 3rd party advertising LED displays to each of the payphones.
- 3.2 The installation of payphones is covered by Commonwealth legislation. Telstra is able to install, operate and maintain payphones as 'low impact facilities' (LIF) without the need to seek state or local government planning approvals under the *Telecommunications Act 1997 (Cth)* and *Telecommunications (Low-Impact Facilities) Determination 2018*. Installation of public payphones do not need development approval providing they are:
 - (a) used solely for carriage and content services; and
 - (b) not designed for other uses (for example, as a vending machine); and
 - (c) not fitted with devices or facilities for other uses; and
 - (d) not used to display commercial advertising other than advertising related to the supply of standard telephone services.
- 3.4 In essence, this means that Telstra can install public payphones, displaying Telstra service and products, without development approval.
- 3.5 However Telstra are seeking to install non-Telstra related 3rd party advertising displays in place of Telstra related advertising displays. This means the proposal is not exempt from seeking development approval for 3rd party advertising. The applicant will be required to seek a Local Government Section 222 permit from Council as they are creating a revenue stream by installing 3rd party advertising on the payphones.
- 3.6 At its meeting on 18 June 2018, the Council Assessment Panel (CAP) determined to "call in" some of the initial applications received.
- 3.7 On 21 January 2019, the Administration tabled a report to the CAP seeking that determination of each of the applications be delegated to the Manager, Planning Assessment.
- 3.8 The CAP did not agree with the recommendation and resolved that all of the applications will be determined by the CAP.

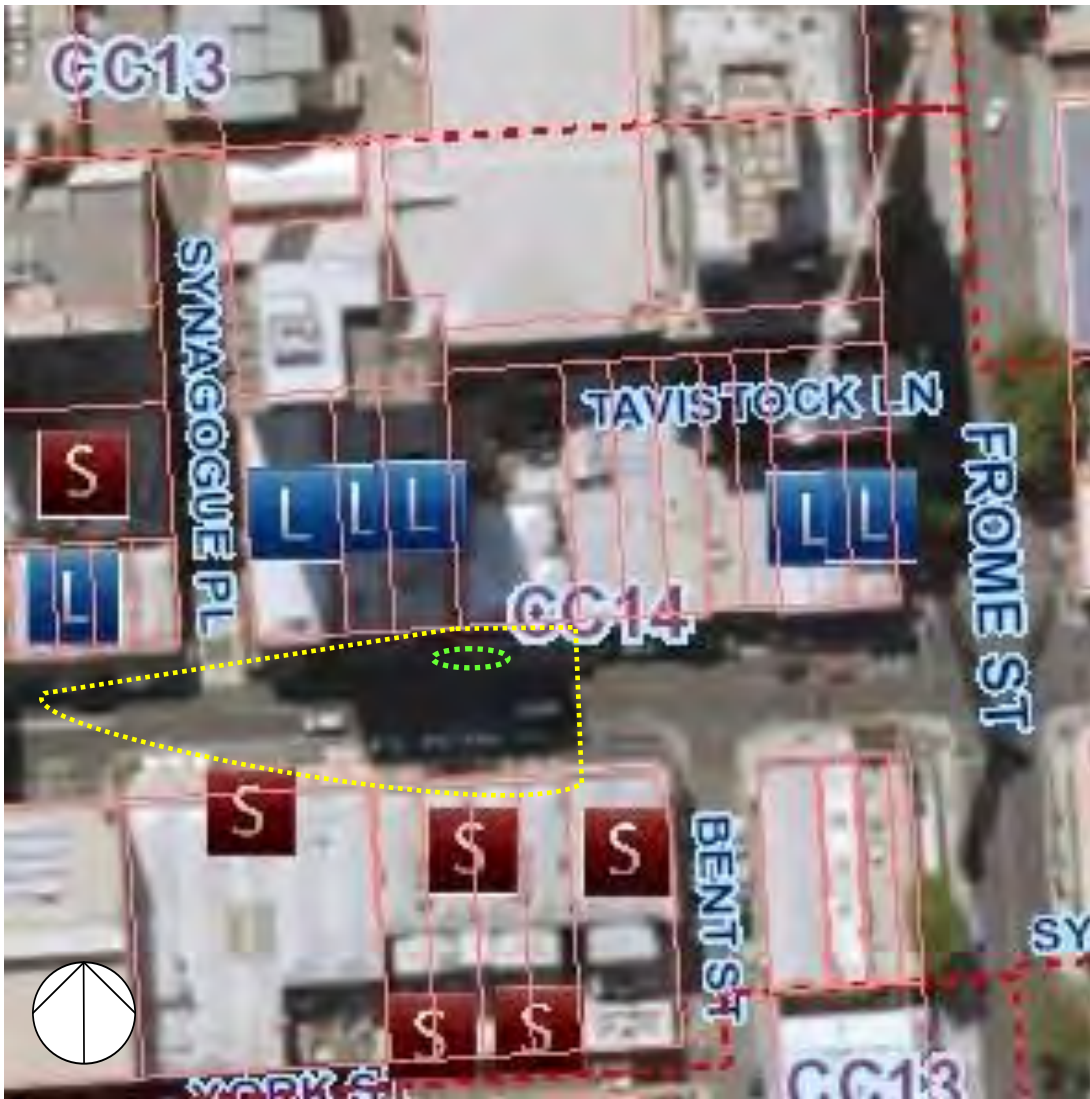
- 3.9 One application (located adjacent 157 Grote Street) was granted consent by the CAP on 11 February 2019. This was on the basis that Council's traffic team were comfortable with this particular installation.
- 3.10 The remaining applications were not progressed as there were concerns regarding impact on traffic safety.
- 3.11 Council also became aware that the Department of Planning, Transport and Infrastructure (DPTI) had concerns with some of the installations on their roads. It was considered prudent to place the applications on hold and allow negotiations to take place between all parties.
- 3.12 The applicant has been working through these issues and have agreed to alter the dwell time from 10 seconds (as originally proposed) to 45 seconds, as well as alter the siting to make it acceptable within the public realm. The applicant engaged with Council's traffic team to work through some of the issues raised with applications lodged with Council.

4. SITE

- 4.1 The subject site is located on the northern side of Rundle Street approximately half way between Synagogue Place and Frome Street.
- 4.2 The payphones are located within proximity to a landscaped kerb protuberance and Council parking meter. Both have the advertising displays located parallel with the kerb.

5. LOCALITY

- 5.1 The locality contains generally low scale buildings of one to two storeys of varying ages and character.
- 5.2 This portion of Rundle Street has several kerb protuberances constructed within the road reserve, providing additional amenity in the form of trees and landscaping.
- 5.3 There are several State Heritage buildings located on the opposite side of Rundle Street as well as some Local Heritage places to the west of the subject site.









KEY			
	Subject Site		Local Heritage Place
	Capital City Zone – Main Street Policy Area 14		State Heritage Place
	Locality		Policy Area Boundary

Photo 1 – Existing phone booths



Photo 2 – Existing booths looking west



Photo 3 – Booths showing the side the new booths will display advertising (facing oncoming traffic)



Photo 4 – Example of recent payphone installation, Anzac Highway, Glenelg



6. PUBLIC NOTIFICATION

- 6.1 The proposal is a Category 1 form of development therefore no public notification is required.

7. REQUIRED EXTERNAL REFERRALS

- 7.1 No external referrals required.

8. SPECIALIST ADVICE

8.1 Traffic

- There are no traffic/transport related objections to this development, subject to the following matters being addressed:

The proposed sign shall operate in accordance with DPTI's Advertising Signs Assessment Guidelines for Road Safety as per the following;

- The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display
- The sign shall not scroll, flash, move, be animated or rotate in any manner
- Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way
- The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction
- That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public
- The luminance levels for the subject sign shall be to the satisfaction of CoA. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the CoA, where this is required in the interest of road safety
- The display is static in nature and only change at intervals no less than 45 seconds
- The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out must be a maximum of 2 seconds.

9. DETAILED ASSESSMENT

9.1 Summary of Policy Area Objectives & Principles

MAINSTREET POLICY AREA 14		
DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Area of bustle, excitement and activity. • Different activities sought during day and night. • Development should retain historic main street character. 	✓✗
Objectives O1,6	<p>Objective 1: Rundle Street enhanced as an important shopping, leisure and gathering place for metropolitan Adelaide.</p> <p>Objective 6: Development that contributes to the Desired Character of the Policy Area.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in the type of advertising will not impact on the public realm. • Location of new phone booth has been negotiated so it aligns with street furniture and therefore integrates with the public realm. 	✓
Land Use P1-4	<p>1 At ground level along any main street (including Rundle Mall) and in minor streets leading to them, development should provide active and vibrant frontages that contribute to continuous interest at street level.</p> <p>2 Land uses that add to the vitality of the area and extend activities outside shop hours are envisaged, including restaurants; educational, community and cultural facilities; and visitor and residential accommodation.</p> <p>3 To enable an activated street level, residential development or similar should be located above ground floor level.</p> <p>4 Licensed entertainment premises, night clubs or bars should contribute to activation during the day and evening by generally being small in scale and located above or below ground floor level.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • May add to the activity and vibrancy of Rundle Street. 	✓

<p>Design and Appearance P5</p>	<p>5 The ground level street frontage of buildings should be designed as activate street frontages, provide pedestrian interest, and maximise passive surveillance by:</p> <p>(a) providing at least 70 percent of the frontage as a non-residential use; and</p> <p>(b) 50 percent of the frontage as visually permeable, transparent or clear glazed and may include an entry/foyer or display window to a shop (including a café or restaurant)</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in advertising may provide additional pedestrian interest. 	<p style="text-align: center;">✓</p>
<p>Form and Character P6-9, 11-12</p>	<p>6 Development should conserve, enhance and complement the colourful and visually rich and intimate character of the area.</p> <p>7 Development should include a variety of architectural expression and finishes compatible with the many existing older buildings. Verandahs, balconies, awnings and parapets should be designed to complement those existing.</p> <p>8 Development should strengthen the established character of narrow building frontage widths, vertical massing and above street level fenestrations, balconies, parapets, architectural detailing and ornamentation.</p> <p>9 Buildings with frontage to Gouger Street, Hindley Street or Rundle Street, west of Frome Street, should be designed to:</p> <p>(a) reinforce the prevailing datum heights and parapet levels of the street through design elements that provide a clear distinction between levels above and below the prevailing datum line; and</p> <p>(b) include a maximum podium/street wall height in the order of six storeys, with an upper level setback, measured from the street wall in the order of 3 metres.</p> <p>11 Buildings with frontage to Rundle Street, east of Frome Street should be designed to reinforce the prevailing datum heights and parapet levels of the street through:</p> <p>(a) a maximum podium/street wall height that is consistent with one of the adjacent buildings facing the street and does not exceed 13 metres;</p> <p>(b) an upper level setback, measured from the street wall, of at least 3 metres stepping up to a height of 6 storeys, then a further setback of at least 3 metres stepping up to the maximum overall height shown on Concept Plan Figures CC/1 and 2; and</p> <p>(c) design elements that create a clear distinction between the 13 metre and 22 metre datum lines.</p> <p>12 Development of both internal and external spaces on Rundle Street should maintain an environment which is</p>	

	<p>intimately scaled, intricate and diverse.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none">• Generally deals with desired built form outcomes.• The new booths in themselves do not maintain an environment which is intimately scaled or intricate however they can be installed without development approval. The change to the displays will not impact.	<p>✓ x</p>
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9.2 Summary of Zone Objectives & Principles

CAPITAL CITY ZONE		
Subject DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Desired Character	<ul style="list-style-type: none"> • Much of the desired character relates to the construction of buildings etc. • It refers to an anticipated increased population and greater activation. • It also seeks a comfortable pedestrian environment. • This proposal will not impact on the attainment of the desired character. 	✓
Objectives O1-8	<p>Objective 1: The principal focus for the economic, social and political life of metropolitan Adelaide and the State.</p> <p>Objective 2: A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.</p> <p>Objective 3: Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.</p> <p>Objective 4: City streets that provide a comfortable pedestrian environment.</p> <p>Objective 5: Innovative design approaches and contemporary architecture that respond to a building's context.</p> <p>Objective 6: Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.</p> <p>Objective 7: Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.</p> <p>Objective 8: Development that contributes to the Desired Character of the Zone.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Change in advertising will not impact on comfort of pedestrian environment. 	✓
Form and Character P5	<ul style="list-style-type: none"> • Development should be consistent with the Desired Character for the Zone. <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • See above under Desired Character. 	✓


<p>Design and Appearance P6, 7, 8, 10, 14</p>	<p>6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.</p> <p>7 Buildings should achieve a high standard of external appearance by:</p> <p>(a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;</p> <p>(b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;</p> <p>(c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and</p> <p>(d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.</p> <p>8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.</p> <p>10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter</p> <p>14 Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • As with the desired character, much of the design and appearance Principles relates to built form. • The advertising will be of an acceptable standard. • The increase in the number of advertisements display could contribute to a more vibrant public realm. • Advertising could add additional interest. • No impact on footpath width or street trees. • The content of advertising will not detract from the urban environment in this location. 	<p style="text-align: center;">✓</p>
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<p>Advertising P33, 35</p>	<p>33 Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.</p> <p>35 There should be an overall consistency achieved by advertisements along individual street frontages.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • The proposed sign is not considered to be restrained in size, design or colour. • There is little in the way of this form of advertising within the locality. • As the sign can be installed with Telstra related advertising without needing Council consent, there is limited ability to influence and no impact from changing Telstra 3rd party advertising to other 3rd party advertising. 	<p style="text-align: center;">✓✗</p>
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9.3 Summary of Council Wide Objectives & Principles

	ADVERTISING	
DP Ref	Relevant Objectives and Principles and Assessment	Achieved ✓ Not Achieved ✗
Advertising O56	<p>Outdoor advertisements that are designed and located to:</p> <p>(a) reinforce the desired character and amenity of the locality within which it is located and rectify existing unsatisfactory situations;</p> <p>(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</p> <p>(c) not create a hazard.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Does not affect the attainment of the desired character. • Increase in dwell time from 10 seconds to 45 seconds viewed favourably from a safety perspective. • Traffic have advised sign is acceptable in terms of traffic impact, subject to recommended condition. 	✓
P211	<p>211 Advertisements should be designed to respect and enhance the desired character and amenity of the locality by the means listed below:</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(d) structural supports should be concealed from public view or of minimal visual impact;</p> <p>(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;</p>	

	<p>(f) advertisements should be displayed on fascia signs or located below canopy level;</p> <p>(g) advertisements on buildings or sites occupied by a number of tenants should be coordinated, complementary and the number kept to a minimum; and</p> <p>(h) advertisements on or adjacent to a heritage place should be designed and located to respect the heritage value of the heritage place.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Scale is considered excessive however type, design, location, materials, style and illumination all acceptable. • As this size sign can be installed for Telstra advertising without the need for development approval, there is limited ability to influence. • Sign is integrated into the form of the payphone. • No structural elements are exposed. • Not adjacent any heritage places. 	✓
217	<p>217 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:</p> <p>(a) not emit excessive glare or reflection from internal or external illumination;</p> <p>(b) not obscure road users' and pedestrians' views of vehicles, pedestrians or potentially hazardous road features;</p> <p>(c) not cause confusion with, or reduce the effectiveness of traffic control devices;</p> <p>(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</p> <p>(e) permit safe and convenient pedestrian movement.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Council's traffic team have no objections to the advertising as amended, subject to conditions. 	✓

	OTHER RELEVANT OBJECTIVES AND PRINCIPLES	
<p>Crime prevention through urban design</p> <p>O24</p>	<p>A safe and secure, crime resistant environment that:</p> <p>(a) ensures that land uses are integrated and designed to facilitate natural surveillance;</p> <p>(b) promotes building and site security; and</p> <p>(c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Sign will be illuminated which creates additional lighting to public realm. 	
<p>P82</p>	<p>82 Development should promote the safety and security of the community in the public realm and within development. Development should:</p> <p>(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:</p> <p style="padding-left: 40px;">(i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;</p> <p style="padding-left: 40px;">(ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;</p> <p style="padding-left: 40px;">(iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;</p> <p style="padding-left: 40px;">(iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;</p> <p style="padding-left: 40px;">(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;</p> <p style="padding-left: 40px;">(vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;</p> <p style="padding-left: 40px;">(vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and</p> <p style="padding-left: 40px;">(viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff e.g. by surveillance of lift and toilet areas within car parks</p>	

	<p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> Public payphones in themselves provide contact in the case of an emergency. The signage does not alter this. Payphones themselves are quite large and could create a haven for someone to conceal themselves. This may impact on the safety within the public realm however, their installation does not require development approval. 	✓ x
<p>Active street frontages O50-51</p>	<p>Objective 50: Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.</p> <p>Objective 51: Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:</p> <ul style="list-style-type: none"> (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. <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> Proposal adds additional interest at street level. Payphones themselves could add to perception of safety however they do not require development approval. 	✓
<p>Squares & Public Spaces O57-59</p>	<p>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.</p> <p>Objective 58: Development that conserves and enhances the City's squares, improves their visual amenity, increases their range of uses, and maximises pedestrian accessibility to their landscaped areas.</p> <p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> Amenity in this instance is not impacted. Does not impact upon existing urban elements. 	✓
P220	Development fronting public spaces should be of a high standard of design and should reinforce the distinctive	

	<p>urban character of the City by:</p> <p>(a) defining and enclosing the City Squares with a continuous edge of peripheral buildings which:</p> <ul style="list-style-type: none"> (i) are of relatively consistent height and scale as appropriate to the desired character surrounding each of the Squares; (ii) are designed to maintain the continuity of the streetscape; (iii) are situated close to or abutting the Square frontages; (iv) provide ground floor activities that support the public use of the space; and (v) are designed and sited to minimise overshadowing of the Square's garden areas. <p>(b) enhancing interest, use, safety and a range of activities by ensuring:</p> <ul style="list-style-type: none"> (i) facades abutting public spaces provide visual interest; and (ii) appropriate elements of public art; <p>(c) defining the major streets as important linear public spaces which display a formal townscape character by:</p> <ul style="list-style-type: none"> (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; <p>(d) maintaining the existing pattern and structure of streets and laneways;</p>	
	<p>(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</p> <p>(f) allowing for ease of pedestrian circulation and through access where possible.</p>	

	<p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Design standard of advertising acceptable. • Visual interest is potentially enhanced with the use of varying advertising. • Area is highly pedestrianised. Whilst larger than the existing, the phone booth can be installed without development approval. The change to non-Telstra related 3rd party advertising itself will not impact pedestrian circulation. 	✓
P221	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Advertising will not impact on public space. 	✓
P223	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not impact public space. 	✓
Access & Movement O60	<p>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.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Signage will not diminish pedestrian or cyclist safety and access. 	✓
Pedestrian access O61-63	<p>Objective 61: Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.</p> <p>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.</p> <p>Objective 63: Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.</p> <p><u>ASSESSMENT</u></p> <ul style="list-style-type: none"> • Payphones themselves are quite large and could create an area for someone to conceal themselves behind. This may impact on the safety within the public realm however, their installation does not require development approval. 	✓ x

9.4 Conclusion

This application proposes the change in the content of advertising to be displayed on a new Smart Hub payphone Telstra intend to install in this location, replacing the old phone.

Commonwealth legislation allows the installation of payphones, with Telstra-related advertising, without the need to seek Council approval. However in this instance, Telstra intend to replace the Telstra related advertising with non-Telstra related advertising once the new payphone is installed.

The Administration are of the view that the only relevant matter for assessment will be the difference in the potential content of the advertising to be displayed on the screen i.e. advertising connected in some way with telecommunication services or products as opposed to generic, third party advertising.

Following on from this, there is negligible difference between the two advertising displays from a planning perspective.

The applicant is aware that as they are creating a revenue stream by installing 3rd party advertising on the payphones, the installation will require a Local Government Act S222 permit. An advice regarding this matter is included in the recommendation.

The proposal is not considered to be seriously at variance with the provisions of the Development Plan as advertising displays are an anticipated development within the Zone and locality

It has been determined that there is minimal planning assessment involved in the change in the content of advertising and as such warrants Development Plan Consent.

10. **RECOMMENDATION**

That the development, the subject of the application from JCDecaux for a change in content of advertising on telephone booth adjacent 202 Rundle Street, Adelaide SA 5000 as shown on plans designated DA/474/2018:

1. Is not seriously at variance with the provisions of the Development Plan and
2. Be GRANTED Development Plan Consent, subject to the following conditions and advices:

Conditions

1. **The Development shall be undertaken in accordance with the plans, drawings, specifications and other documents submitted to the Council that are relevant to the consent as listed below:**

- **Amended plan drafted by JC Decaux Australia Pty Ltd, survey no. SS-ADE-COA-018, revision D, as amended 6/11/2018**
- **Accompanying letter from Ekistics dated 9 October 2019**
- **General Telstra Smart Hub payphone specification**
- **Planning report from Ekistics titled “Telstra’s Smart Media Network: Smart City Payphones – Site: 202 Rundle Street”**

to the reasonable satisfaction of the Council except where varied by conditions below (if any).

Reason: To ensure that the Development is undertaken in accordance with the plans and details submitted.

2. **The proposed sign shall operate in accordance with DPTI’s Advertising Signs Assessment Guidelines for Road Safety as per the following;**

- **The proposed sign shall not utilise the colours green, yellow or red as the predominant background colours. Additionally, the above colours shall not be utilised as a block within the advertising display.**
- **The sign shall not scroll, flash, move, be animated or rotate in any manner.**
- **Each display shall have a self-contained message that is simple, effective and easily assimilated by glance appreciation, shall not contain any elements of a salacious or controversial nature and shall not imitate a traffic control device in any way.**
- **The operational system for the sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.**
- **That the sign shall be turned off, or the advertising display modified on the direction of Council or the Commissioner of Highways or their legal delegate, where the sign is deemed to be an unreasonable distraction or is considered to be a hazard to the travelling public.**
- **The luminance levels for the subject sign shall be to the reasonable satisfaction of Council. The luminance levels for the sign shall be set prior to operation of the screen. The level of luminance shall be altered in accordance with any direction of the Council, where required in the interest of road safety.**
- **The display shall be static in nature and only change at intervals no less than 45 seconds.**

- **The lead in and out of the sign must not be able to be read by drivers. The time for the lead in and out shall be a maximum of 2 seconds.**

Reason: To ensure that the Development does not create a hazard and endanger public safety.

Advices

1. Expiration Time of Approval

Pursuant to the provisions of Regulation 48 under the Development Act 1993, this consent will lapse at the expiration of 12 months from the operative date of the consent unless the relevant development has been lawfully commenced by substantial work on the site of the development within 12 months, in which case the approval will lapse within 3 years from the operative date of the approval subject to the proviso that if the development has been substantially or fully completed within those 3 years, the approval will not lapse.

2. Boundaries

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

3. Public Utilities

The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

In addition you are advised that the installation of an SA Power Networks transformer within the building may require the submission of a variation application. Furthermore, any proposal to install electricity infrastructure including a transformer or switching cubicle within the public realm will require the consent of Council and may not be forthcoming.

4. Damage to Council's Footpath / Kerbing / Road Pavement / Verge

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. City Works Permit

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 lodged via the following:

Email: cityworks@cityofadelaide.com.au

Fax: 8203 7674

In Person: 25 Pirie Street, Adelaide

6. Section 222 Permit

Non-Telstra related 3rd party advertising on the payphones will require a permit to be issued by the City of Adelaide, under S222 of the Local Government Act, prior to its installation.

Item No. 3.5 – Attachments 1 – 17 (Adjacent, 202 Rundle Street, Adelaide SA 5000)

Pages 365 to 381

ATTACHMENTS

Plans and Supporting Information

- Plan 1
- Smart Hub specifications 2 – 7
- Planning report 8 – 15
- Letter accompanying amended plan 16 – 17

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Cab ID: 08822309X2
 Main Street: 202 Rundle St, Adelaide SA 5000
 -
 Before/After / Outside / Opp: Synagogue PI
 Road Direction: EB
 GPS Info: Latitude: -34.922537 Longitude: 138.607156

JCDecaux Australia Pty Ltd
 Units 2 & 3, 182 -190 Euston Road,
 Alexandria NSW 2015
 T: 02 9557 6555
 F: 02 9557 6982

ADBOOTH TON TELSTRA

PROJECT TITLE: CITY OF ADELAIDE
 TELSTRA PAYPHONE

DATE: 6 MARCH 2018
 SCALE: 1:100 (A3 Full Bleed)
 DESIGN: JCDECAUX
 DRAWN: AC
 REVISION: D
 SURVEY NO.: SS-ADE-COA-018

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JCDECAUX ASSET NO:

NO RELOCATION < 10 m RELOCATION
 >200 m / GREENFIELD >10 <200 m RELOCATION

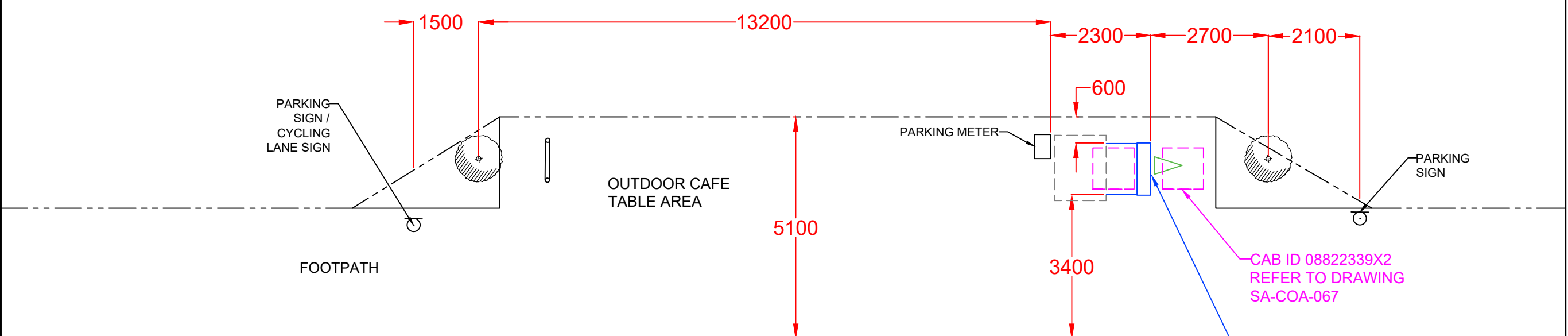
Issue	Description	Date	Drawn
A	DDA updated	10/07/2018	AC
B	New template	12/07/2018	AC
C	ADDED CAB ID TO NEXT EXISTING PHONE	05/10/2018	DE
D	REVISIT. ROTATE 90° CW.	06/11/2018	AC

Note: - All dimensions are in millimetres
 - Dimensions are estimated and should be used only as indication.
 - Construction to be undertaken in accordance with the requirements of AS1428.1-4 Design for Access and Mobility
 - All works shall comply with the ACCESSIBILITY OF PAYPHONES INDUSTRY GUIDELINE 2006



LEGEND

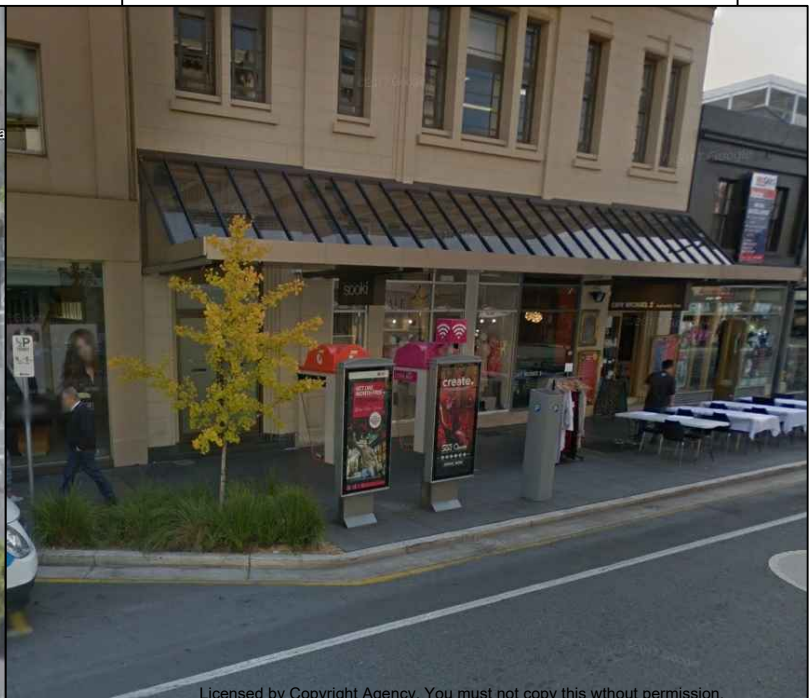
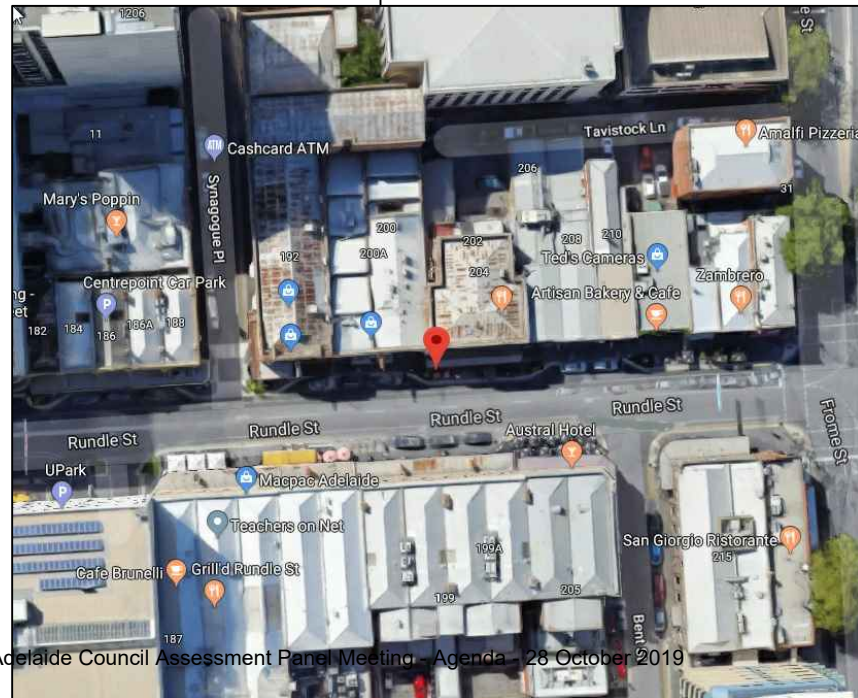
- NEW PAYPHONE BOOTH L 1019 x W 1200 mm
- EXISTING PAYPHONE BOOTH 950 x 950 mm
- EXCLUSION ZONE 1200 X 1500 mm
- TREE
- POWER POLE
- LIGHT POLE
- TP COMMS PIT
- PP POWER PIT
- EP ELECTRICITY PILLAR
- G GAS PIT
- W WATER PIT
- TRAFFIC LIGHT
- SIGN POST
- FIRE HYDRANT
- BIKE RACK
- GRASS / NATURE
- BIN
- SEAT



CAFE MICHAEL 2

SOOKI

#202



CITY OF ADELAIDE
 ADDITIONAL DOCUMENTS RECEIVED
 DA/474/2018
 21/12/2018

Reinstatement:			
Asphalt	Brick	Concrete	Concrete paving
Specialist paving:		Blue stone	Green granite
Unmade	Other:		
Checked / Signature:		Powerline arrangement:	
		<input type="checkbox"/> Overhead	<input checked="" type="checkbox"/> Underground



Smart Hub

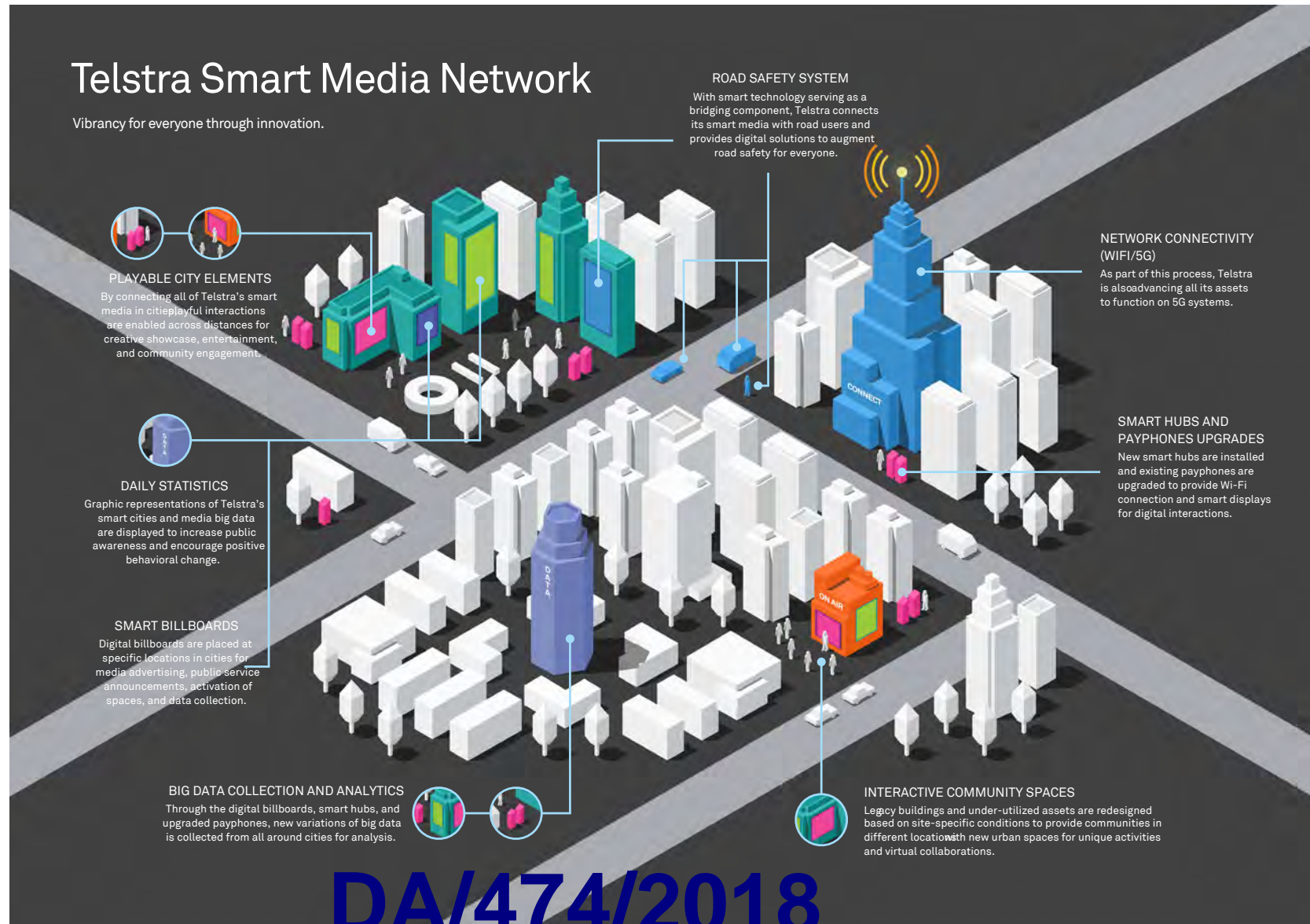
Introducing Telstra Next Generation Payphone









Telstra Smart Media Network...

Is a city-wide connectivity infrastructure that integrates current technology, information and services providing smarter and faster digital content to everyone, regardless of their device, location or information requirements e.g. traffic information, tourist maps, events, directions, advertising or shopping.





Features

-  Two "Tap for Information" NFC tags for council content
-  Large 32" screen for Telstra and agreed council content
-  Telstra WiFi (at selected locations)
-  USB Charging station

DA/474/2018



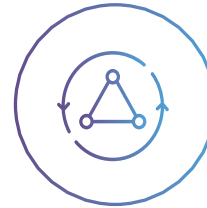
Future Proofed



Interface with Smart Media Network technology



New technology integration



New or improved system updates



Functional urban design

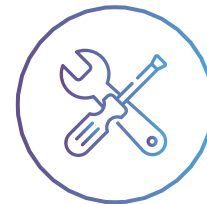
Benefits



24/7 Maintenance hotline



Regular cleaning



High quality construction



Automatic Light Sensor Control

DA/474/2018



Emergency Messaging System



Direct access by council



Pre-approved multiple messaging library



Ability to display message on single or a group of assets

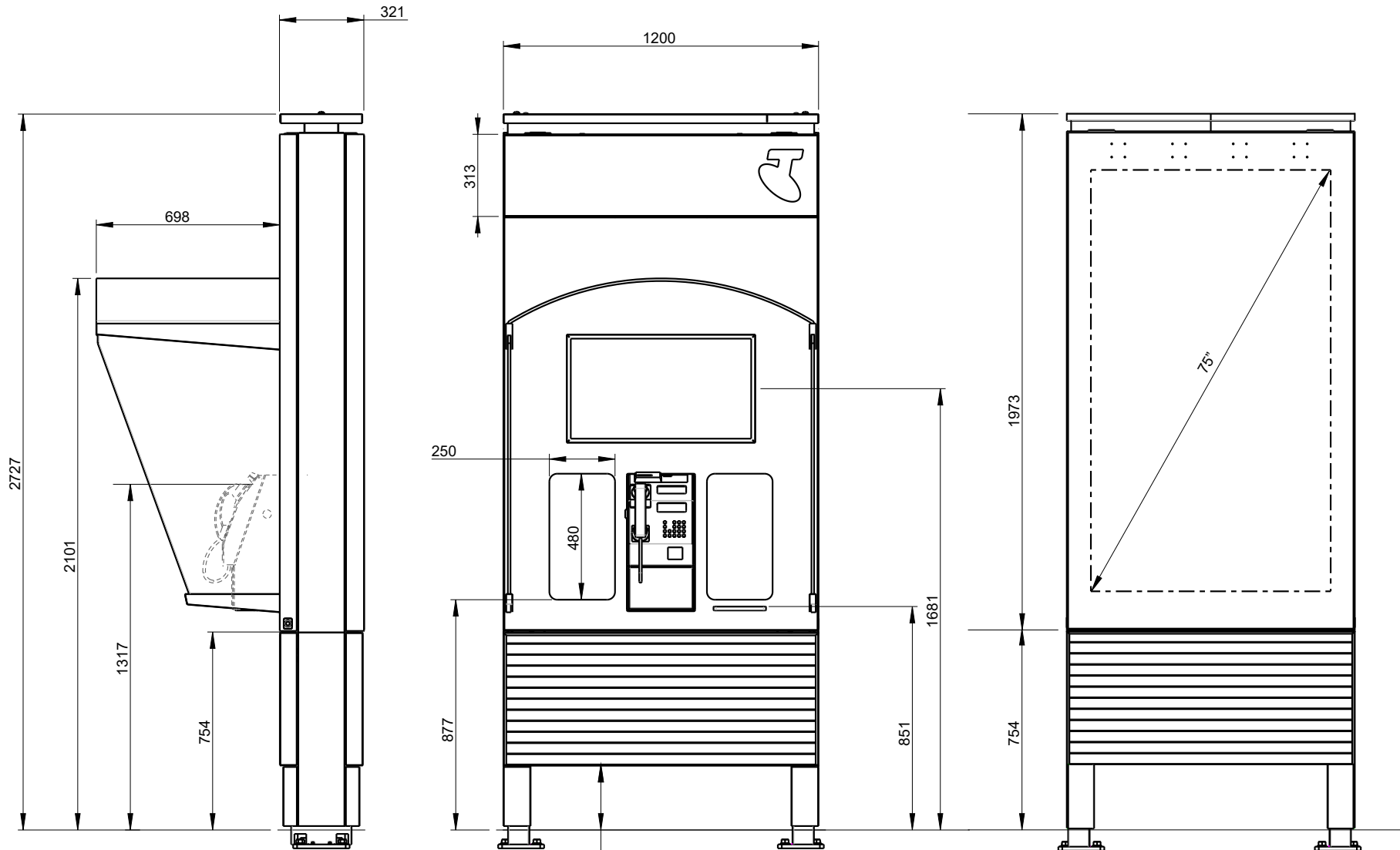


Full training provided



Secure web-based system

DA/474/2018



DA/474/2018

Dimensions subject to change



Telstra's Smart Media Network: Smart City Payphones

Site: 202 Rundle Street

1. Overview

1.1 Smart Cities

Telstra is committed to future proofing our cities by providing the essential infrastructure which will facilitate the ever-growing digital connections binding our communities. The new Smart Media Network is the latest initiative by Telstra.

The Smart Media Network breathes new life into Telstra's existing 30,000 assets located in all parts of the country – providing modern digital infrastructure that connects people across Australia. The Smart Media Network includes upgraded formats of Telstra's public communications products, transformed into cutting edge media products befitting smart cities.

These facilities include:

- Smart Billboards;
- Smart Hubs;
- Smart City Payphones;
- Interactive Community Spaces;
- 5G Network Connectivity; and
- Big Data Collection and Analytics.

1.2 Smart City Payphones

Telstra is partnering with JCDecaux, the largest outdoor communication company in the world, to install and operate over 1,800 new Smart City Payphones in high density urban areas across Australia. These innovative facilities replace existing dated public payphone facilities, and will include:

- Publicly accessible Wi-Fi;
- NFC Interaction;
- USB Charging Ports;
- Digital Advertising Screens;
- Public Transport Information; and
- Interactive Digital Capabilities such as Community Polling and Multi-Lingual and Disability Services.

1.3 Development Application

Ekistics Planning and Design ["Ekistics"] have been engaged to assist Telstra and JCDecaux with the rollout of Smart City Payphones throughout South Australia.

The following report assesses the proposed development involving the change in content to an advertising display against the relevant provisions of the Adelaide (City) Development Plan (consolidated 7 June 2018). Enclosed with this application is a site plan and elevation plans.

DA/474/2018

2. Planning Assessment

2.1 Legislative Considerations

Telstra can install, operate and maintain Smart City Payphones as 'low impact facilities' (LIF) without state or local government planning approvals under the *Telecommunications Act 1997* (Cth) and *Telecommunications (Low-impact Facilities) Determination 2018*.

The effect of the *Telecommunications Act 1997* and LIF determination is that Development Approval is not required for the installation and use of a digital advertising screen for the purpose of presenting Telstra related products and information.

2.2 Overview of the Proposal

Telstra intend to upgrade existing phonebooths by replacing the existing model with a new Smart City Payphone that incorporates a digital advertising panel. The new panel will initially advertise Telstra related products and services.

Although the installation of a digital sign advertising Telstra related products and services is exempt from requiring development approval (because it is a form of LIF), the content displayed is third party advertising, as per the definition provided within Schedule 1 of the Adelaide (City) Development Plan:

third party advertising: includes an advertisement display relating to the following:

(a) any goods, services or products of a class not provided, produced or sold to a significant extent on the land or in the building at which or upon which the advertisement display is situated;

(b) any occurrence, events or competitions which are not carried on the land or in the building at or upon which the advertisement display is situated; or

(c) the location, nature or details of any activity or business not situated on the land or in the building at or upon which the advertisement display is situated.

At a future point in time, Telstra propose to use the digital display to advertise services and products which are unrelated to Telstra. Further, Schedule 2 Cl. 8 of the *Development Regulations 2008* confirms that Development Approval is required to change the content of advertisements within the City of Adelaide.

Accordingly, this application seeks Development Approval to change the content of a digital signage panel to display products and services unrelated to Telstra.

DA/474/2018

2.3 Site Location and History

Site Details

This Development Application relates to the change in content to digital signage panels displayed on two (2) Smart City Payphones. Telstra intends to upgrade the existing payphones, located side by side at 202 Rundle Street, to Smart City Payphones. The site is a pedestrian orientated environment and forms part of the East End precinct within the CBD. The payphones are located on the northern side of Rundle Street between Synagogue Place and Frome Street.

Telstra intends to upgrade these payphones by installing Smart City Payphones in the same location as the existing booths. The site is in proximity to street furniture including a parking meter and street tree.

The site presently accommodates two existing payphones that include advertisement panels displaying content unrelated to Telstra. The existing advertisement panels are identified as a Cab ID '08822309X2'.

The advertising screen on the Smart City Payphones will face south, consistent with the existing situation as detailed on the attached site plan and illustrated on the image 1 below.

Figure 2.1 Site Images



Image 1: Site facing west

Source: Ekistics



Image 2: Site facing east

Source: Ekistics

DA/474/2018

2.4 Proposed Development

Each digital advertising display will be initially installed as a LIF and will display third party Telstra related adverts.

The proposed development seeks approval to change the content of the digital display to advertise third party non-Telstra related content, with a total of six (6) advertisements displayed per minute and an instantaneous transition time.

The content will be displayed from a digital advertising panel comprising dimensions of 1,678mm and 970mm.

Illumination

Each digital display has an inbuilt light adjustment sensor which measures ambient light around the panel and adjusts the screen brightness based on the need for light. Brightness adjustments occur in small increments so that no dramatic change in illuminance level is experienced. The screen brightness outputs are designed in accordance to satisfy *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*. Screen brightness is summarised in Table 2.1 below.

Table 2.1 – Screen brightness levels

Lighting Condition	Average	Maximum
Full direct sun on panel	2,000 cd/m ²	2,500 cd/m ²
Day time	1,200 – 1000 cd/m ²	1,500 cd/m ²
Inclement Weather	1,000 – 900 cd/m ²	1,000 cd/m ²
Night Time	350 – 300 cd/m ²	500 cd/m ²

Monitoring and Maintenance

The electronic advertising sign is equipped with features that continuously monitor the operating parameters of the unit and automatically send alerts if an operational problem or loss of content occurs to JCDecaux's management software.

If power is entirely lost, the screen maintains sufficient power to allow for an orderly shut-down of the electronic advertising sign and operating system, saving all settings and slowing the modem to send an alert about the problem. Once power is restored, the electronic advertising sign will automatically display a black screen.

The sign will be cleaned weekly and scheduled for a monthly maintenance check.

Emergency Messaging System

JCDecaux has developed a web-based Emergency Messaging System to which Adelaide City Council will have direct access. In emergency situations Adelaide City Council can take over all digital inventory across the local government area or particular areas to display emergency information. The system has a number of features to assist in emergencies including:

- The ability to upload pre-prepared emergency messages and creative;
- The ability to select assets and form groups or networks: a group could be all assets, the assets located on a particular suburb;
- Automatic expiry function to deactivate emergency messaging and return to normal advertising displays;
- Multiple emergency messages across multiple assets can be displayed simultaneously; and
- Full training will be provided by JCDecaux.

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Content Management

All digital infrastructure is remotely monitored and controlled by JCDecaux staff via an internal content management software. The content management system has firewalls and security protocols in place to ensure the integrity of the digital advertising network.

Advertising Content Management

JCDecaux have an internal creative review process to ensure that advertisements do not breach any applicable code. This review process is undertaken prior to creatives being sent for printing and displayed.

Industry Membership and Advertising Codes

JCDecaux is a member of the Outdoor Media Association (OMA) who are the peak body representing Out-of-Home advertising within Australia. As a tier one member of the OMA, JCDecaux are committed to complying with the following codes that regulate the content and placement of advertisements which include:

- OMA Code of Ethics;
- OMA Alcohol Advertising Guidelines;
- OMA Environment and Sustainability;
- AANA Code of Ethics;
- AANA Environmental Claims in Advertising and Marketing Code;
- AANA Code for Advertising and Marketing in Communications for Children;
- AANA Food and Beverages Advertising and Marketing Communications Code;
- Alcohol Beverages Advertising Code;
- Federal Chamber of Automotive Industries; and
- Voluntary Code of Practice for Motor Vehicle Advertising.

2.5 Existing Approval

The display of internally illuminated signage displaying third party non-carrier content on the payphone located at 202-204 Rundle Street has previously been approved by Adelaide City Council (DA 654/2005).

DA/474/2018

2.6 Procedural Considerations

Relevant Authority	Adelaide City Council
Development Plan	Adelaide City Council (consolidated 7 June 2018)
Zone	Capital City Zone
Policy Area	Main Street Policy Area 14
Agency Referrals	No referral required
Assessment Pathway	<p>As previously discussed, the proposed development will involve a change in content of an existing third party carrier advertisement to third party non-carrier advertising.</p> <p>Third party advertising displays (except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Mall and Pulteney Street, or temporary advertisements on construction sites) are non-complying within the Capital City Zone.</p> <p>The applicant has obtained legal advice from Botten Levinson lawyers regarding the assessment pathway (previously provided to Council).</p> <p>Applying the <i>Mercedes College</i> principle, the advice concludes that in the absence of an express Development Plan provision which suggests to the contrary, the continuation of an existing non-complying use should be treated “on merit” rather than as a non-complying development.</p> <p>This matter has been discussed with Council previously and we understand Council obtained legal advice that supported the view that the proposal to change the contents of an existing phone booth advertisement from LIF compliant advertising to unrestricted third party advertisements is a ‘consent’ form of development to be assessed on merit against the relevant provisions of the Development Plan.</p>
Public Notification	Category 1 , pursuant to Zone Principle of Development Control (PDC) 40

2.7 Planning Assessment

As previously discussed, a LIF digital display advertising Telstra related products (such as mobile phone plans) is an example of third party advertising that does not require Development Approval from Council regardless of the frequency of transition between Telstra related adverts.

Accordingly, the application seeks approval only to advertise third party content unrelated to Telstra services and products.

Rundle Street is a key shopping precinct comprising a wide variety of retail and commercial uses that generate high levels of pedestrian activity. Advertisements associated with the array of retail and commercial activities are widespread and form a considerable element within the local visual environment. Many of these displays are

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internally illuminated and are attached to the underside of building canopies or extend from the building facades.

Further, the existing Telstra phone booths along Rundle Street incorporate an advertising panel, and currently display advertisements unrelated to Telstra (DA 654/2005).

Accordingly, the proposed digital advertising displays will complement the existing character of this section of Rundle Street.

The proposed advertisements will allow for the communication of messages at a human scale and the panels will be directed towards passing pedestrian traffic on Rundle Street.

The Smart City Payphones are sited away from traffic lights situated at the intersections of Rundle Street and Frome Street, and the advertising panels will be positioned parallel to the road. Further, as Rundle Street is a low-speed environment, we are of the opinion that the digital displays will not create a hazardous environment for passing traffic approaching the traffic lights.

The digital advertisements will display one advert for a period of 10 seconds before instantly transitioning to the next advertisement. Each individual advertisement will not move, flash or rotate but will display a clear, static message within minimal to no impact on the nearby road network. The digital advertisement panels have been intentionally designed to respond to their environment by providing a clear and concise message whilst not creating a hazard.

For the reasons outlined above, we are of the opinion that the change in content to the advertising displays is closely aligned with City Wide Advertising OBJ 56 and PDC 211(a):

OBJ 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.*

PDC 211: *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) ...*

The displays will be advertised from a static electronic screen with an inbuilt light adjustment sensor which measures the ambient light around the panel and gradually adjusts the screen brightness based on the need light. The internal illumination of the sign is minimal and will not result in glare or compromise the safety of pedestrians.

The static electronic screen brightness output will be in accordance with the requirements set out in *Australian Standard AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting*.

For reasons outlined above, the proposal is consistent with City Wide Advertisement PDC 217(a):

DA/474/2018

PDC 217 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) ...*
-

2.8 Conclusion

This application seeks Development Approval to change the content of digital signage panels to display products and services unrelated to Telstra.

Having assessed the development against the relevant provisions of the Development Plan, we are of the opinion that the proposal:

- is appropriate within the highly pedestrianised environment of Rundle Street where advertising displays are prevalent;
- incorporates illumination levels that will not result in excessive glare or compromise the safety of pedestrians;
- is of a high-quality design and respectful of the locality and will not result in any unreasonable environmental or visual impacts;
- is integrated with a Smart City Payphone that provides a number of services that benefit the community including public transport information, USB charging ports and interactive digital capabilities such as community polling, multi-lingual and disability services; and
- accords with the relevant objectives and policies of the Adelaide City Council Development Plan.

We trust the above is to Council's satisfaction and following the planning discussion above we recommend Development Approval be granted. Should you have any queries or require further information do not hesitate to contact Rob Galletti or Hannah Kennedy on 08 7231 0286.

DA/474/2018

9 October 2019

REF No.: 00588-001

City of Adelaide
Level 4, 25 Pirie Street
ADELAIDE SA 5000

Attention: Helen Dand

By Email: H.Dand@cityofadelaide.com.au

Dear Helen

REVISED PLANS FOR THE CHANGE IN CONTENT FROM TELSTRA STS ADVERTISING TO THIRD PARTY ADVERTISING

DA/452/2018: Adjacent 108-116 King William Street

DA/507/2018: Adjacent 41-47 Grenfell Street

DA/474/2018: Adjacent 202 Rundle Street

We refer to the above-mentioned development applications seeking Development Plan Consent for the change in content from Telstra STS advertising to third party advertising. We understand that you intend to present these applications to the October Council Assessment Panel (CAP) meeting for consideration.

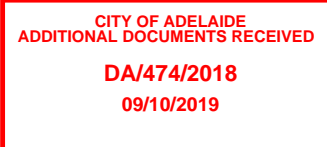
As you are aware, JCDecaux and Telstra have been collaboratively liaising with representatives from the City of Adelaide, in an attempt to resolve outstanding matters relating to the rollout of the upgraded Telstra phonebooths proposed for the City of Adelaide.

On 23 September 2019, Council administration and representatives for the applicant attended a joint inspection of 23 sites. Participants included Julie Bellwood and Trudy Angraves (Council Transport Designers) together with representatives from JCDecaux, Telstra, Ekistics and GTA Consultants (on behalf of the applicant).

The revised set of plans for the 23 sites jointly inspected were attached to Telstra's letter to Council dated 02 October 2019. These plans have been amended to address the changes agreed to by both parties during the joint inspection.

We note that Council has also provided separate feedback to the applicant on the nine remaining applications (which excludes those sites in Rundle Mall and North Adelaide). These sites were separately inspected by Council.

The three applications to be considered by CAP were considered during the joint inspection, and the following provides a summary of the amendments made to each application:



Def: E-KIS-TICS [noun] : The Science of Human Settlements ...

Level 1/16 Vardon Ave, Adelaide SA 5000 p 08 7231 0286 e contact@ekistics.com.au w ekistics.com.au ABN 34 918 250 862

City of Adelaide Council Assessment Panel Meeting - Agenda - 28 October 2019

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- **DA/452/2018:**
 - » The setback of the phone booth from the King William Street road kerb has reduced to 0.8 metres to align with the position of other street furniture; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.
- **DA/507/2018:**
 - » The setback of the phone booth from the Grenfell Street road kerb has been reduced to 1 metre.
- **DA/474/2018:**
 - » The phone booth has been rotated clockwise; and
 - » The dwell time proposed (previously 10 seconds) has been amended to comply with dwell time recommendations referenced in DPTI's Advertising guidelines.

A copy of the revised plans are attached as **Appendix 1**.

We note that with the exception of the heritage concerns raised in relation to DA 544/2018, all other concerns raised with the application are related traffic related, and have now been addressed, or will be addressed following further consultation with Council's traffic engineers.

Accordingly, we respectfully ask that the CAP considers sub-delegating to administration a decision on the balance of the development applications, subject to satisfactory resolution of all outstanding planning related matters.

To assist the CAP in its deliberations on the above, the applicant also respectfully requests the permission of the Presiding Member to briefly address Panel Members to discuss the Telstra phonebooth rollout, and to answer any questions Panel members may have with respect to the three applications.

On behalf of the applicant, I would like to thank Council administration for their willingness to work collaboratively with the applicant to resolve the outstanding concerns raised in relation to those applications lodged.

I understand that a meeting with Stephen Michelson from Michelson Alexander has been scheduled for 21 October 2019. Stephen is looking forward to meeting with you to discuss the project. However, in the interim, should you require any further clarification on any of the matters discussed within this letter, please do not hesitate to contact the undersigned on 7231 0286.

Yours Sincerely



Robert Gagetti

Associate



CITY OF ADELAIDE COUNCIL ASSESSMENT PANEL ON 28/10/2019**Item No: 5.1**

From: Associate Director, Planning, Design & Development

Subject: List of Recent Lodgment's for Planning Consent (2017/02505) [CAP]

PURPOSE

To provide Panel Members with a list of development applications lodged for planning consent for the period 22 September 2019 to 17 October 2019.

A total of 56 development applications with a total value of \$5,212,924 have been lodged for planning consent for this period.

ATTACHMENTS

Lodged Applications for Planning Consent 1 - 5

RECOMMENDATION

That the report be received.

Item No. 5.1 – Attachments 1 - 5 (List of Recent Lodgements for Planning Consent)

Pages 384 to 387

DEVELOPMENT PLANNING - Council Assessment Panel Report
Lodged Applications for Planning Consent from 22/09/2019 To 17/10/2019

Item No. 5.1 - Attachment 1

Application Assessed on Merit

#	APPLICATION	ADDRESS	DESCRIPTION	LODGED	COST	NOTIFY CATEGORY
1	DA/103/2019/A	257 Gilles Street ADELAIDE SA 5000	Vary previous authorisation construct new swimming pool to rear yard of dwelling - VARIATION - relocation of swimming pool	25/09/2019	TBA	Category 1
2	DA/471/2018/A	127-131 Gouger Street ADELAIDE SA 5000	Vary previous authorisation divide existing tenancy into two and construct new entrance to newly created tenancy (retrospective) - VARIATION - amended entry	26/09/2019	TBA	Category 1
3	DA/699/2019	81 Currie Street ADELAIDE SA 5000	Change of use	23/09/2019	TBA	Category 1
4	DA/701/2019	Level 1 3/66 Wyatt Street ADELAIDE SA 5000	Change of use to adult product and services premises - portion of first floor - tattooist	23/09/2019	TBA	Category 1
5*	DA/702/2019	265-267 Rundle Street ADELAIDE SA 5000	Erect temporary 2.5 metre truss to promote Vogue Festival (18-19 October 2019)	23/09/2019	\$5,000	Category 1
6	DA/704/2019	429-439 King William Street ADELAIDE SA 5000	Installation of two high level signs on the facade of building	24/09/2019	\$100,000	Category 1
7*	DA/706/2019	Kiln Advertising 243 Carrington Street ADELAIDE SA 5000	Installation of solar panels	24/09/2019	\$13,550	Category 1
8	DA/707/2019	POLITES PRINCESS HOUSE 24-28 Waymouth Street ADELAIDE SA 5000	Verandah over footpath	25/09/2019	\$28,000	Category 1
9*	DA/708/2019	Ground Shop 2 160 Wright Street ADELAIDE SA 5000	Change of use and signage	25/09/2019	\$100,000	Category 1
10	DA/709/2019	411 Carrington Street ADELAIDE SA 5000	Conservation works to balcony	25/09/2019	\$33,824	Category 1
11	DA/710/2019	ST ANNS COLLEGE 186-195 Brougham Place NORTH ADELAIDE SA 5006	Replace existing French doors to balcony and increase height of the balustrade	26/09/2019	\$8,500	Category 1

DEVELOPMENT PLANNING - Council Assessment Panel Report
 Lodged Applications for Planning Consent from 22/09/2019 To 17/10/2019

12*	DA/711/2019	Ground 83 Halifax Street ADELAIDE SA 5000	Change portion of ground floor to coffee shop and fit out works	23/09/2019	\$15,000	Category 1
13	DA/712/2019	362-366 Gilles Street ADELAIDE SA 5000	Construct new roof to existing residence and undertake external restoration of cottage	26/09/2019	\$65,000	Category 1
14	DA/714/2019	28 Charlotte Place ADELAIDE SA 5000	Replace existing roof with galvanised roof	26/09/2019	\$15,521	Category 1
15	DA/715/2019	317-319 Morphett Street ADELAIDE SA 5000	Commercial kitchen on roof terrace with flue	25/09/2019	\$129,500	To Be Determined
16	DA/716/2019	141-159 Rundle Mall ADELAIDE SA 5000	Undertake alterations to existing shop	26/09/2019	\$30,000	Category 1
17	DA/720/2019	445-449A Pulteney Street ADELAIDE SA 5000	Change the use from hair salon to licensed premises	26/09/2019	TBA	Category 2
18*	DA/721/2019	1-29 Waymouth Street ADELAIDE SA 5000	Apply advertising to hoarding facing Waymouth Street	27/09/2019	\$10,000	Category 1
19	DA/722/2019	125 Melbourne Street NORTH ADELAIDE SA 5006	Undertake internal alterations to existing building, external signage and change of use to restaurant	27/09/2019	\$100,000	Category 1
20*	DA/725/2019	111-129 Franklin Street ADELAIDE SA 5000	Temporary change of use to public event space on Sunday 20 October 2019 and Monday 21 October 2019 for community electric vehicle demonstration events	27/09/2019	\$5,000	Category 1
21	DA/726/2019	239 Carrington Street ADELAIDE SA 5000	Install new picket fence	30/09/2019	\$6,000	Category 1
22	DA/727/2019	6/35 Lefevre Terrace NORTH ADELAIDE SA 5006	Install new louvre roofed verandah between garage and dwelling	30/09/2019	\$18,500	To Be Determined
23	DA/728/2019	163-165 East Terrace ADELAIDE SA 5000	Alter existing dormer windows to new doors and install steel balustrades to rear dwelling addition	1/10/2019	\$20,000	Category 2
24	DA/730/2019	Global Office Products South Ground 255 Pulteney Street ADELAIDE SA 5000	Change of use from offices to cafe, including internal alterations and new bi-fold doors	1/10/2019	\$35,000	Category 1

DEVELOPMENT PLANNING - Council Assessment Panel Report
Lodged Applications for Planning Consent from 22/09/2019 To 17/10/2019

Item No. 5.1 - Attachment 3

25	DA/732/2019	Ground 128-130 Rundle Mall ADELAIDE SA 5000	Extend the use of temporary structure as a pop-up bar (Bronze Bar) for a 6 month period	1/10/2019	\$20,000	Category 1
26*	DA/734/2019	113-119 Grenfell Street ADELAIDE SA 5000	Install new sign to underside of existing canopy	1/10/2019	\$4,950	Category 1
27	DA/736/2019	87-93 Angas Street ADELAIDE SA 5000	Demolition and remediation	2/10/2019	\$800,000	Category 1
28	DA/737/2019	1/228 Carrington Street ADELAIDE SA 5000	Undertake alterations to revert to residential land use	27/09/2019	\$16,700	Category 1
29	DA/738/2019	168 Jeffcott Street NORTH ADELAIDE SA 5006	Conservation works to rendered front elevation, porch and fence, painting and works to downpipe guard flashing and to upper portico roof	2/10/2019	\$19,200	Category 1
30	DA/739/2019	Ground 25A Bank Street ADELAIDE SA 5000	Remove existing and construct new shopfront to shop	2/10/2019	\$20,000	Category 1
31	DA/742/2019	25-27 Wright Street ADELAIDE SA 5000	Construct upper level addition, undertake renovations (including new internal lift) and update external facade of existing offices and warehouse	4/10/2019	\$350,000	Category 1
32	DA/743/2019	Rundle Shop 20 14-38 Rundle Mall ADELAIDE SA 5000	Shop fitout and external signage	4/10/2019	\$4,850	Category 1
33	DA/744/2019	UNIVERSITY OF ADELAIDE Victoria Drive ADELAIDE SA 5000	Alterations and addition to Lady Symon Building & Western Annex of Union Building Group	4/10/2019	\$2,000,000	Category 1
34	DA/745/2019	103 Childers Street NORTH ADELAIDE SA 5006	Replace gutters	7/10/2019	\$4,977	Category 1
35*	DA/748/2019	Ground 17 Leigh Street ADELAIDE SA 5000	Demolition of existing shopfront and construction of new shopfront	8/10/2019	\$20,000	Category 1
36	DA/749/2019	footpath adjacent to PRINCE HENRY GARDENS, North Terrace, ADELAIDE SA 5000	Displaying 16 double sided, free standing light boxes, showcasing posters and artworks of the years leading up to the 2020 Fringe	8/10/2019	TBA	TBA

DEVELOPMENT PLANNING - Council Assessment Panel Report

Lodged Applications for Planning Consent from 22/09/2019 To 17/10/2019

Item No. 5.1 - Attachment 4

37	DA/751/2019	Rymill Park / Murlawirrapurka (park 14), East Terrace, ADELAIDE SA 5000	Temporary Trailer with led sign	9/10/2019	\$900	TBA
38	DA/752/2019	HELEN MAYO - NORTH Frome Road ADELAIDE SA 5000	Conversion of two lecture theatres to a single flat floor teaching spaces and replace external windows	9/10/2019	\$50,000	Category 1
39	DA/753/2019	111-117 Rundle Mall ADELAIDE SA 5000	Installation of solar PV on roof	9/10/2019	\$161,752	Category 1
40	DA/755/2019	Adelaide Zoo Frome Road ADELAIDE SA 5000	Painting of Elephant House and Elder Rotunda	10/10/2019	\$40,000	Category 1
41	DA/756/2019	Level 6 Room 1 68 Grenfell Street ADELAIDE SA 5000	Change of use to educational facility	10/10/2019	\$20,000	Category 1
42	DA/757/2019	East Level 7 50 Grenfell Street ADELAIDE SA 5000	Change of use to educational facility	10/10/2019	\$20,000	Category 1
43	DA/758/2019	Ground 277 Rundle Street ADELAIDE SA 5000	Change of use to restaurant and facade alterations	10/10/2019	\$35,000	Category 1
44	DA/759/2019	41 Rundle Mall ADELAIDE SA 5000	Facade upgrade and alterations	11/10/2019	\$150,000	Category 1
45	DA/760/2019	Ground 161 Gouger Street ADELAIDE SA 5000	Installation of a under canopy lightbox	11/10/2019	\$1,000	Category 1
46	DA/762/2019	Level 3 90 King William Street ADELAIDE SA 5000	Change of use to educational facility and internal works	14/10/2019	\$15,000	Category 1
47	DA/763/2019	22-24 Stephens Street, ADELAIDE SA 5000	Restoration of stone wall/fence in between 20 and 22 Stephens Street	14/10/2019	\$10,000	Category 1
48	DA/764/2019	14-16 Grote Street ADELAIDE SA 5000	Change of use on levels 1 and 3 to educational facility	14/10/2019	\$5,000	Category 1
49	DA/767/2019	170 East Terrace ADELAIDE SA 5000	Proposed two storey addition to an existing residence	15/10/2019	\$300,000	Category 2

DEVELOPMENT PLANNING - Council Assessment Panel Report
Lodged Applications for Planning Consent from 22/09/2019 To 17/10/2019

Item No. 5.1 - Attachment 5

50	DA/768/2019	UNIVERSITY OF ADELAIDE, Off Kintore Avenue ADELAIDE SA 5000	Placement of trailer mounted LED advertising sign	15/10/2019	\$500	TBA
51	DA/772/2019	19 Strangways Place NORTH ADELAIDE SA 5000	Replacement of iron roof on verandah and leanto. Repair slate roof	16/10/2019	\$7,000	TBA
52	DA/774/2019	201 Gilbert Street ADELAIDE SA 5000	Extension to existing residence including ground floor, first floor and mezzanine	16/10/2019	\$75,000	Category 2
53	DA/775/2019	141-159 Ward Street NORTH ADELAIDE SA 5006	Re-configure Tenancies to the upper level (first floor). Construct a new stair and one Lift	17/10/2019	\$270,000	Category 1
54	DA/776/2019	64-66 Childers Street NORTH ADELAIDE 5006	Restoration of three (3) external window shutters	17/10/2019	\$2,700	TBA
55	DA/915/2017/C	CITI CENTRE ARCADE 141-159 Rundle Mall ADELAIDE SA 5000	Vary previous authorisation demolition and reconstruction of external lower facades on three street frontages with new LED advertising display, signage, and pruning of regulated street tree - VARIATION - changes to shopfront	9/10/2019	TBA	Category 1
S49 Crown Development						
#	APPLICATION	ADDRESS	DESCRIPTION	LODGED	COST	NOTIFY CATEGORY
56	S49/13/2019	1-7 Gouger Street, ADELAIDE SA 5000	Exterior maintenance and painting workS to update colour scheme and compliance upgrade of balcony of State Heritage Place (Jeffcott Chambers)	10/10/2019	\$50000	TBA

Please Note: Category 1 (No notification required)

Category 2 (Adjacent Owners and Occupiers notified only)

Category 3 (As for Category 2, plus other Owners and Occupiers directly affected to a significant degree)

*** Approved**