



THE COMMITTEE AGENDA & REPORTS

for the meeting to be conducted by electronic means on

Tuesday 15 February 2022
at 5:30 pm

A live stream of the meeting will be available via the City of Adelaide website at

[Meeting live stream | City of Adelaide](#)

Members - The Right Honourable the Lord Mayor, Sandy Verschoor
Deputy Lord Mayor, Councillor Abrahamzadeh (Chair)
Councillors Couros, Donovan, Hou, Hyde, Khera, Knoll,
Mackie, Martin, Moran and Snape.

1. Acknowledgement of Country

At the opening of The Committee meeting, the Chair will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Apologies and Leave of Absence

Nil

3. Confirmation of Minutes – 1/2/2022 [TC]

That the Minutes of the meeting of The Committee held on 1 February 2022, be taken as read and be confirmed as an accurate record of proceedings.

4. Discussion Forum Items

Presentations

Strategic Alignment – Thriving Communities

4.1. Lot Fourteen Precinct Update and Upcoming Works [Page 2]

Strategic Alignment – Strong Economies

4.2. West Franklin Stage 2 Project Update [2014/01897-5] [Page 26]

Workshops

Strategic Alignment – Thriving Communities

4.3. Adelaide Design Manual [2021/01808] [Page 42]

Strategic Alignment – Strong Economies

4.4. Levels of Service [2021/01808] [Page 55]

5. Closure

Thriving Communities

PRESENTATION

Renewal SA

LOT FOURTEEN - SITEWIDE ACCESS, TRAFFIC AND MOVEMENT

Update on Lot Fourteen Project progress.

- Summary on project status
- Update on public realm interface and traffic management proposals
- traffic assessment for Lot Fourteen, existing intersections and proposed works to mitigate risks to pedestrians and cyclists and to accommodate the approved projects.

Colleen McDonnell | Senior Manager, Property and Projects Lot Fourteen Project,
Heath Blacker | Senior Principal Civil & Traffic Engineer, Wallbridge Gilbert Aztec



LOT FOURTEEN SITEWIDE ACCESS, TRAFFIC AND MOVEMENT



LOT FOURTEEN AND LOCALITY



LOT FOURTEEN MASTER PLAN



LOT
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- Heritage refurbishment complete and now home to 1300 tenants
- North Terrace and heritage surrounds public realm complete
- Entrepreneur and Innovation Centre due to start in June 2022 and be completed by June 2024, plaza nearing completion
- Tarrkarri under construction due to open January 2025
- Stage 2 public realm due to start in March 2022 which will include the new 1 hectare park and upgraded internal road network

LOT FOURTEEN PRIMARY PEDESTRIAN, CYCLE AND VEHICLE ACCESS

WGA Sitewide Traffic Strategy 2020

- Low speed environment of 20-30km/h to support priority on pedestrian and cyclists
- Estimate in the order of 75 delivery and 30 commercial service vehicles per day will be generated by the site
- Primary vehicle movements in and out from Frome Road to support pedestrianisation of the precinct
- Occasional semi-trailers and coaches to exit via North Terrace



-  Access Road
-  Plaza style road reserve
-  Pedestrian and cycle zone

LOT FOURTEEN MASTER PLAN – ACCESS TO PUBLIC CAR PARK



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- 2018 Lot Fourteen master plan considered a new internal loop for vehicles accessing the 1400 space car park (no consideration at that stage of truck movements)
- 2021 update is based on 2020 WGA Traffic Management Strategy and known major projects.
 - Two way at both gates due to vehicle volumes on Frome Road at peak times

2018

Movement

Public Vehicles & Parking

Overview
Public vehicle access is restricted to a one-way internal road providing access to the existing multi-story carpark (which is to be retained, at least in the short-medium term) and future development sites (pedestrian drop off) on the current Dental School and IMVS Sites.

Objectives

- To support a pedestrian-friendly public realm within the precinct by limiting public vehicle access and on-site carparking.
- To service on-site public carparking, at least in the short and medium terms, and limited pedestrian drop-off.

Guidelines

- Public vehicle access within Lot Fourteen is permitted only along the one-way internal road.
- Loading zones and short term drop off is incorporated.
- Long term carparking is not permitted on the site apart from in the existing multi-storey carpark
- This carpark is accessed from a single entry / exit.
- The existing carpark facade has a significant influence on the quality of the street and public realm. The texture and grain of the carpark facade complements other built form through architectural treatment or reskinning.

• Short-medium term public parking within existing multi-level carpark
 • Short-medium term access only
 • Public vehicle access
 • Signalled Intersection

1- Shared street environment
 2- Digital parking technologies
 3- Considered design of integrated carparking including pedestrian experience and movement.
 4- Electric vehicle charging stations

Lot Fourteen | Site Strategies | version 4.0 | Renewal SA | page 9

LOT Fourteen
North Terrace Adelaide

Current proposal

Movement

Public Vehicles & Parking

Overview
Public vehicle access is restricted to an internal road network providing access to the existing multi-story carpark (which is to be retained, at least in the short-medium term) and future development sites.

Objectives

- To support a pedestrian-friendly public realm within the precinct by limiting public vehicle access and on-site surface carparking.
- To service on-site surface public carparking, at least in the short and medium terms, and limited pedestrian drop-off.

Guidelines

- Public vehicle access within Lot Fourteen is permitted only along the internal road.
- Loading zones and short term drop off is incorporated.
- Long term carparking is not permitted on the site apart from in the existing multi-storey carpark and basement carparking incorporated as part of major development sites.
- These carparks are accessed from single entry / exits.
- The existing carpark facade has a significant influence on the quality of the street and public realm. The texture and grain of the carpark facade complements other built form through architectural treatment or reskinning.

• Short-medium term public parking within existing multi-level carpark
 • Short-medium term access only
 • Public vehicle Access
 • University Access maintained
 • one-way or two-way movement
 • Signalled Intersection
 • Short-medium term access (future removal)

1- Shared street environment
 2- Digital parking technologies
 3- Considered design of integrated carparking including pedestrian experience and movement.
 4- Electric vehicle charging stations

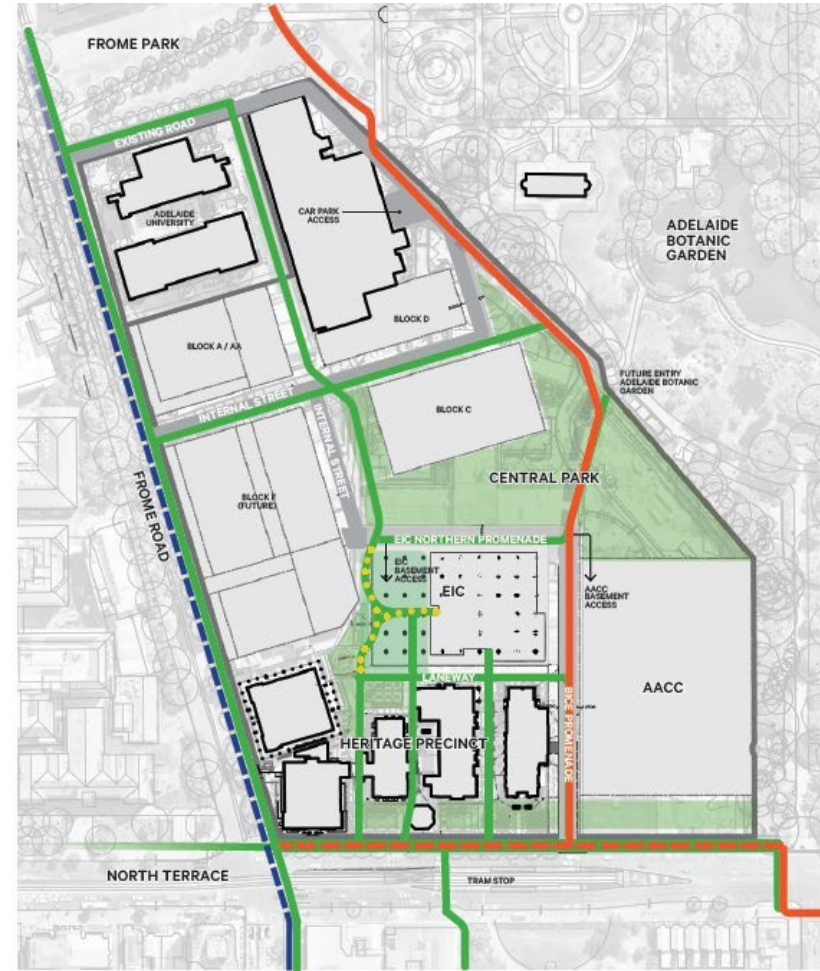
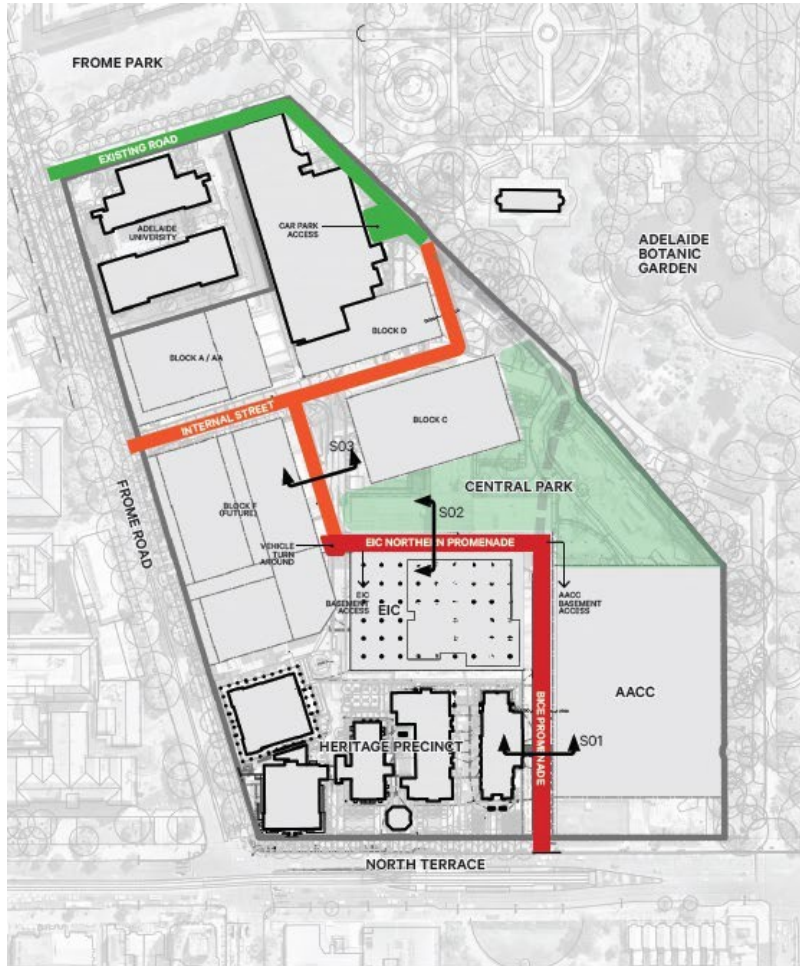
Lot Fourteen | Site Strategies | version 5.0 | Renewal SA | page 9

LOT Fourteen
North Terrace Adelaide

LOT FOURTEEN PRIMARY PEDESTRIAN, CYCLE AND VEHICLE ACCESS



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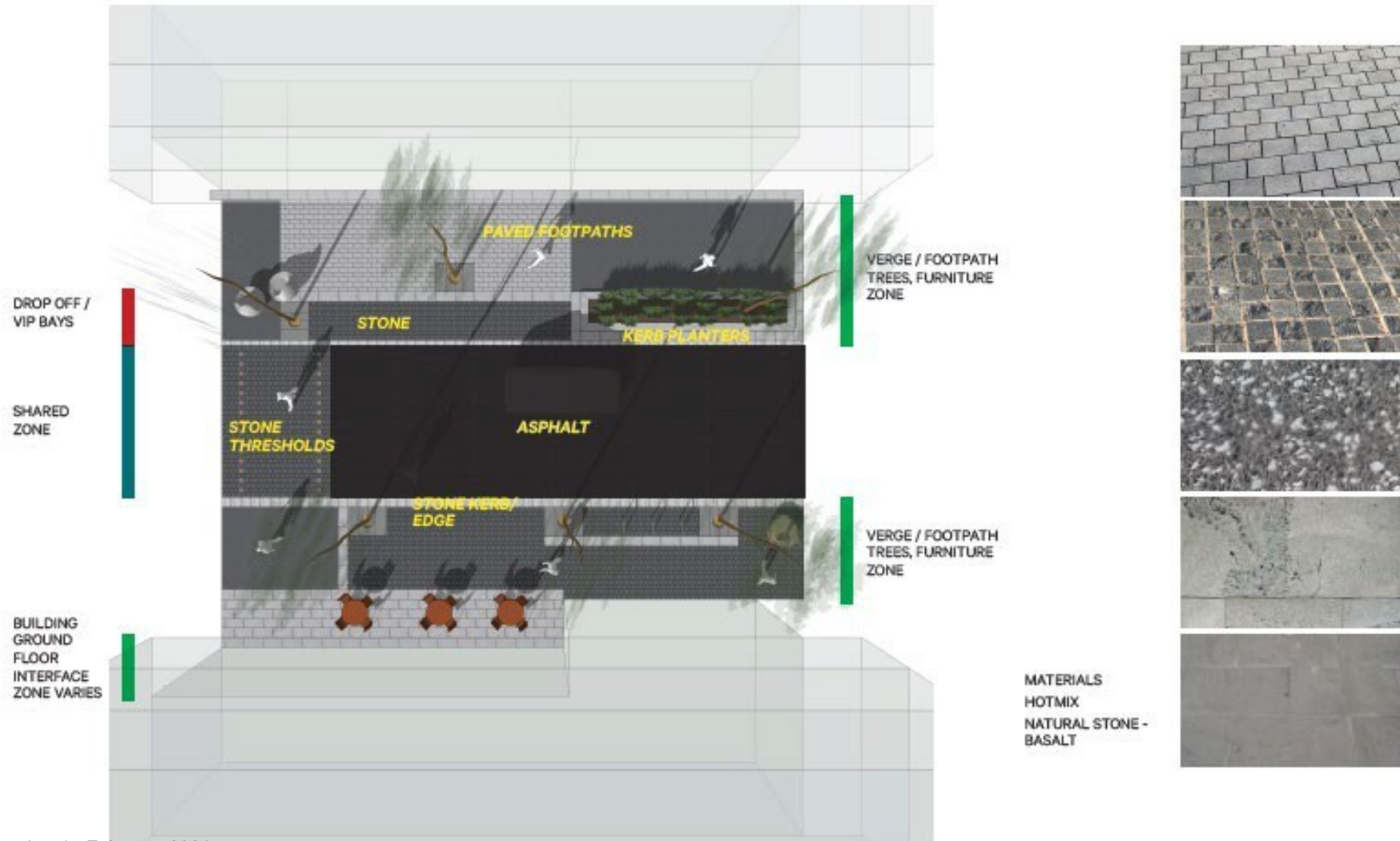
- PRIMARY SITE DDA ACCESSIBLE PEDESTRIAN ROUTES
- - - - PRIMARY SITE DDA ACCESSIBLE PEDESTRIAN ROUTES ACCOMMODATED THROUGH EXTERNAL PUBLIC REALM ASSOCIATED WITH EIC AND PUBLIC REALM DIRECTLY ADJACENT (WEST) OF BLOCK E
- NORTH TERRACE PROMENADE
- - - - ADELAIDE PARK LANDS TRAIL (LOOP RING ROUTE) - EXTENSION
- FROME ROAD CYCLEWAY (CITY NORTH-SOUTH BIKEWAY)
- - - - FROME ROAD CYCLEWAY (CITY NORTH-SOUTH BIKEWAY) - PLANNED

LOT FOURTEEN INTERNAL STREETS



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TYPICAL STREET



LOT FOURTEEN INTERNAL STREETS



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STREETS

Flexible street corridors using a mixed materials palette that ties in with the broader public realm.



LOT FOURTEEN MAJOR PROJECTS – ENTREPRENEUR & INNOVATION CENTRE



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Entrepreneur and Innovation Centre approved by SCAP in February 2021 with minor variation approved in November 2021.

City of Adelaide referral response focused on the technical aspects of pedestrian and vehicle movement to and around the building.

Variation application included relocation of vehicle ramp the west of the building to improve pedestrian safety and experience on the promenade which extends along the northern frontage of the EIC building.



LOT FOURTEEN MAJOR PROJECTS – ENTREPRENEUR & INNOVATION CENTRE



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WGA EIC Traffic Assessment considered:

- Site Access
- End of Trip cycle access
- Delivery and waste vehicle access
- Access for passenger vehicles

Summary:

- 300 bike parks and 450 lockers for end of trip
- Basement parking for 55 VIP staff
- 150 daily movements, comprising approximately 145 cars and in the order of 5 commercial vehicles up to a length of 8.8m



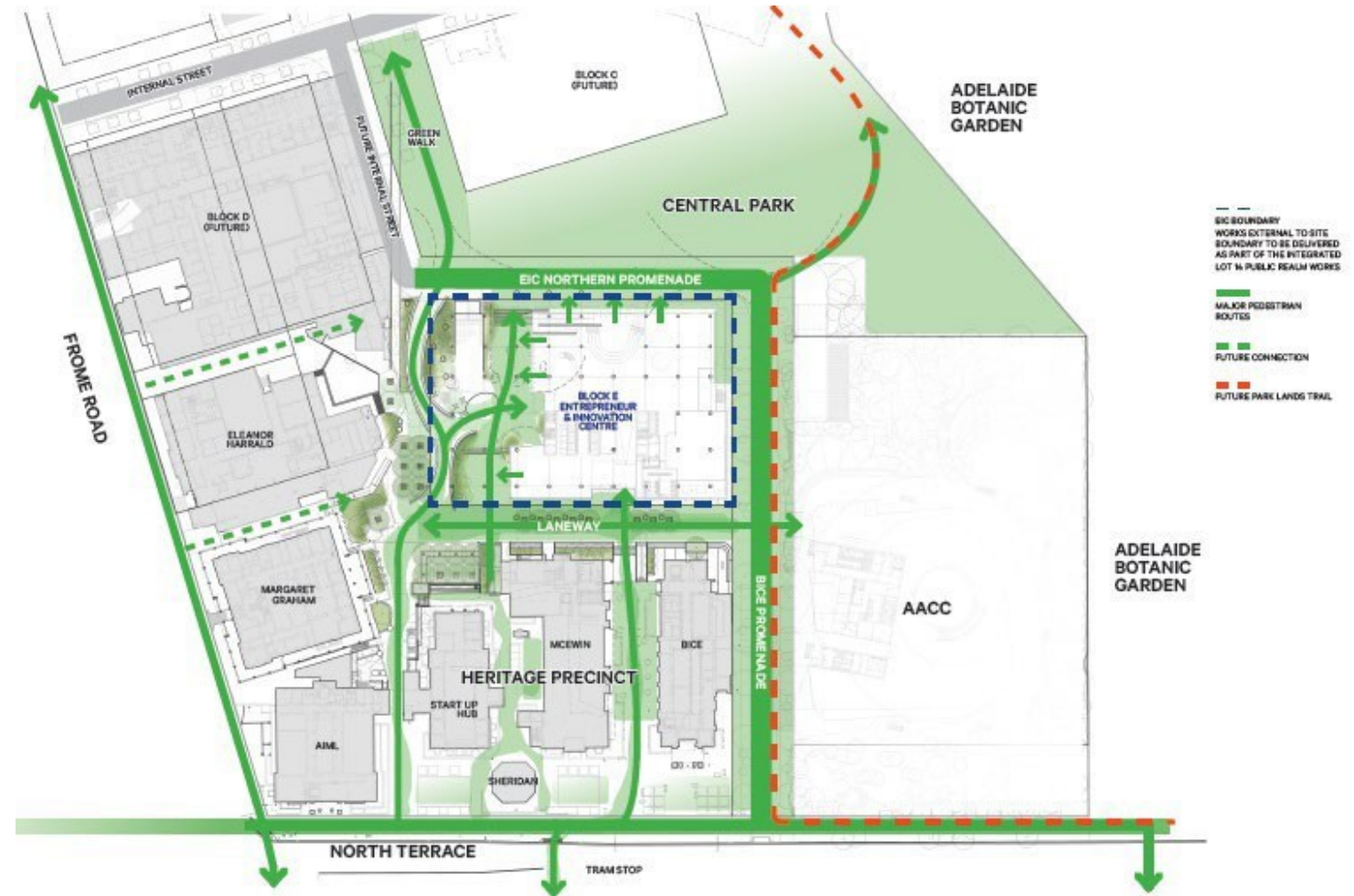
LOT FOURTEEN MAJOR PROJECTS – ENTREPRENEUR & INNOVATION CENTRE



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Oxigen Landscape Architecture - Key Points:

- The western undercroft is a key feature of the permeable public realm, creating a sheltered multifunctional zone adding to the public realm experience for Lot Fourteen.
- Generous double span entry foyer, food and beverage offering with outdoor amenity repositioned to connect view lines to the Adelaide Botanic Garden,



TARRKARRI



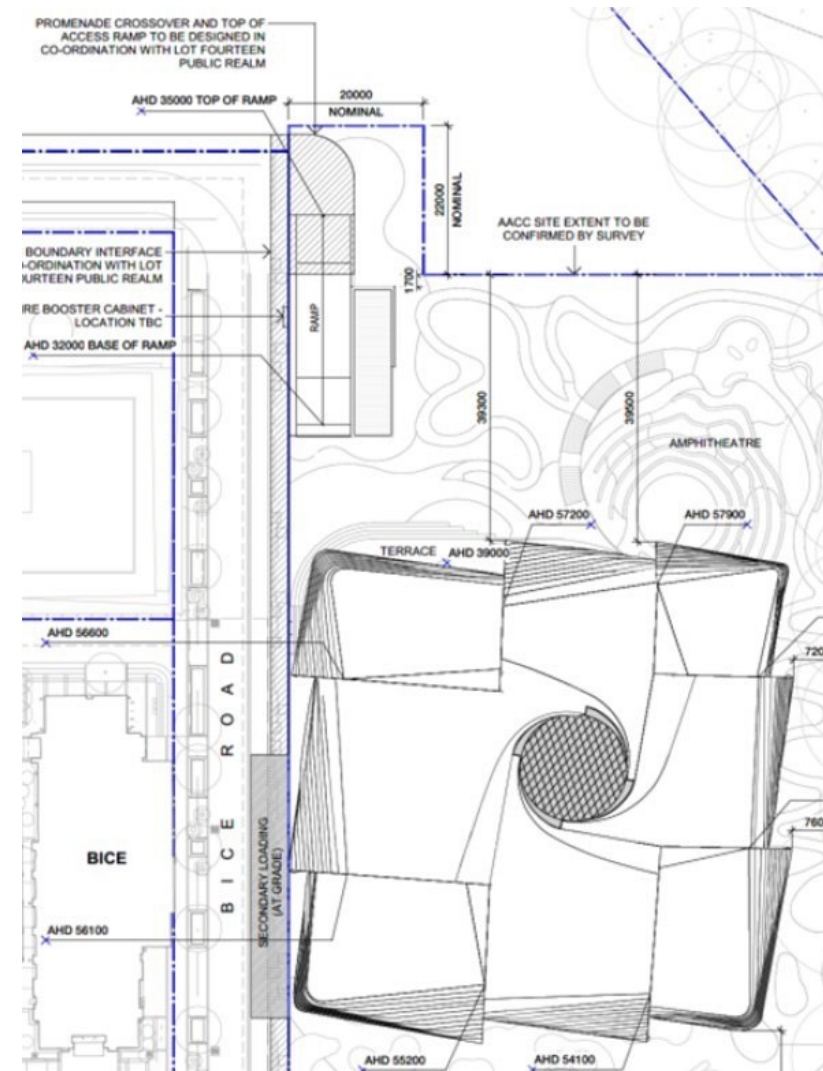
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- Tarrkarri approved by SCAP in October 2021
- Focus of City of Adelaide referral was on stormwater, vehicle access and Park Lands Trail along Bice Road
- Approved with a small loading bay for daily waste and service deliveries.
- Tarrkarri will also rely on the internal road to the west for occasional art loading

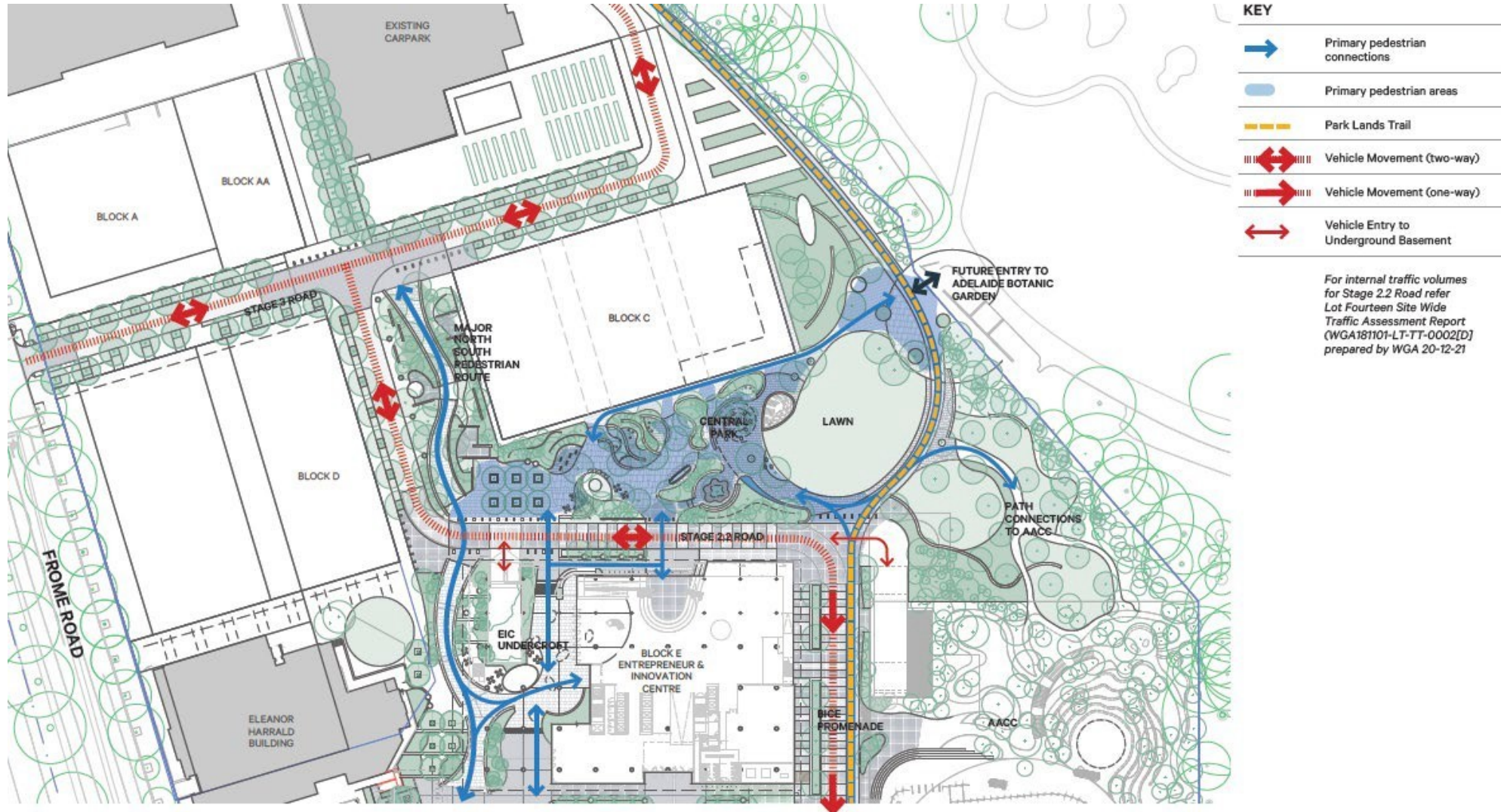


TARRKARRI LOADING

- Access to the basement is provided via an 8m wide one-way down ramp off Bice Road
- Occasional art loading for major exhibitions will be via internal road not the basement
- WGA assessment assumes basement to accommodate both an 8.8m Medium Rigid Vehicle (MRV) and 12.5m Heavy Rigid Vehicle (HRV)
- Council and DIT have approved private bus drop off on North Terrace to reduce coaches needing to come through Lot Fourteen site however still need to accommodate at primary Frome Road vehicle entrance for drop off during North Terrace peak hours



SUMMARY MAJOR PROJECTS AND MOVEMENT



FROME ROAD / GATE 7 CURRENT PEDESTRIAN SAFETY

- To accommodate the approved vehicle access for the new projects at Lot Fourteen modifications are required to the current primary Frome Road entry
- Under any scenario the location of the London Plane tree centrally within Gate 7 is **considered a safety risk** as it impacts on visibility of pedestrians and cyclists.
- Adelaide Botanic High School is now at full capacity of 1250 students and soon to expand with Frome Road being a primary route for students (particularly while Lot Fourteen under development).

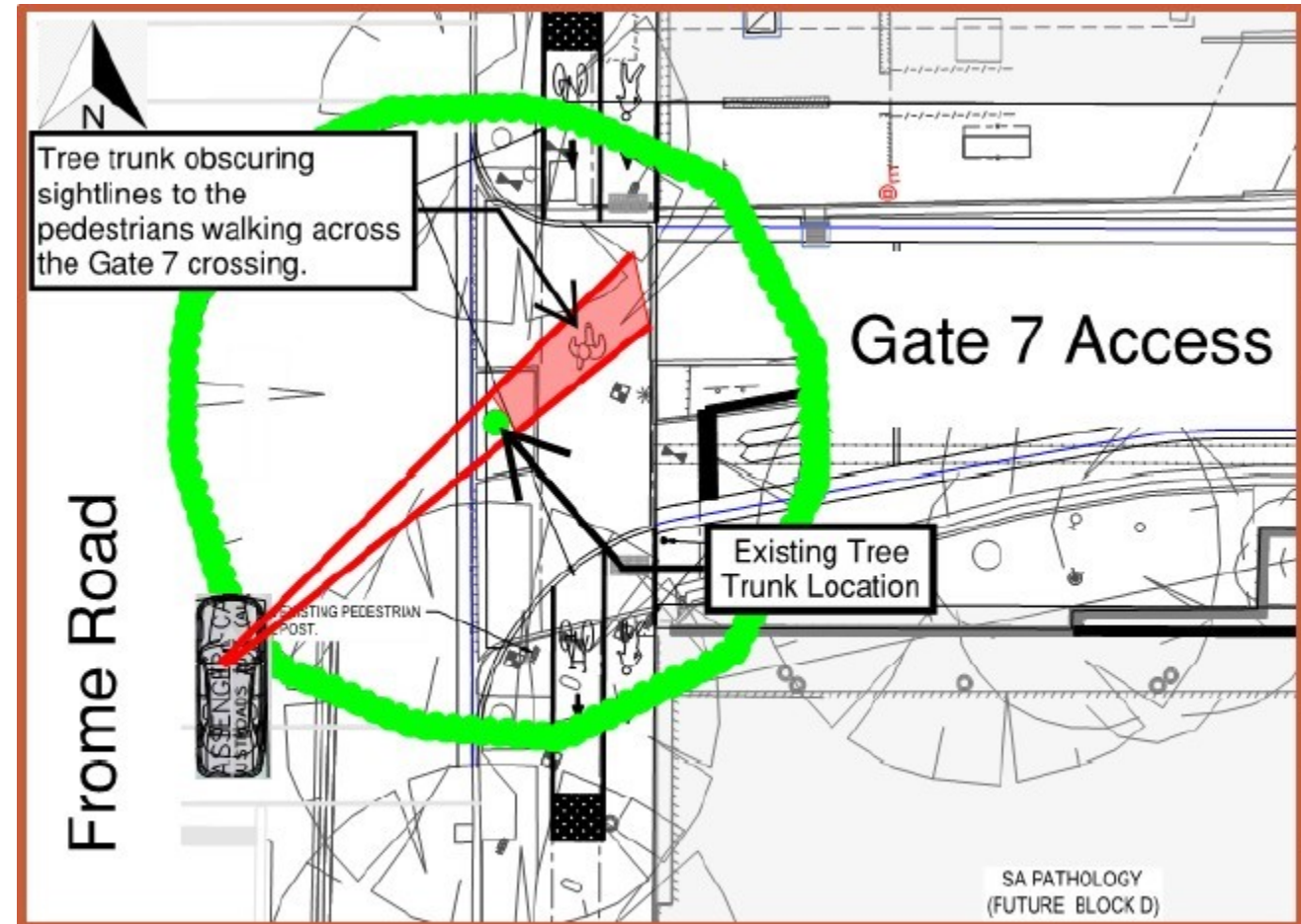


Figure 1 Sightline Obstruction

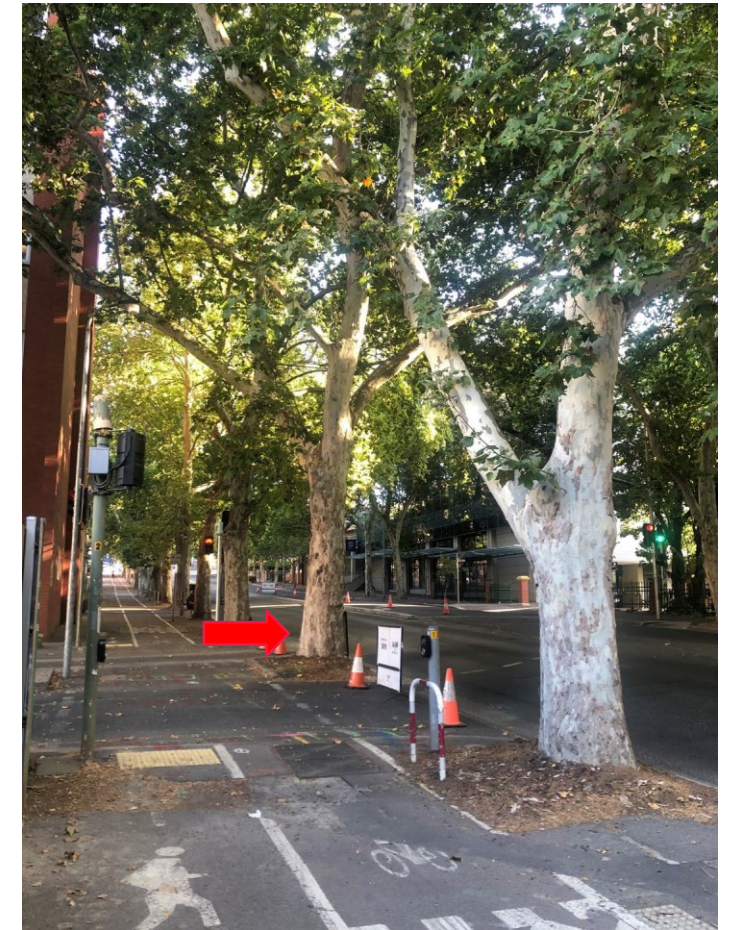
FROME ROAD / GATE 7 CURRENT PEDESTRIAN SAFETY



Poor visibility of pedestrian crossing for a vehicle waiting in right turn lane



Lights and pedestrians become visible once enter into the intersection



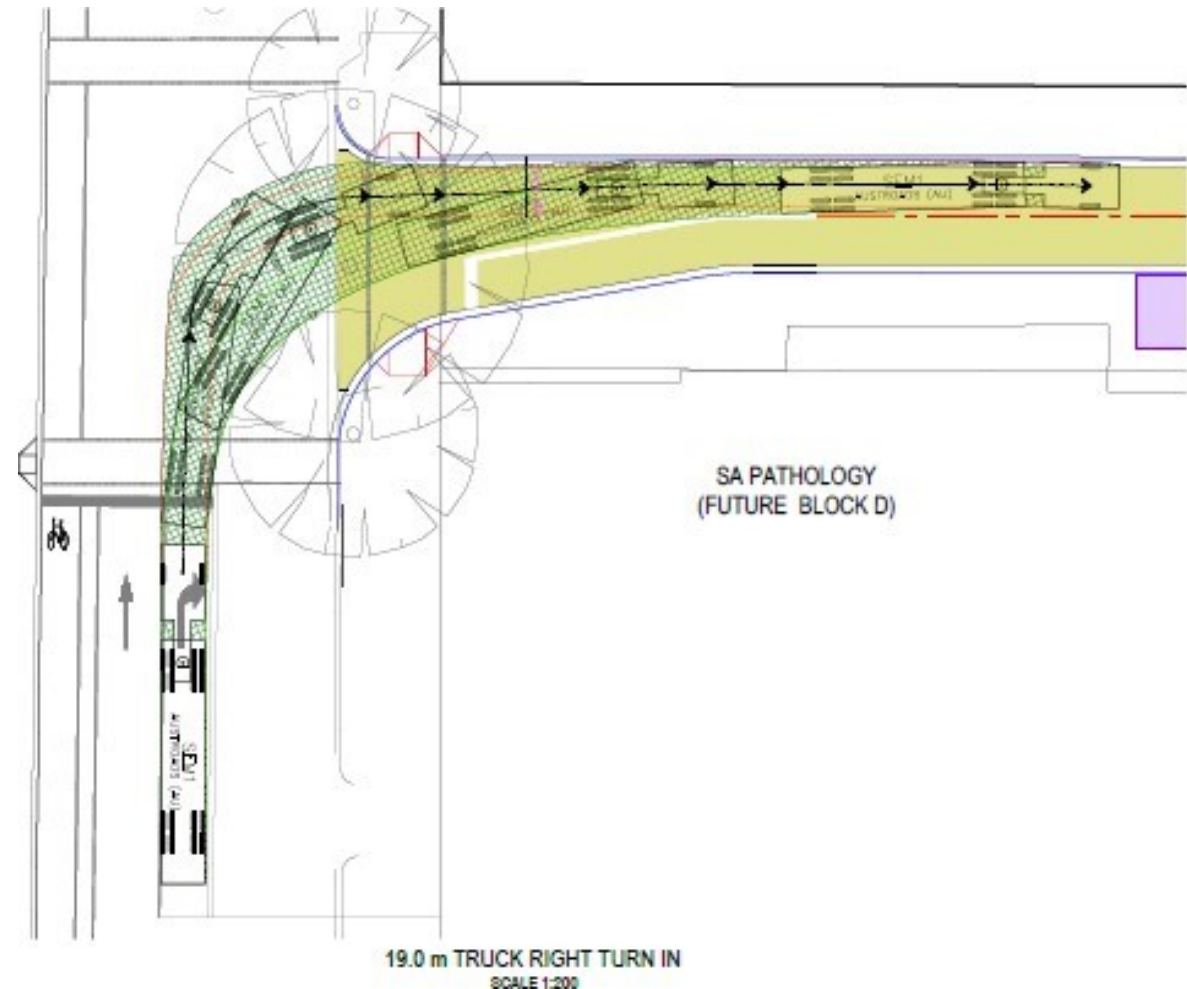
Subject tree viewed from north

FROME ROAD / GATE 7 (PRIMARY) INTERSECTION WORKS



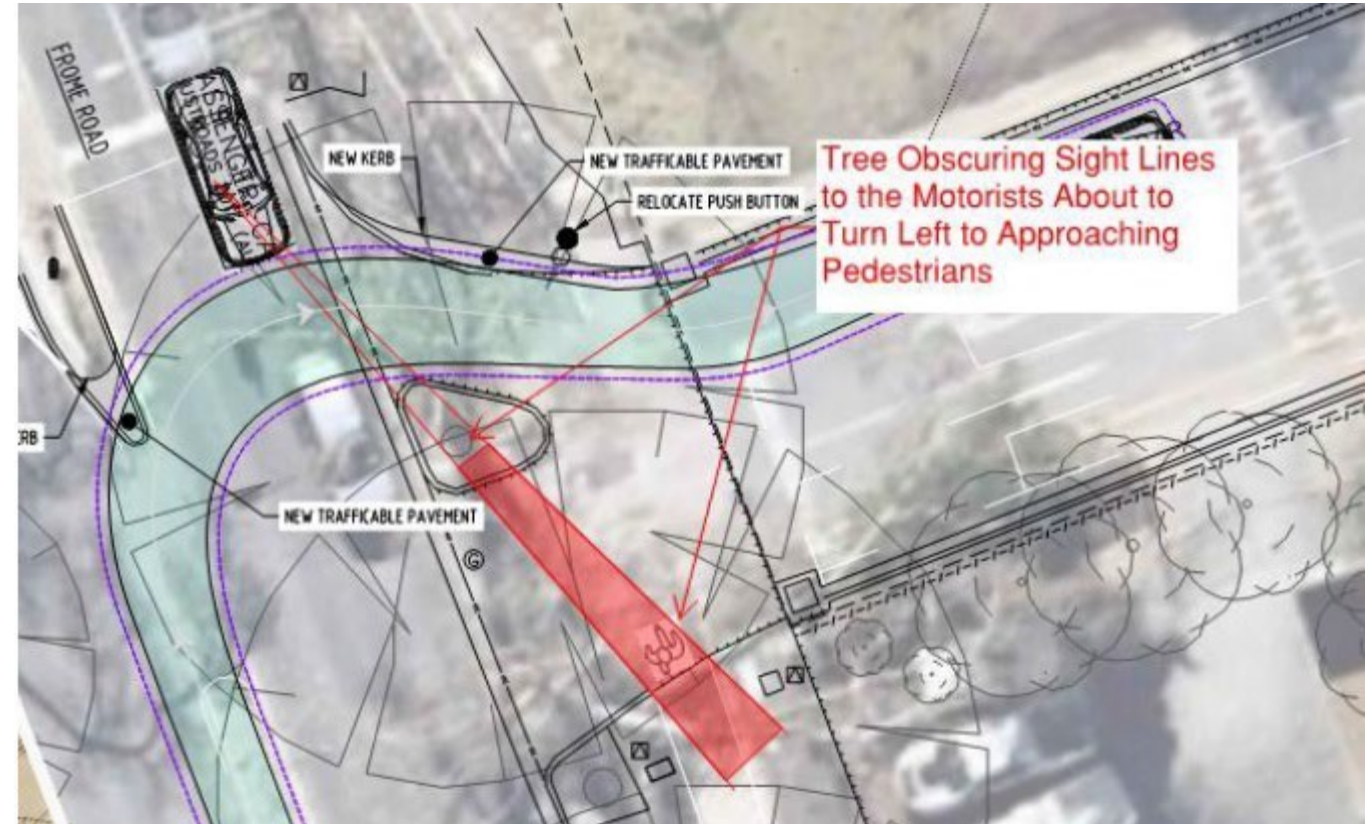
LOT_4
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- The intersection to Frome Road as the primary vehicle entry point requires minor modifications to accommodate the type of vehicles nominated to service the AACC, namely occasional semi trailers and coaches, plus removal of the London Plane tree.
- WGA and KBR have considered several alternatives to minimise impact on Frome Road and negate tree removal:
 - in from North Terrace and out via Frome Road
 - using the next gate further to the north which also requires tree removal plus new right hand turn.



FROME ROAD / GATE 9 INTERSECTION WORKS

- As with Gate 7 WGA's assessment is that the **existing arrangement at Gate 9 is problematic** with the tree obscuring views to approaching pedestrians



FROME ROAD / GATE 9 INTERSECTION WORKS



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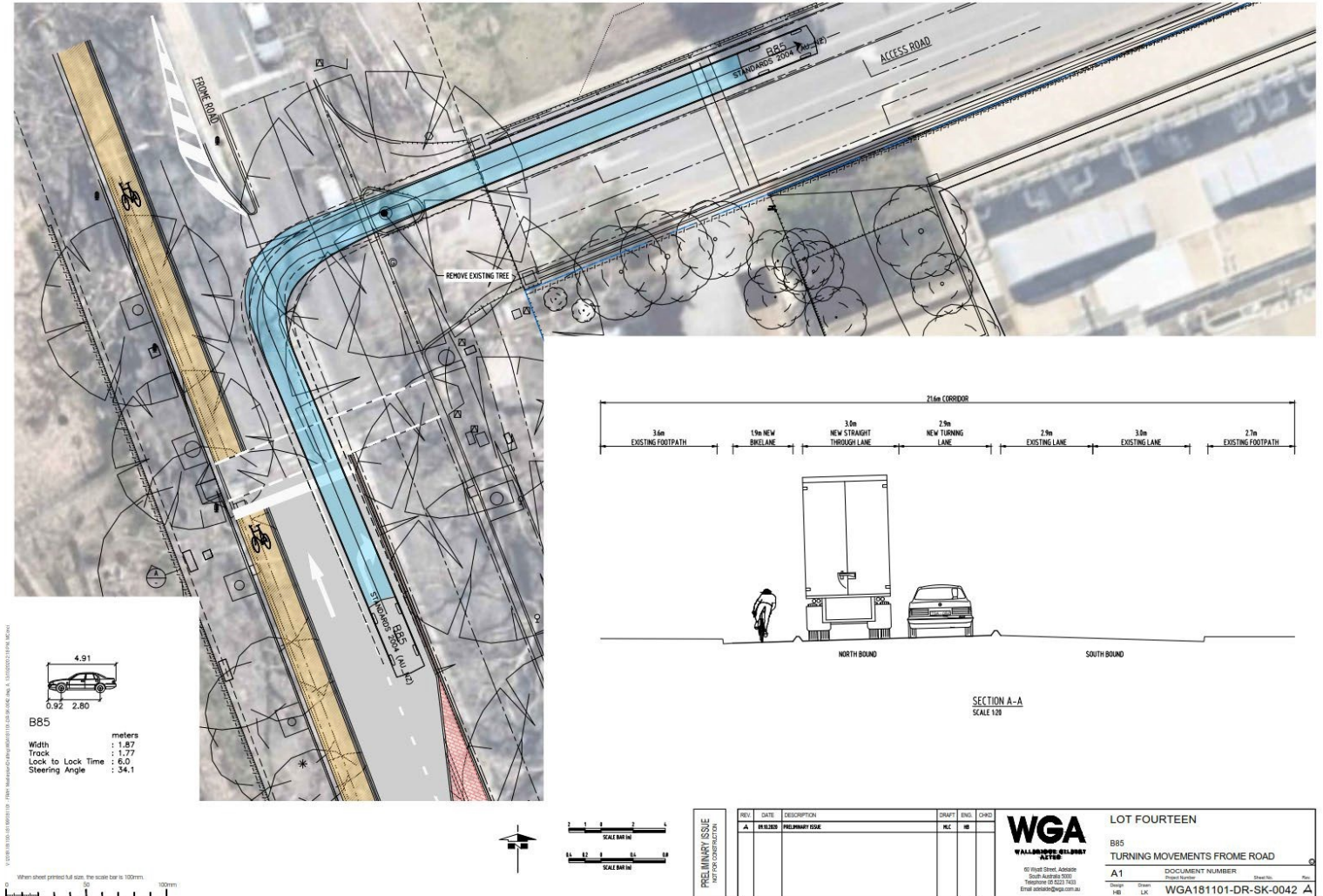


FROME ROAD / GATE 9 INTERSECTION WORKS



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- Proposing new dedicated right hand turn in longer term once vehicle numbers increase at Gate 7 and to minimise right turn wait times at that gate.
- Proposed design has taken into consideration the City of Adelaide's new north/south bikeway on the western side of Frome Road
- Proposal also requires removal of a London Plane tree.

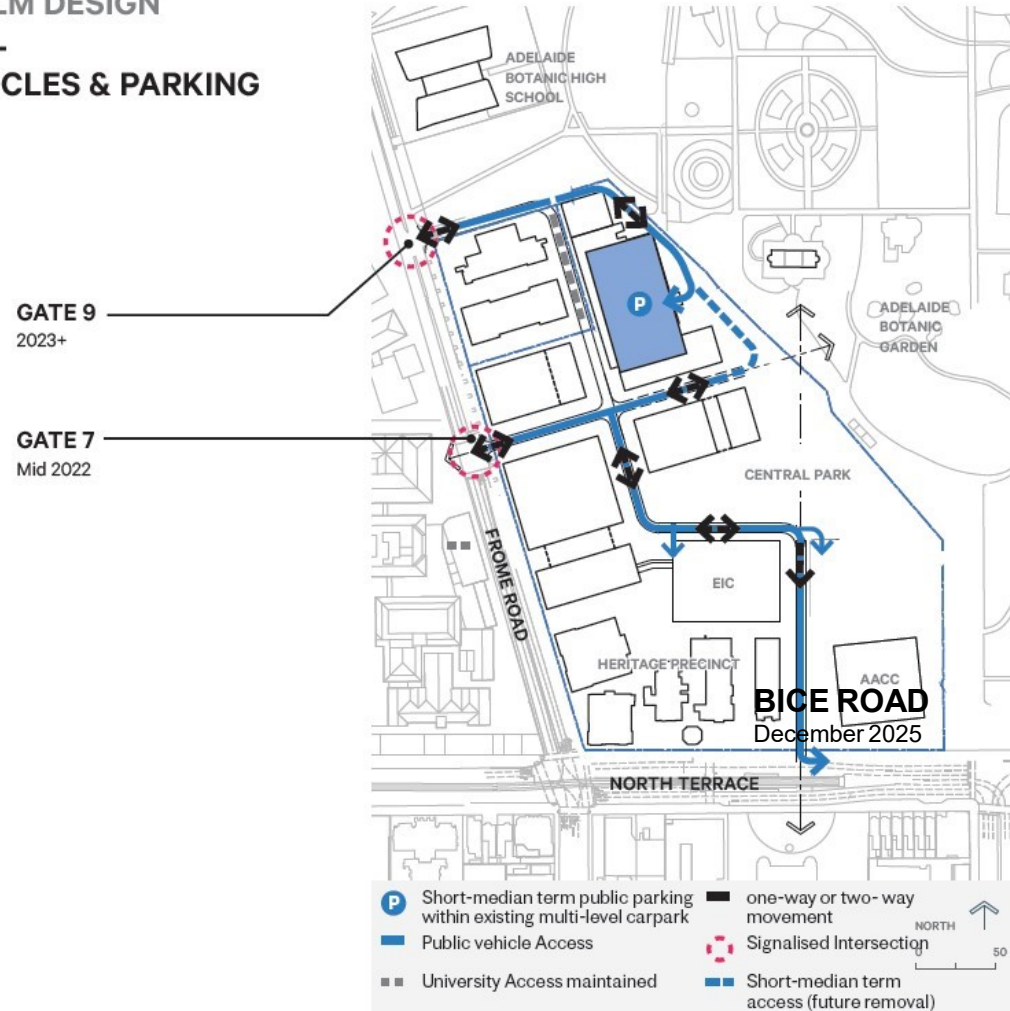


LOT FOURTEEN ACCESS MASTER PLAN AND STAGING



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PUBLIC REALM DESIGN
MOVEMENT - PUBLIC VEHICLES & PARKING
Current proposal



THANK YOU



Government
of South Australia

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QUESTIONS?



Strong Economies

West Franklin Stage 2 Project Update

Strategic Property & Commercial
Rachel Tassone



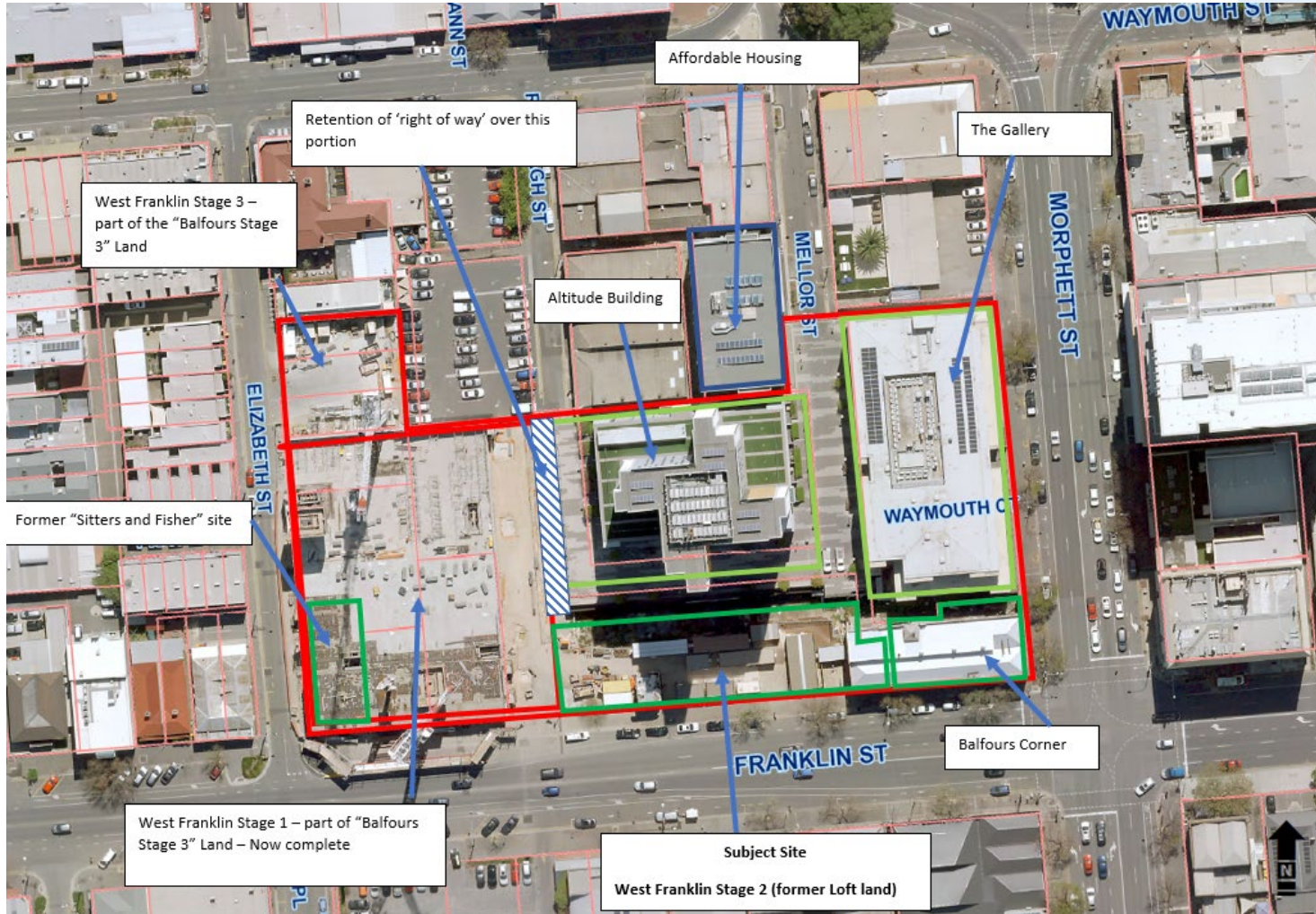
West Franklin Stage 2 Key Messages

- Greaton is the owner and developer of the land at 156 – 172 Franklin Street, formerly known as the “Loft Land”.
- Greaton and the City of Adelaide are parties to:
 - outstanding obligations within a Development Deed that relate to the red brick building on the corner of Morphett Street and Franklin Street; and
 - a Land Management Agreement (LMA) which relates specifically to the former “Loft Land”.
- Greaton has engaged with Council in relation to redevelopment of the former “Loft Land” over the past four (4) years in its capacity as a party to the LMA. The LMA specifies Development Criteria which must be addressed through development of the land.
- Discussions with the developer have focussed on the proposed height of the building. It has been Council’s position that the proposal exceeds the maximum height specified in the LMA and therefore a decision from Council to vary or waive this requirement is necessary.
- The developer made the decision to pursue a planning approval for the proposal.
- Following a refusal of the planning application by the State Commission Assessment Panel (SCAP) in March 2021, planning approval for the development was granted by the Environment, Resources and Development Court (ER&D) in September 2021.
- The developer is of the view that the heights prescribed in the LMA should be read as “minimum heights” and therefore no “waiver” from Council is required.
- The purpose of this presentation is to provide Council with an update on this matter and **seek Council Member feedback to Greaton's proposal in the context of the Land Management Agreement.**

West Franklin Stage 2 Background

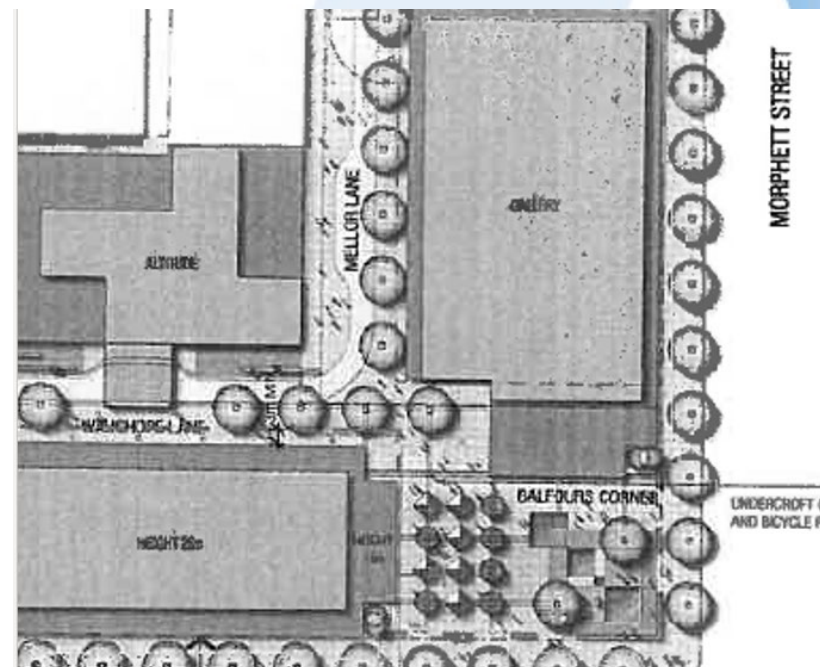
- The Balfours Stage 2 and 3 land was purchased by Zhengtang (a subsidiary company of Greaton) from the West Central Joint Venture (WCJV) between 2014 and 2015.
- The purchase required Zhengtang to take on outstanding contractual arrangements with Council and enter into LMA(s) which referenced the original masterplan. The purpose of the LMA was to ensure future development met the required residential densities.
- In 2015, Council provided vendor approval to West Franklin Stage 1. The proposal resulted in a variation to the masterplan for the Balfours Stage 3 land.
- In 2019, Council approved to rescind the LMA over the small remaining parcel of land on Elizabeth Street (also part of the Balfours Stage 3 land and now referred to as West Franklin Stage 3).
- The final parcel of land associated with the Balfours project is West Franklin Stage 2, formerly known as the “Loft Land”. This parcel of land was purchased directly from the WCJV and not Council.
- The aerial plan on the following page displays the different stages of the Balfours development.

West Franklin Stage 2 Aerial Plan of the Balfours Development



West Franklin Stage 2 Balfours Corner

- Greaton has a contractual obligation to re-develop the Balfours Corner in accordance with the Development Deed with Council.
- Balfours Corner is designated as Common Property.
- The original masterplan identified this area as an open plaza, with the red brick walls along Franklin Street and Morphett Street being retained.
- Taking into consideration the level change across the site, the developer has suggested that alternative options be considered. For example, re-purposing of the building for a commercial/community outcome.
- This matter is to be resolved at a later date and any changes to the original concept will also require approval from the Body Corporate.



West Franklin Stage 2

Land Management Agreement Criteria

- The Development Criteria contained within the LMA for the former 'Loft Land' references the concept that was part of the original Balfours/Bus Station masterplan.
- The Development Criteria are described as follows:
 - The development of the land must be undertaken in accordance with the annexed concept plan and without limitation must comply with the following:
 - Incorporation of pedestrian walkways (and where applicable, vehicular access) that will connect with existing pedestrian and vehicular walkways being Wauchope Lane, Ranelagh Walk and Balfours Corner as nominated on this concept plan.
 - The provision of a two (2) level car park below plaza level.
 - The pedestrian links shall be designated as common property in future land divisions.
 - The maximum building heights as outlined on this concept plan and prescribed in the Adelaide (City) Development Plan are achieved within a twenty percent (20%) tolerance, noting the setback requirements and different height levels will result in a building that has a podium along Franklin Street.
- The heights outlined on the concept plan are 18 metres (podium) and an overall height of 25 metres (approximately 8 levels).
- Taking into consideration a 20% tolerance, this would equate to a height of 30 metres (approximately 9 – 10 levels).
- It should be noted that at the time the LMA was drafted, the concept plan and the building heights within the Development Plan were the same.
- Building heights were amended in 2012 as part of the Capital City Development Plan Amendment (DPA) which was initiated by the State Government.

West Franklin Stage 2 Current Status

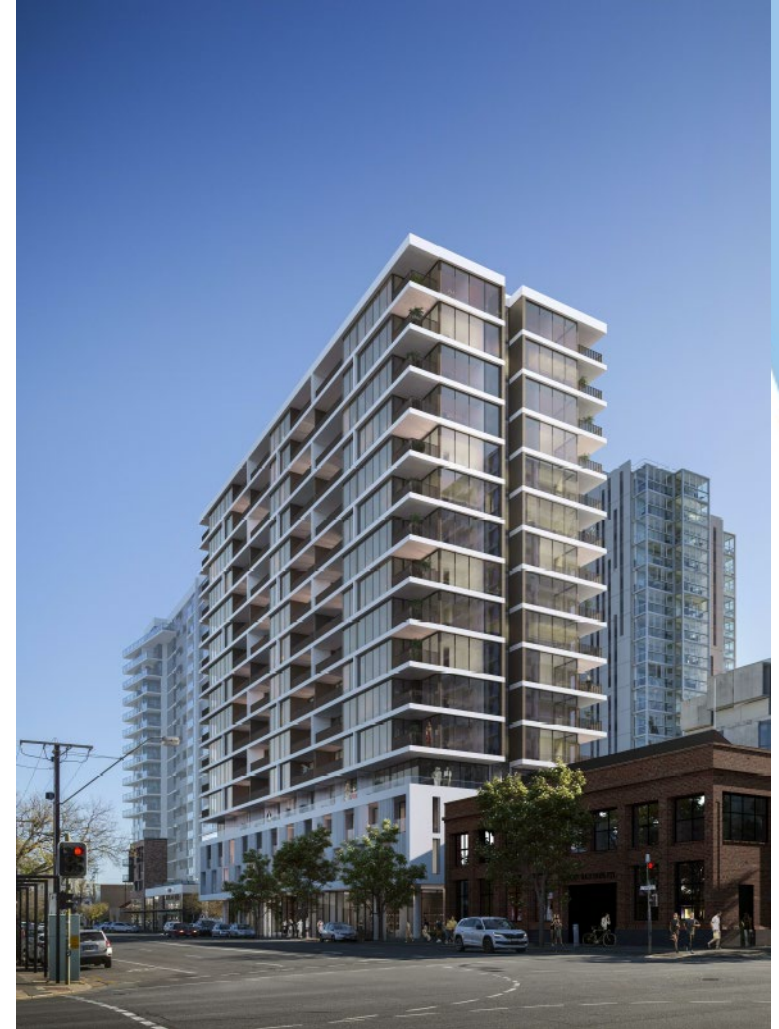
- In November 2020, SCAP considered a proposal from the developer (“Greaton” - Zhengtang Precinct Loft Pty Ltd) for the West Franklin Stage 2 site.
- SCAP decided to defer the matter and requested that the developer seek a decision from Council in relation to the LMA and the height limit specified.
- In December 2020 Greaton wrote to Council requesting that Council waive the height limit within the LMA which is 25 meters (approximately 8 - 9 levels).
- A Council briefing was arranged for 16 February 2021 to allow the developer to present the updated proposal to Council.
- However, following discussions with the proponent and legal advice obtained through Council’s legal provider (Norman Waterhouse), the developer decided that a more appropriate course of action was to seek a decision on the planning application prior to Council considering the matter. The developer then requested that the presentation to Council be postponed pending a decision from SCAP.
- On the 10 March 2021, SCAP refused the development application.
- The developer appealed the decision to the ER&D Court and on 13 September 2021 the ERD Court issued a planning approval for the development.

West Franklin Stage 2 Current Status

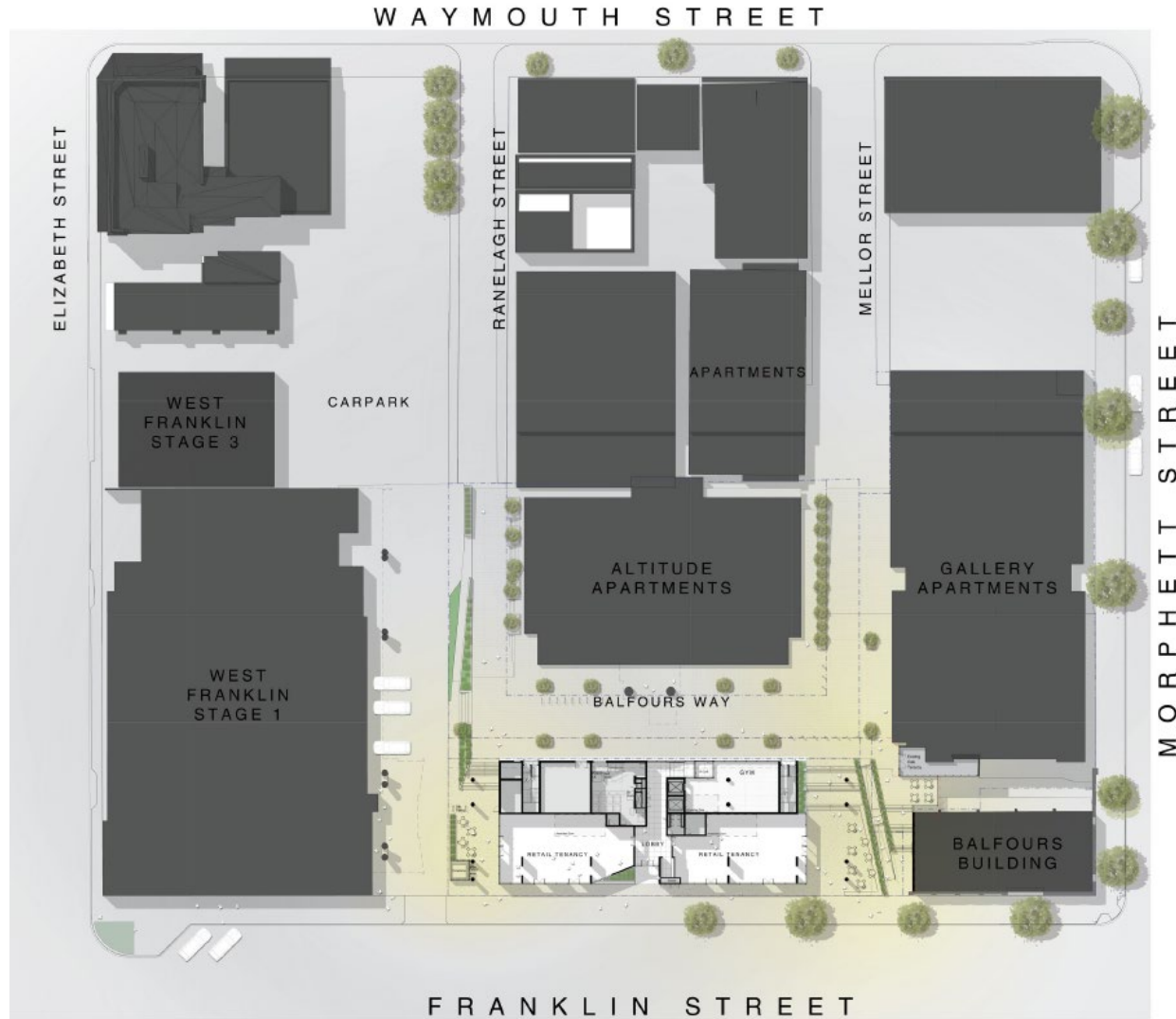
- Greaton has written to Council to advise of the outcome at the ER&D Court.
- Greaton's position is that the heights stipulated within the LMA should be read as minimum heights and not maximum heights.
- Their rationale for this is based on comments made by his Honour Judge Durrant during the ER&D Court proceedings.
- Greaton have expressed the essence of the comments made as follows:
 - *“It would make no practical sense if it were to be read to set only a maximum height i.e., if the Development Application satisfies the suggested “maximum” height criteria in the Concept Plan only, then Zhengtang would be in breach of the LMA for not achieving the maximum height in the Development Plan. Conversely, if clause 3 is read to set a minimum height to be achieved, this makes more interpretive sense as Zhengtang would be able to comply with the LMA to achieve minimum heights set out in both the Concept Plan and the Adelaide (City) Development Plan.”*
- However, this position is not a judgement on the LMA. Council can choose to accept or not accept this interpretation.

West Franklin Stage 2 The Proposal

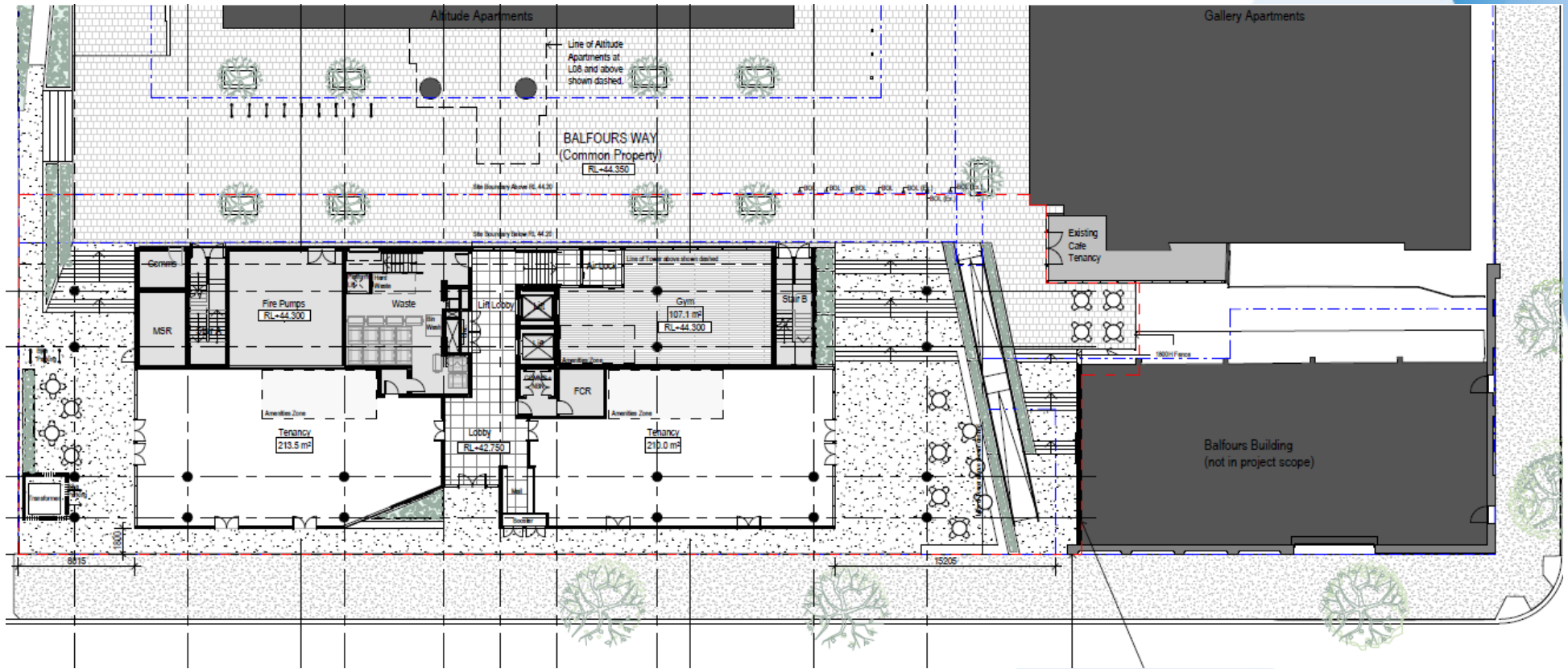
- Details of the approved development are as follows:
 - A 16 level, mixed use building comprising a two (2) level basement car park, retail at ground level and apartments above.
 - A new DDA compliant pedestrian link to connect Franklin Street and Waymouth Street.
 - Part demolition of the Balfours red brick building (as a portion of this building encroaches over the site).
 - A building height of 53 metres to the main body of the building.
 - 199 apartments (40 x Studio, 59 x 1 bed and 100 x 2 bed apartments).
 - 75 car parks and 26 bicycle parks.
 - 425.5 m² of retail space fronting Franklin Street.
 - 107.1 m² to accommodate a gym with access via Balfours Way.



West Franklin Stage 2 The Proposal

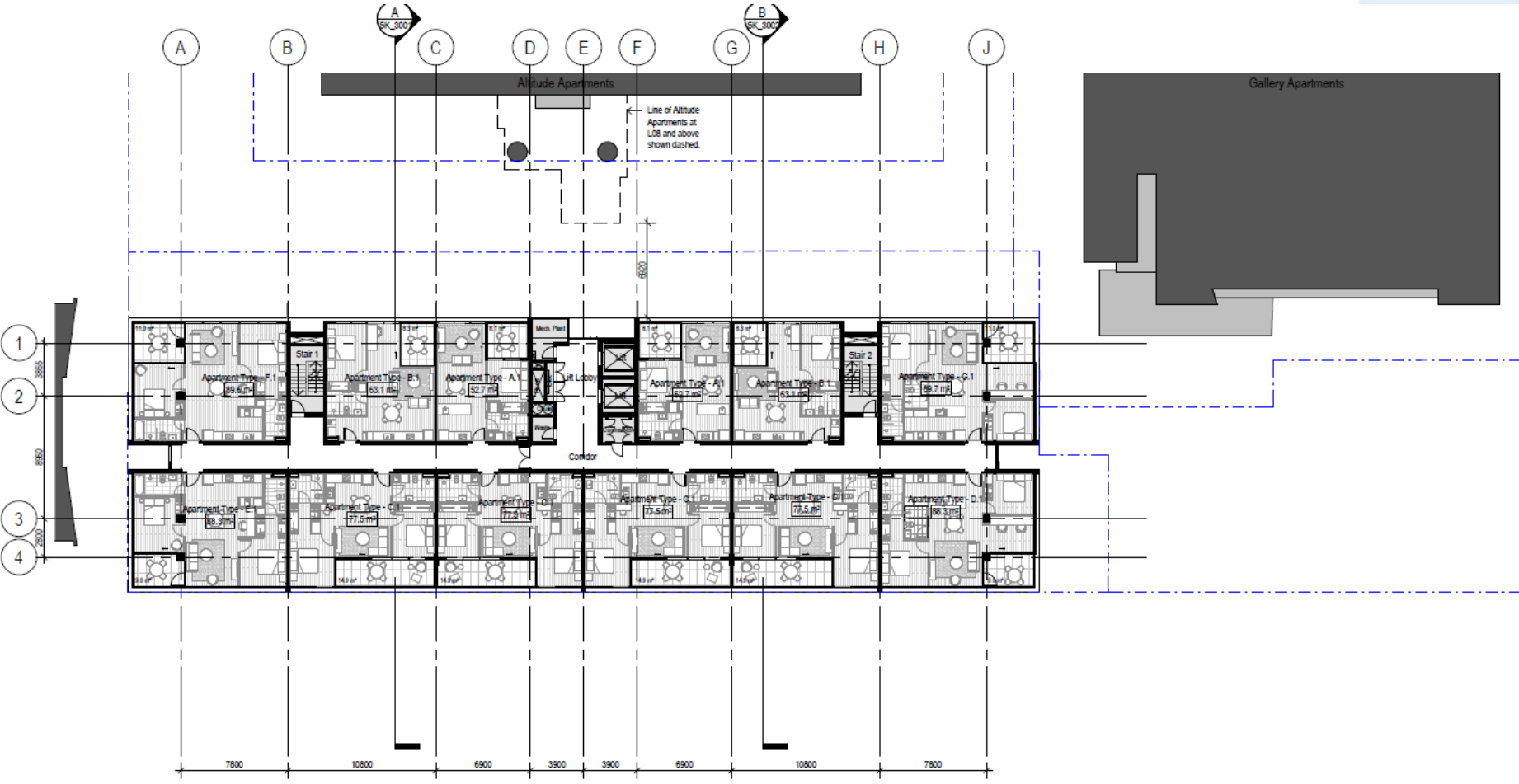


West Franklin Stage 2 The Proposal



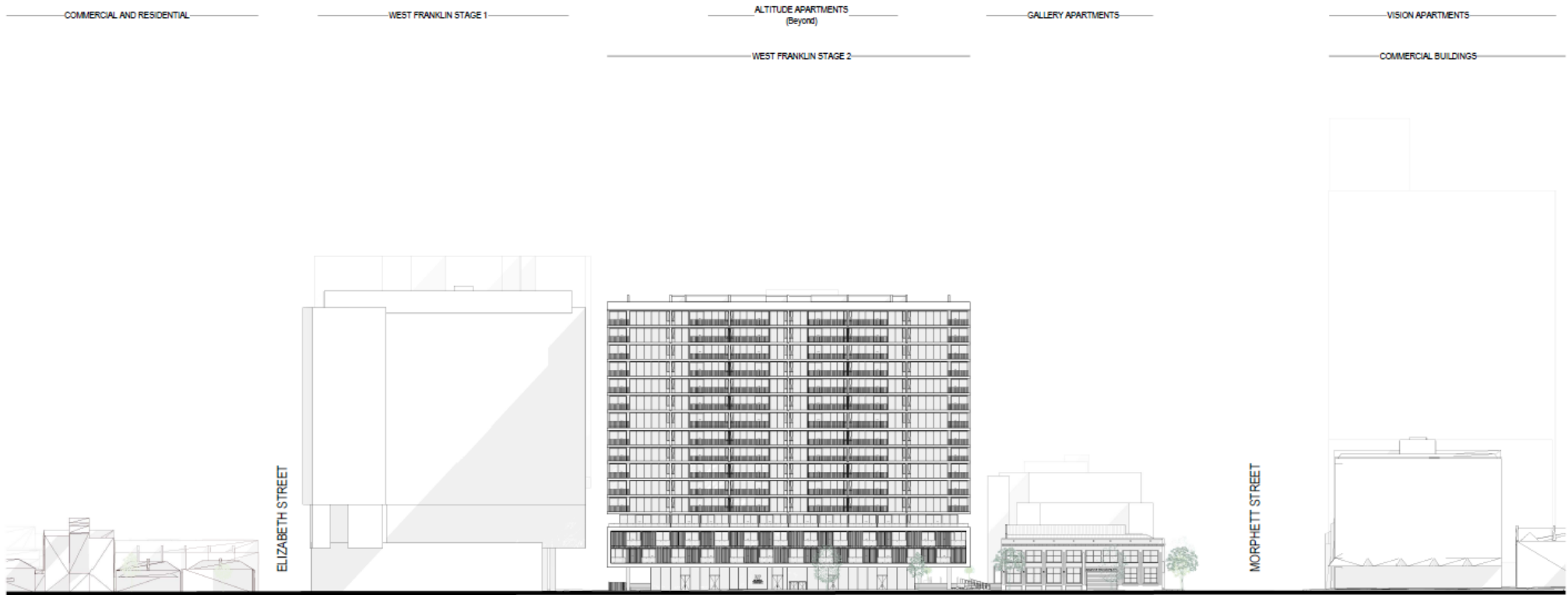
Ground Floor Plan

West Franklin Stage 2 The Proposal



Typical Apartment - Levels 5 - 17

West Franklin Stage 2 The Proposal



Franklin Street Elevation

West Franklin Stage 2 The Proposal



East Elevation

West Franklin Stage 2 The Proposal



Cross Section – Looking East

West Franklin Stage 2

Next Steps

- As the developer's position is now such that they believe that an approval from Council is not required, they do not intend to ask Council to waive or vary Development Criteria within the LMA.
- Any further action in relation to this matter will now require a careful consideration from Council, whether it be to accept the developer's interpretation of the LMA or not accept their position.
- A confidential report to Council in April 2022 is proposed. This will provide the opportunity for Council to resolve its position and enable the Administration to proceed to progress the matter as directed.

Thriving Communities

Adelaide Design Manual

Background to the Adelaide Design Manual, purpose of the document, cost, and integration with other strategies including Mainstreets and seek feedback on implementation.

Infrastructure
Geoff Register



Adelaide Design Manual

Key Messages

- Responding to the 12 October 2021 Decision of Council to deliver a workshop on the Adelaide Design Manual (ADM).
- Provide background to the purpose of the Adelaide Design Manual.
- Provide indicative costs and consideration of implementing the Adelaide Design Manual.
- Explain how Mainstreets will be integrated with the Adelaide Design Manual.
- Summarise differences between Adelaide Design Manual and Asset Management Plans.

Adelaide Design Manual

Key Questions

KEY QUESTION

What are Council Members' views on implementation of ADM noting increase of cost to projects and available funding?

KEY QUESTION

What are Council Members' views on the application of the ADM including the types of streets that the ADM could be applied to?

Adelaide Design Manual Implications



Implication	Comment
Policy	<p>Asset Management Policy</p> <p>North Adelaide Public Realm Policy</p> <p>Water Sensitive City Action Plan</p>
Consultation	<p>Consultation on treatments will be undertaken on a project-by-project basis and in line with Council's Community Consultation Policy</p>
Resource	<p>Any updates or revisions to the Adelaide Design Manual would require additional resources</p>
Risk / Legal / Legislative	<p>All ADM treatments are adaptable to meet legal and legislative requirements. This should be considered on a project basis.</p>
Opportunities	<p>There is an opportunity to clearly define the role of the ADM and ensure it is used appropriately in future projects</p>

Budget/Financial Implications

Implication	Comment
21/22 Budget Allocation	Elements of the ADM have been integrated within project costs where applicable
21/22 Budget Reconsideration (if applicable)	Elements of the ADM are to be integrated within project costs
Proposed 22/23 Budget Allocation	Elements of the ADM are to be integrated within project costs
Ongoing Costs (eg maintenance cost)	Ongoing costs will be incurred with implementation of ADM elements. These costs will be budgeted for on a project by project basis.
Other Funding Sources	Other funding sources may need to be sought to fund ADM implementation

Council Decision:

- At its meeting of 12 October 2021 Council asked administration to come back to Council with a workshop on the Adelaide Design Manual specifically that:
 - Mainstreets be considered in the implementation of the Adelaide Design Manual, with their own distinct identity
 - Costs and data associated with the Adelaide Design Manual should also be presented

Purpose of the Adelaide Design Manual:

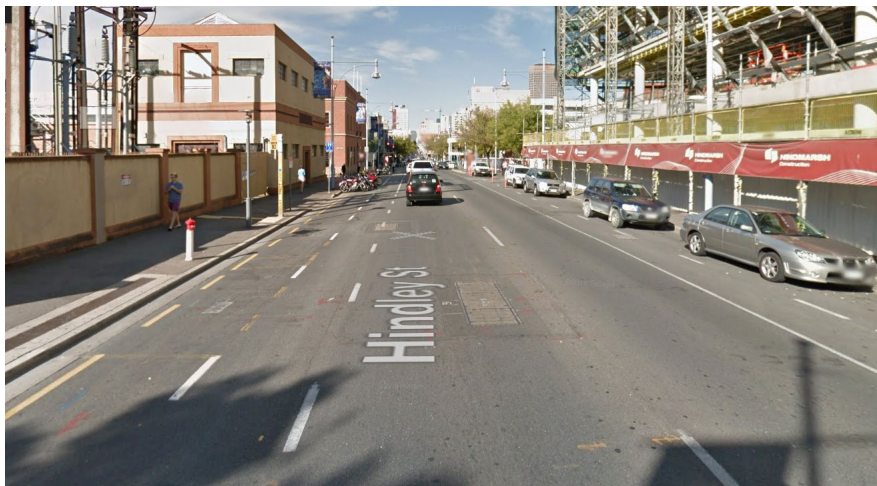
- The Adelaide Design Manual is a toolkit that builds on the City of Adelaide's strengths and draws from local, national and international experience in urban design and sustainability principles, providing direction for the design of public spaces.
- The Adelaide Design Manual is a guide to bespoke items and materiality that may be added at times to projects and individually costed - [Adelaide Design Manual](#)
- A selection of materials and treatments is outlined with recommendations for each street type
- Street are classified into a hierarchy based on their purpose:

Street Hierarchy	Description
1. Boulevards	Defined by a grand scale, many of these are 40 metre wide streets acting as gateways to the city.
2. Terraces	The unique transition and contrast between buildings and the city's residential and Park Lands areas.
3. Retail Streets	Retail Streets are dynamic, and vibrant, making them economically prosperous and socially rich.
4. Streets	Traditionally mixed use, Streets share a broad function from residential, commercial, retail and institutional and provide connection to the wider city.
5. Squares	Reinforcing the city's grid pattern, Squares provide local identity, recreational opportunities and reflect the character and uniqueness of each location.
6. Park Lands	Signalling entry to the city, the Park Lands play an important role in creating the unique vistas of the City of Adelaide.
7. Small Streets and Laneways	Encouraging connections and enabling activities, Small Streets and Laneways contribute to the liveliness and diversity of the city.

Costs and consideration of implementing the Adelaide Design Manual:

- An indication of the cost of treatments in the ADM is outlined in [Link 1](#).
- The application of ADM treatments and materials will reflect a significant increase in both Capital Outlay and Ongoing Maintenance, Operations and Annual Depreciation Costs.
- For example Hindley Street at a basic renewal level is estimated to cost circa \$12.5M per kilometre, with the introduction of elements of the ADM costs could escalate to \$45M per kilometre due to treatments, materiality, service relocations, etc.

Standard



Upgraded



Costs and consideration of implementing the Adelaide Design Manual

- The funding allocation between cost of the upgrade and the renewal budget would require additional new and upgrade funding, noting that current asset renewals have not factored in elements of the ADM.
- Should Council wish to, these additional costs should be considered at a project level, subject to available budget and scope and as part of Councils broader business plan and budget deliberations in terms of funding sources.
- The challenge of introducing ADM into all projects will be cost of delivery. Council would either need to consider doing less projects, review funding mechanisms to support the increase costs of ADM implementation or consider off the shelf elements and materials which are can align with budget requirements.
- It may be more feasible to upgrade some key elements, and leave others as a basic renewal.

How Mainstreets will be integrated with the Adelaide Design Manual:

- The Premier Precincts are proposed to include elements of the Adelaide Design Manual which will be built into the masterplans and fully costed.
- Concept plans are currently being developed for three of the mainstreets which will be presented to Council in April 2022.
- Note the current classification for the 6 Main Streets in the ADM is as follows:

Hindley Street	High Activity Retail Street
Hutt Streets	Low Activity Retail Street
O'Connell Street	Low Activity Retail Street
Melbourne Street	Low Activity Retail Street
Gouger Street – east of Morphett Street	High Activity Retail Street
Gouger Street – west of Morphett Street	Local Street
Grote Street	Gateway Boulevard

Difference between Adelaide Design Manual and Asset Management Plans

- The Adelaide Design Manual complements the Asset Management Plans through provision of bespoke options that can be added on a case by case basis (note it does not replace the Asset Management Plan).
- The current Level of Service in our Asset Management Plans are based on replacing assets like for like or to modern day equivalent, providing the base level of treatment.
- The Level of Service through the Design Manual provides for a higher standard.

Next Steps

- Concepts plans to be considered for Hindley, Hutt and Melbourne Street in April 2022.
- Elements of the ADM to be included in the concept plans and reflected within costings.
- Council's base level of service to be discussed in the Level of Services workshop



Adelaide Design Manual

Key Questions

KEY QUESTION

What are Council Members' views on implementation of ADM noting increase of cost to projects and available funding?

KEY QUESTION

What are Council Members' views on the application of the ADM including the types of streets that the ADM could be applied to?

Strong Economies

Levels of Service

Providing background and seeking Council Members feedback on current Levels of Service and funding options

Infrastructure
Geoff Register



Levels of Service

Key Messages

- Background to Council's Levels of Service
- Levels of Service Consultation
- Asset Management Plans and their relationship to Levels of Service
- Next Steps



Levels of Service (LoS) Key Questions



KEY QUESTION

What are Council Members' views on current Levels of Service provided, in relation to cleanliness, condition, availability, and functionality etc?

KEY QUESTION

What are Council Members' views on the increase to Levels of Service and how will this be funded?

Insert Workshop Title

Implications

Implication	Comment
Policy	Asset Management Policy Strategic Asset Management Plan
Consultation	Consultation on Levels of Service has begun with the community. Results will be presented back to Council.
Resource	Within current resource levels
Risk / Legal / Legislative	Council has a legal and legislative requirement to manage assets in its care and control. This management should include maintaining agreed levels of service.
Opportunities	Opportunity to realign levels of service with community expectations, in a financially sustainable manner

Insert Workshop Title

Budget/Financial Implications

Implication	Comment
21/22 Budget Allocation	Levels of Service are funded through capital renewal and operational budgets
21/22 Budget Reconsideration (if applicable)	Current Levels of Service will be continued through 2021/22, so budget is adequate
Proposed 22/23 Budget Allocation	Any changes to existing Levels of Service would have budget implications
Ongoing Costs (eg maintenance cost)	Any changes to existing Levels of Service could have budget implications
Other Funding Sources	Not as a result of this workshop

Background to Council's Levels of Service:

Levels of service within an Asset Management Plan (AMP) determine at what state the asset stock will be maintained and when intervention, such as treatments or replacement, will occur. It will also define the nature of replacements. For example, whether a simple like-to-like or more complex build-back-better approach is taken.

This will enable us to plan our asset management efforts, optimise outcomes for the community and prioritise resources for areas of greatest need in line with Council's overall strategic and budgetary objectives, for example;

- Levels of Service inform how the assets are managed throughout their lifecycle.
- Levels of Service can be based on the community or technical standards.
- Community Levels of Service expectations are based on consultation process.
- Levels of Service have an associated cost.



Background to Council's Levels of Service:

- Different types of Levels of Service can include:
 - Condition: The actual physical condition of the asset.
 - Capacity: Can the infrastructure meet the demand.
 - Function: Is it the right asset for the service being provided.
 - Design: Is the quality of the asset suitable for the service.
 - Serviceability: Can the asset be easily maintained and operated.
- Examples:
 - All council buildings comply with current building codes.
 - All roads are fully available during peak demand.
 - All footpaths and pathways are lit to provide a safe environment.
 - All footpaths in street "A" to be replaced with granite paving.

Levels of Service Consultation

- Council is current consulting on their Levels of Service. Stage One of the consultation is completed. Stage Two is to follow in April 2022.
- Stage One of the community consultation focused on feedback on the condition, safety, cleanliness, functionality and accessibility of Council's streets and footpaths, and parklands and open space - https://yoursay.cityofadelaide.com.au/amp-2021?tool=survey_tool
- The results of Stage One will be brought back to Council including recommended Levels of Service and associated costs.
- Community feedback will be considered when developing Levels of Service for use in the Asset Management Plans.

Asset Management Plans and their Relationship to Levels of Service:

- Council's has six Asset Management Plans that outline Council's agreed Levels of Service. These include buildings, urban elements, lighting and electrical, Park Lands and open space, transportation, and stormwater.
- The Asset Management Plans are currently based on a Levels of Service to replace like for like or to modern equivalent, and to continue to maintain assets to current standards.
- Cost for this Level of Service has been integrated with the Long Term Financial Plan.
- Any changes to Council's Levels of Service will need to be considered by Council and the community, costed and updated in the Asset Management Plan and Long Term Financial Plan.

Levels of Service

Next Steps

- Stage One of community consultation on Levels of Service brought back to Council in April/May 2022.
- Levels of Service will be integrated with Asset Management Plans and Long Term Financial Plan.
- Asset Management Plans will be brought into Council to approve going out to community consultation, then following review of consultation, presented to Council for adoption.



Levels of Service (LoS)

Key Questions

KEY QUESTION

What are Council Members' views on current Levels of Service provided, in relation to cleanliness, condition, availability, and functionality etc?

KEY QUESTION

What are Council Members' views on the increase to Levels of Service and how will this be funded?