

# Development Plan Amendment

By the Council

## City of Adelaide

### North Adelaide, Former Channel 9 Site DPA

#### The Amendment

##### *For Approval*

Approved by the Minister responsible for the administration  
of the *Development Act 1993* pursuant to Section 25 (18),  
of the *Development Act 1993*.

  
.....  
Minister's Signature

30 MAY 2017  
Date.....



Amendment Instructions Table					
Name of Local Government Area: City of Adelaide					
Name of Development Plan: Adelaide (City) Development Plan					
Name of DPA: North Adelaide, Former Channel 9 Site DPA					
<p><i>The following amendment instructions (at the time of drafting) relate to the Adelaide (City) Development Plan consolidated on 31 March 2016.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)					
Amendments required: <b>Yes</b>					
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)					
Amendments required: <b>Yes</b>					
<b>North Adelaide Historic (Conservation) Zone</b>					
1.	REPLACE	Principle of Development Control (PDC) 25	Replace PDC 25 with the contents of <b>Attachment A</b>	No	No
<b>Tynte Policy Area 4</b>					
2.	REPLACE	Tynte Policy Area 4	Replace entire section headed 'Tynte Policy Area 4 with the contents of <b>Attachment B</b>	No	No
<b>TABLES</b>					
Amendments required: <b>Yes</b>					
<b>Table Adel/2 Local Heritage Places</b>					
3.	DELETE	Local Heritage Place	Delete all of the text in the row commencing '136-137 Mackinnon Parade'	No	No
4.	INSERT	Local Heritage Place	After row commencing '61-71 Wellington Square' add new row containing the contents of <b>Attachment C</b>	No	No
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>					
Amendments required: <b>Yes</b>					
<b>Map Adel/38</b>					
5.	REPLACE	MAP Adel/38	Replace Policy Areas Map Adel/38 with contents of <b>Attachment D</b>		





## Attachment A

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

(a) A change of use to any of the following:

Adult entertainment premises  
Adult products and services premises  
Amusement machine centre  
Art gallery except in Policy Areas 4 and 8  
Auditorium

Backpackers hostel except:

- (i) in Policy Areas 3, 4 and 9
- (ii) on King William Road frontages in Policy Area 8

Bank except on:

- (i) Tynte Street frontages in Policy Area 4
- (ii) King William Road frontages in Policy Area 8
- (iii) Melbourne Street frontages in Policy Area 11

Car park except where ancillary to an approved or existing use  
Cinema

Clinic except:

- (i) for development to Calvary Hospital on its existing site in accordance with the Calvary Hospital Principle 9 In Policy Area 1
- (ii) from an existing non-residential premises in Policy Area 5
- (iii) in Policy Area 9

Community centre except:

- (i) in Policy Area 4
- (ii) east of Jeffcott Street in Policy Area 5

Conference centre

Consulting room except:

- (i) for development to Calvary Hospital on its existing site in accordance with the Calvary Hospital Principle 9 In Policy Area 1
- (ii) from an existing non-residential premises in Policy Area 5
- (iii) on King William Road frontages in Policy Area 8
- (iv) in Policy Area 4 and 9
- (v) on Melbourne Street frontages in Policy Area 11

Day centre (other than a child care centre) except:

- (i) in Policy Areas 4, 7 and 9
- (ii) east of Jeffcott Street in Policy Area 5

Educational establishment except:

- (i) east of Jeffcott Street in Policy Area 5

- (ii) in Policy Areas 3, 4 and 9
- (iii) on King William Road frontages in Policy Area 8

Emergency shelter except:

- (i) east of Jeffcott Street in Policy Area 5
- (ii) in Policy Areas 4, 7 and 9

Hospital except:

- (i) for development to Calvary Hospital on its existing site in accordance with the Calvary Hospital Principle 9 In Policy Area 1
- (ii) in Policy Areas 4 and 9

Hotel except:

- (i) in Policy Areas 3, 4 and 9
- (ii) on King William Road frontages in Policy Area 8

Indoor recreation centre except:

- (i) on Tynte Street frontages in Policy Area 4
- (ii) in Policy Area 9

Industry

Leisure studio except:

- (i) on Tynte Street frontages in Policy Area 4
- (ii) in Policy Area 9

Licensed entertainment premises

Licensed premises except on Tynte Street frontages in Policy Area 4

Motel except:

- (i) in Policy Areas 3, 4 and 9
- (ii) on King William Road frontages in Policy Area 8

Multiple dwelling except:

- (i) in Policy Areas 3 to 5 and 7 to 9
- (ii) on the site of St Ann's College in Policy Area 8

Museum except in Policy Areas 4 and 8

Nursing home except:

- (i) on Archer Street frontages in Policy Area 4
- (ii) both north of Tynte Street and west of Mansfield Street in Policy Area 4
- (iii) east of Jeffcott Street in Policy Area 5
- (iv) in Policy Areas 7 and 9

Office except:

- (i) from an existing non-residential premises in Policy Area 5
- (ii) on King William Road frontages in Policy Area 8
- (iii) in Policy Area 4 and 9
- (iv) on Melbourne Street frontages in Policy Area 11

Passenger terminal

Primary School in Policy Area 1

Public library except in Policy Areas 4 and 8

Research laboratory except:

- (i) for development to Calvary Hospital on its existing site in accordance with the Calvary Hospital Principle 9 In Policy Area 1
- (ii) on Archer Street frontages in Policy Area 4
- (iii) on King William Road frontages in Policy Area 8
- (iv) in Policy Area 9

Restaurant in Policy Area 4 except on Tynte Street

Road transport terminal

Service trade premises

Serviced apartment except:

- (i) in Policy Areas 3, 4 and 9
- (ii) on King William Road frontages in Policy Area 8

Shop except on:

- (i) Tynte Street frontages in Policy Area 4
- (ii) The site of the North Adelaide Primitive Methodist Church located on Wellington Square in Policy Area 4
- (iii) King William Road frontages in Policy Area 8
- (iv) Melbourne Street frontages in Policy Area 11

Theatre

Transport depot

Warehouse

- (b) Building work involving any of the following:

Development which exceeds any applicable maximum plot ratio (as prescribed in each Policy Area) except in Policy Area 10 or in Policy Area 4 both north of Tynte Street and west of Mansfield Street

Development which exceeds both two building levels and locates a ceiling more than 6 metres above the median natural or finished ground level at any point or any part of a building, except:

- (i) in Policy Areas 9 and 10
- (ii) in Policy Area 4 both north of Tynte Street and west of Mansfield Street (other than in the area defined by hatching on Concept Plan Fig T/1).

Development on land both north of Tynte Street and west of Mansfield Street in Policy Area 4 (other than in the area defined by hatching on Concept Plan Fig T/1) which exceeds 6 building levels above the median natural or finished ground level at any point, or any part of a building.

In Policy Area 9, development which exceeds:

- (i) both six building levels and locates a ceiling more than 21 metres above the median natural or finished ground level at any point or any part of a building north of Kermode Street.
- (ii) both two building levels and locates a ceiling more than 6 metres above the median natural or finished ground level at any point or any part of a building south of Kermode Street.

In Policy Area 10, development which both exceeds two building levels and locates a ceiling more than 6 metres above the median natural or finished ground level at any point or any part of a building, except along Old Street (west of New Street) and Jerningham Street.

In Policy Area 10, development along Old Street (west of New Street) which both exceeds two building levels above one level of undercroft parking and locates a ceiling more than 6 metres above the median natural or finished ground level at any point or any part of a building.

In Policy Area 10, development along Jerningham Street which both exceeds one building level and locates a ceiling more than 3 metres above the median natural or finished ground level at any point or any part of a building.

(c) Advertisements involving any of the following:

Illumination in Policy Areas 1 and 10

Animation

Third party advertising

Advertisements at roof level where the sky or another building forms the background when viewed from ground level.

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

(e) Total demolition of a Local Heritage Place or portion of a Local Heritage Place being the frontage and side wall returns which are visible from the street, where the elements of the heritage value of that place are so limited.

## Attachment B

### Tynte Policy Area 4

#### Introduction

The desired character, objectives and principles of development control that follow apply to the Policy Area as shown on [Maps Adel/38 and 39](#). They are additional to those expressed for the Zone and in cases of apparent conflict, take precedence over the Zone provisions. In the assessment of development, the greatest weight is to be applied to satisfying the desired character for the Policy Area.

#### Desired Character

The Tynte Policy Area should continue as an area for low and medium density residential development characterised by a range of dwelling types as well as providing community facilities for North Adelaide. The formal and dignified historic character of Tynte Street derived from its traditional community uses such as the post office, library, hotel, church and kindergarten, and its wide tree-lined streetscape should be conserved. Quality landscaping, paving and street furniture should complement its historic context, with the wide footpaths used for outdoor dining and cafes where appropriate.

The variety of dwelling types should be retained by the conservation of Heritage Places. An increase in the amount of residential accommodation should be achieved by redevelopment of buildings and sites that are not identified Heritage Places and may also be achieved by converting or redeveloping non-residential premises to either residential or mixed use residential and office uses.

Development in Archer Street should create a gradual transition from the more contemporary building forms and townscape character of the Main Street Policy Area (O'Connell Street) to the east. The attractive streetscape should be maintained and enhanced by landscaping of adjacent development.

Development on Tynte Street should reinforce the dignity and quality of the public buildings in the street.

Development off Tynte and Archer Streets should reflect the more intimate scale and siting of historic and established built form.

The site identified in Concept Plan Fig T/1, formerly occupied by Channel 9, provides the opportunity for an integrated redevelopment with low to medium scale residential development which may be complemented by small restaurants and cafes that activate Tynte Street. Medium rise dwellings up to 6 building levels will be centrally located within the site to limit impacts to residential amenity and historic streetscapes. Medium rise dwellings will transition down in scale to provide a suitable built form interface to sensitive development including existing low scale dwellings and Heritage Places. Development to the Mansfield Street frontage will be low-scale and create a cohesive streetscape that enhances the historic pattern of development. Development should retain and enhance the low scale historic built-form around the perimeter of Wellington Square.

The 1960s store building located within the hatched area on Concept Plan Fig T1 on Gover Street will be replaced with low scale 4 dwellings. The built form of dwellings on this portion of the site will reinforce the character of the historic development pattern of detached dwellings and complement the more generous scale and siting patterns of Heritage Places within Gover Street.

The Policy Area should maintain a high level of pedestrian safety with convenient access to the Main Street (O'Connell) Zone to the east, particularly to the North Adelaide Village Centre, and should remain highly accessible for local vehicle access needs.

## OBJECTIVES

- Objective 1:** Development that strengthens, achieves and is consistent with the desired character for the Policy Area.
- Objective 2:** Development of the Tynte Policy Area for residential purposes at low and medium densities and community facilities for North Adelaide that complement the established small scale traditional community uses in Tynte Street.

## PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should strengthen, achieve and be consistent with the desired character for the Policy Area.
- 2 Residential development should be in the form of detached, semi-detached, row or group dwellings, residential flat buildings, or alterations and additions to existing buildings. Row dwellings should only occur where:
  - (a) vehicle access can be provided from laneways or minor streets;
  - (b) garaging is not incorporated into the principal street frontage of the building; and
  - (c) there is a maximum of six dwellings in any one group.
- 3 Development should not exceed 2 building levels or locate a ceiling more than 6 metres above the median natural or finished ground level at any point or any part of a building (except as provided for by Principle 15).
- 4 Buildings may be allowed up to the maximum height or number of levels where such buildings are compatible with adjacent buildings and their settings in respect of their scale and siting, and where there is no adverse impact on established residential amenity.
- 5 Except on land both north of Tynte Street and west of Mansfield Street, the bulk and density of development should satisfy the following:
  - (a) Basic and maximum plot ratio: 1.0 and
  - (b) Dwelling Unit Factor:
    - (i) 450 square metres - detached dwelling, semi-detached dwelling and group dwelling;
    - (ii) 450 square metres - row dwelling;
    - (iii) 450 square metres - residential flat building not contained within an existing building;
    - (iv) 250 square metres - residential flat building contained within an existing building;
    - (v) 300 square metres - residential redevelopment of a site occupied by an existing non-complying use.

*In relation to Principle 5(b), satisfying the minimum site area for a dwelling (described as the Dwelling Unit Factor) may not be sufficient to address heritage considerations relevant to a particular place or streetscape.*

*In relation to Principle 5(b), in the case of a hammerhead allotment or similar allotment design where the only public road frontage represents the proposed vehicle access, the area of the 'handle' or right of way is excluded from the site area when performing the calculation of Dwelling Unit Factor.*

- 6 Except on land both north of Tynte Street and west of Mansfield Street, the land for a dwelling should have a primary street frontage not less than the following (other than in the case of a hammerhead allotment, where the frontage to a public road should be no less than five metres):

- (a) detached dwelling: 14 metres;
  - (b) semi-detached dwelling: 12 metres;
  - (c) row dwelling: 7 metres;
  - (d) group dwelling or residential flat building: 18 metres.
- 7** A minimum of 30 percent of the total site area should be provided for landscaped open space on the site of development. Each dwelling in a development should provide as part of the landscaped open space, a private open space area in accordance with the Council Wide principles of development control.
- In relation to Principle 6, in the case of a hammerhead allotment, the area of the "handle" or right of way is excluded from the calculation of landscaped open space.*
- 8** There should be no expansion of retail activities, other than in accordance with the Desired Character.
- 9** Limited non-residential activities such as community facilities, small scale offices and consulting rooms are appropriate in Tynte Street provided they complement rather than duplicate existing non-residential uses that currently include a post office, library, hotel and child care centre.
- 10** In Tynte Street, verandahs or balconies should only be established across footpaths where street tree growth permits. Development should maintain the continuity of built form by ensuring that new buildings are two storeys in height, and abut or are sited close to the Tynte Street frontage.
- 11** Development in Walter Street should be more intimate in scale and character and may incorporate two storey elements away from the street frontage behind a single storey facade.
- 12** Development should maintain existing views to the prominent landmark buildings in the adjacent Carclew Policy Area.
- 13** Through-site pedestrian links to the North Adelaide Village Centre should be incorporated in development where practicable.
- 14** Non-residential development comprising new buildings should respect the generally lower scale of residential buildings and provide a transition of built form at site boundaries.
- 15** Development on land both north of Tynte Street and west of Mansfield Street except in the hatched area on Concept Plan, Fig T/1 should:
- (a) be primarily for residential use;
  - (b) be in accordance with the Concept Plan, Fig T/1 and the Desired Character;
  - (c) not exceed a plot ratio of 1.7;
  - (d) ensure new buildings or built form up to a maximum of 6 building levels are:
    - (i) located within the area identified as Taller Built Form in Concept Plan Fig T/1; and
    - (ii) designed to minimise building mass at the interface with adjoining low-scale residential development by siting buildings within a building envelope consisting of a 45 degree plane, measured from a height of 3 metres above natural ground level at the allotment boundary of an adjoining residential allotment, unless a variation to the building envelope demonstrates minimal adverse impacts upon adjacent residential development in terms of massing and overshadowing through alternative design methods.
  - (e) locate low scale built form of up to 2 building levels along the Mansfield Street frontage;
  - (f) locate low scale built form of up to 2 building levels on the Tynte Street frontage with

upper level buildings set back from the street in order to maintain the prominence of the former North Adelaide Primitive Methodist Church building and the streetscape pattern of Tynte Street.

- (g) incorporate a number of individual buildings that are separated to break up building mass and avoid long sections of continuous buildings;
- (h) ensure new vehicle access points on Mansfield Street are:
  - (i) located away from the northern boundary of the Former Channel 9 site identified on Concept Plan Fig T/1 to provide adequate sight line distances to the north; and
  - (ii) located to avoid conflict with existing vehicle access points in the street
- (i) provide an area along the northern boundary to accommodate landscaping to soften and relieve any large building mass at the interface with low scale residential premises.

**16** Development on land in the hatched area on Concept Plan, Fig T/1 should:

- (a) be primarily for residential use;
- (b) be in accordance with the Concept Plan, Fig T/1 and the Desired Character;
- (c) not exceed a plot ratio of 0.8; and
- (d) not exceed a maximum of 2 building levels or 6 metres above the median natural or finished ground level at any point or any part of a building.

### **Advertising**

- 17** Advertisements should be restrained and discreet and relate principally to pedestrians.
- 18** Advertisements should be sensitively designed, located and scaled to provide an overall consistency within the townscape.
- 19** Illumination of advertisements will only be considered where it is discreet and does not affect the amenity of residential premises.
- 20** Advertisements more than 3.7 metres above natural ground level or an abutting footpath or street are inappropriate.





- 2 Childers East Policy Area
- 3 Wellington Square Policy Area
- 4 Tynte Street Policy Area

- Former Channel 9 Site
- Low Scale Built Form up to 2 building levels
- Taller Built Form up to 6 building levels
- State Heritage Place
- Local Heritage Place
- - - Policy Area Boundary



ADELAIDE (CITY)  
FORMER CHANNEL 9 SITE  
CONCEPT PLAN  
Fig T/1

Version C 24/06/16



**Attachment C**  
*(include only second row)*

Property Address	Description of Place and Elements of Heritage Value	Lot No. or Part Sec	Plan No	Certificate of Title	Heritage NR
62-80 Wellington Square NORTH ADELAIDE	Three row cottages (including former Primitive Methodist Manse): Original external fabric on front and sides.	Allotments 91 & 92	FP 171207	5356/324	



## Attachment D

### ADELAIDE (CITY) POLICY AREAS MAP Adel/38





- 1 Hill Street Policy Area
- 2 Childers East Policy Area
- 3 Wellington Square Policy Area
- 4 Tynte Policy Area
- 5 Carclew Policy Area
- 16 Golf Links Policy Area
- 17 Northern Park Lands Policy Area
- State Heritage Place
- Local Heritage Place
- ▲ Significant Tree

— Policy Area Boundary

## ADELAIDE (CITY) POLICY AREAS MAP Adel/38





# **Adelaide City Council**

**North Adelaide Former Channel 9 Site  
Development Plan Amendment**

## **Summary of Consultation and Proposed Amendments (SCPA) Report**

March 2017



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## Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

## Consultation

### Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA Process B (with consultation approval) and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- 1 Hon Rachel Sanderson State Member for Adelaide
- 2 Hon Kate Ellis Federal Member for Adelaide

The consultation period ran from 4 August 2016 to 30 September 2016.

### Public Notification

Notices were published in the 'The Advertiser' on 4 August 2016, the Government Gazette on 4 August 2016, the City Messenger on 3 August 2016, and the City North Messenger on 3 August 2016.

The DPA documents were also put on display at the Adelaide City Council's Customer Centre, Libraries and were made available at the Community Centres. A copy of the DPA was forwarded to the Department of Planning and Local Government on 4 August 2016.

A drop-in information session where staff were available to discuss issues and answer questions was held on 16 August 2016 at the North Adelaide Community Centre, 176 Tynte Street.

In addition, a Public Information Meeting was held at the North Adelaide Community Centre on 22 August 2016.

### Public and Agency Submissions

#### Public Submissions

During the public consultation period a total of 23 public submissions were received. Key issues raised in the submissions are summarised as follows:

- Height/scale of development
- Traffic and Parking
- Heritage Considerations: Impact to character and heritage of area.
- Residential Amenity: Impacts to residential quality.

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

### **Agency Submissions**

During the public consultation a total of 3 responses were received from agencies. Key issues raised in the submissions received are summarised as follows:

- The SA Metropolitan Fire Service raised a series of matters that will be considered in future Development Applications.
- The Environment Protection Authority (EPA) South Australia recommended site investigation due to the potential for site contamination, and suggested incorporating WSUD principles in the DPA.
- DPTI have requested Council to make the following amendments to the DPA:
  - Remove non complying trigger for height consistent with North Adelaide Large Institutions and Colleges DPA
  - Remove principles of development control which are repeated elsewhere
  - Consider removal of prescriptive principles around landscaped open space, building mass and building envelope
  - Amend Statement of Heritage Value

### **Review of Submissions and Public Meeting**

Copies of all submissions were made available for public review from 4 October 2016 to 31 October 2016 on the Council website and at the Adelaide City Council Customer Centre.

Of the submissions received, 4 people requested to be formally heard at the public meeting held on 10 October 2016.

A copy of the proceedings and a summary of verbal submissions made at the public meeting are included in **Attachment B**.

The following additional matters were identified and the following investigations conducted after the consultation process:

1. Built form
2. Traffic and Access

A copy of additional investigations and documents is provided in **Attachment F**.

### **Timeframe Report**

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

The DPA has proceeded in accordance with the timeline as agreed with the Department of Planning, Transport and Infrastructure.

## CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

## Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

### Executive Summary

- Language and format amended to match the North Adelaide Large Institutions and Colleges DPA (that is currently with the Minister for Planning for authorization).
- Non-complying list amended to revert Research Laboratory to a non-complying land use and allow merit consideration of nursing home (a residential land use) within the site boundaries only, rather than the remainder of the Policy Area 4
- Desired Character edited to better reflect the desired character of local streets and to reflect intent to reduce impacts to residential amenity and historic character.
- Plot ratio added as a merit quantitative standard specific to the site, consistent with the North Adelaide Large Institutions and Colleges DPA.
- Provisions added to specify low scale development up to 2 levels on the frontage to Mansfield Street.
- Provisions added to specify low scale development up to 2 levels on the frontage to Tynte Street with taller built form set back so as to maintain the prominence of the church.
- Provision added to retain the historic pattern of development on Wellington Square.
- Provisions around heritage places, basement parking and consolidated access removed due to repetition within the Development Plan.





## Attachment A - Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name and Address	Submission Summary	Comment	Council Response
1.	Nine Network Australia	<p>NWS Channel 9 operated its television studios from this site for in excess of 55 years, and will miss no longer being part of the area's vibrant business and residential community.</p> <p>Encouraged by Council's vision to preserve heritage buildings and provide for high quality residential development, small shops and cafes along Tynte Street. Pleased that this will be accommodated under the framework of the North Adelaide Historic (Conservation) Zone.</p> <p>Notes that most of the buildings on this site were purpose built and it is highly unlikely that a new owner could easily or economically convert them for residential purposes.</p> <p>Commends Council for this DPA.</p>	Noted. The DPA seeks to facilitate redevelopment of the site to remove the commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone.	No change to DPA.
2.	William & Janet Magarey	The boundary wall between the Channel Nine site and the dwellings at 82 Wellington Square provides a degree of privacy and should be retained in present state and height.	<p>The DPA seeks to facilitate redevelopment of the site to replace the existing commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone, including the building at 217 Gover Street which adjoins 82 Wellington Square.</p> <p>The existing Council Wide Development Plan policies are intended to manage privacy impacts arising from future development. Council wide policies are provided to assess residential amenity such as visual privacy, overshadowing, noise,</p>	No change to DPA.

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**Attachment A – Summary and Response to Public Submissions**

			servicing and disturbance. Any new development would be assessed against these policies in order to manage impacts on residential amenity.	
	<p>No buildings should be more than 4 storeys high and next to our property no more than 2 storeys so as to provide privacy into back yards in properties fronting Wellington Square and Gover Street.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.</p> <p>The DPA proposes built form up to 2 storeys for the portion of the site at 217 Gover Street.</p> <p>See Attachment F for additional analysis of building height.</p> <p>The existing Council Wide Development Plan policies on residential amenity include visual privacy provisions with design solutions such as screening, orientation and landscaping available to prevent overlooking.</p>	No change to DPA.	
	<p>Ample provision for future resident's car parking should be provided on the site as parking in the area around the site is already at a premium.</p>	<p>The Council Wide Development Plan policy on parking rates will continue to apply to new development. The locality is also well serviced by public transport reducing the need for vehicular transport.</p> <p>It is also noted the broader North Adelaide Local Area Traffic and Parking (on-street) Management Plans for North Adelaide are being prepared and will be reported to Council shortly.</p>	No change to DPA.	
3.	<p>Graham Burns of Masterplan Pty Ltd on behalf of John Culshaw</p>	<p>First of two submissions received – see 4 below</p>	<p>Noted.</p> <p>Following post-consultation review, plot ratio has been included as a merit provision for the subject</p>	No change to DPA.

of Tynte Street Development Pty Ltd – 29 August 2016 (see below submission of 20 September 2016)	Supports intent including placement of all of the site in Policy Area 4, amendments to desired character statement (generally), inclusion of concept plan and proposed removal of plot ratio provision	site in order to remain consistent with the North Adelaide Large Institutions and Colleges DPA.	
	Agree site is suitable (large) for up to six storeys centrally and to Tynte Street	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.</p> <p>Modelling has shown that a two storey podium with taller built form set back from Tynte Street maintains the prominence of the former North Adelaide Primitive Methodist Church on the corner of Wellington Square.</p> <p>See Attachment F for analysis of building height.</p>	Revise DPA in accordance with Attachment F.
	Policy that triggers non-complying application based on building height is inappropriate and adds unnecessary complexity	The height of buildings is an important part of the character of the North Adelaide Historic (Conservation) Zone. Removing the non-complying trigger could risk the heritage and tourism value of North Adelaide. Therefore development greater than the anticipated should be non-complying. It is therefore important that policy in the Development Plan clearly outlines expectations around future height of buildings.	No change to DPA.
	Specified building height of 18 metres is unrealistic for a 6 storey building and is inconsistent with the creation of high quality internal living spaces – it should be amended to at least 20 metres	The DPA policies provide a reference to both height and storeys which is aligned with the current policy framework. This relates to the higher ceiling heights experienced from historic construction than contemporary construction. The	No change to DPA.

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			policy and the non-complying trigger are aligned. The non-complying trigger requires both height and levels to be exceeded.	
	For similar reasons, a 2 storey, 6 metres ceiling height for the land adjacent Gover Street (hatched area on Concept Plan Fig T/1) is unnecessarily prescriptive.		The DPA policy seeks to retain the heritage values of North Adelaide which includes retaining the historic streetscapes. The DPA seeks low scale streets to reflect existing built form. Whilst redevelopment is anticipated there is a need to respond to the existing coherent streetscape.	No change to DPA.
	PDC 15(c)(ii) is too prescriptive – appropriate to rely on performance standards that exist in the current Development Plan (The specified PDC seeks to minimize building mass at interface with adjoining boundary, using a building envelope of a 45 degree plane from 3m height)		The DPA allows for development of up to one level on the northern property boundary with a 45 degree setback angle beyond for the upper levels. This approach is consistent with other locations where low-scale residential areas about medium density zones such as Main Street (Melbourne East) Zone to minimise impacts on adjoining residents.	No change to DPA.
	Concept Plan Fig T/1 could be enhanced to incorporate vehicular access points and the location of proposed basement car parking as illustrated on conceptual plans provided to Council (Attachment E of DPA) – submits alternative Concept Plan Fig T/1		Existing Development Plan provisions seek consolidated access for medium to high scale developments off minor streets where appropriate. The location of access points can be determined at the development application stage in conjunction with detailed traffic analysis.	No change to DPA.
4.	Graham Burns of Masterplan Pty Ltd on behalf of John Culshaw of Tynte Street	Site's prominent location and large size makes it well suited for medium density housing with a limited number of small scale non-residential uses facing Tynte Street.	Agree.	No change to DPA.

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Development Pty Ltd – 20 September 2016	Site's listed heritage buildings must be conserved, adapted and reused – this extends to the presently unlisted cottages fronting Wellington Square which our client wishes to retain and integrate with the site's redevelopment.	Agreed. The DPA increases development potential of the site which is intended to help facilitate the restoration and adaptive reuse of heritage buildings including the dwellings and the church.	No change to DPA.
	Supports DPA and certain provisions while raising concern about non-complying triggers based on height as per above.  Requests all non-complying triggers relating to building height in Policy Area 4 are deleted.	Noted. See above for comments on non-complying triggers for height.	No change to DPA.
	If some off-street parking was in a part basement residential building height should be measured from the top or podium level of the protruding basement rather than from median natural or finished ground level.	If measured in metres, building height is calculated from natural or finished ground level to the finished roof height as per the Development Regulations 2008.  If measured in building levels, building height is calculated as per the Development Plan definition for building level which excludes a floor located more than 1.5m below the median natural or finished ground level.  The DPA will retain the State and Council wide definitions for consistency.	No change to DPA.
	Ceiling height is not relevant in assessment and has no place in a Development Plan (or as non-complying trigger).		No change to DPA.
	New PDC 15 together with additional Desired Character statements for Policy Area 4 provides adequate and appropriately detailed policy	Noted.	No change to DPA.

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	direction.			
	Site is large enough to accommodate taller building component not only in the centre of the site, but also close to Tynte Street – and accordingly suggests re-wording of PDC 15(c)(ii) referring to taller components being adjacent to Tynte Street or in the centre of the site.	See above for comments relating to height and setbacks to Tynte Street and see Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.	
5.	Adrian Winsor and Loretta Polson  Concerns around suitability of Mansfield Street for access to development both during construction and on completion. Any planning consent should specify as a condition that there will not be any road closure of Mansfield Street during the building process.	In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the traffic implications from medium-rise residential development would not likely have an unreasonable impact on the operation and amenity of Mansfield Street.  Separate approval processes apply for applications to close a road as part a development construction process. Setting conditions of a future application for planning consent are beyond the scope of this DPA.	No change to DPA.	
	Introducing a further access point off Mansfield Street will result in traffic congestion and will cause potential accidents as drivers attempt to navigate entry and reversal from the right of way at the rear of 182-190 Tynte Street. Access for development should be provided from Wellington Square.	No access points for a future development application have been determined at this policy stage.  Development Plan provisions exist to require the assessment of a development applications to consider the impact on residential amenity of a development proposal. The Development Plan Amendment retains this existing policy.  Expert traffic advice received has indicated that	No change to DPA	

			primary access off Mansfield Street for a residential development could occur without unduly impacting on the operation and amenity of Mansfield Street.		
		182, 184 and 186 Tynte Street have rear patios which will be potentially overlooked by any residences facing east over 2 storeys. There must be restriction of oversight and appropriate screening to allow privacy for existing dwellings.	The existing Council Wide Development Plan policies on visual privacy manage impacts arising from future development.  Council Wide policies are provided to assess residential amenity such as visual privacy, overshadowing and noise and disturbance. The existing Council Wide Development Plan policies on residential amenity are intended to manage impacts arising from future development.	No change to DPA.	
6.	Lynette Mollard	Please raise the non-complying limit to 4 not 6 building levels	Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. Development up to 6 storeys is only appropriate in some locations on the site. See Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.	
7.	Dr Peter Mullinger	Supportive of developer's indicative intentions.	Noted.	No change to DPA.	
		The six storey limit should only apply to large sites of say, over 9000m <sup>2</sup> , with limit of 2 storeys for smaller sites.	Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. Development up to 6 storeys is only appropriate in	Revise DPA in accordance with Attachment F.	

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		<p>A 2 storey limit should still apply to the boundary strip surrounding the site and for narrow strips of land such as strip fronting Gover Street.</p>	<p>some locations on the site.</p> <p>The DPA proposes built form up to 2 storeys for the portion of the site at 217 Gover Street.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along streetscapes in particular, Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>	
		<p>Development Plan should not be changed to allow wholesale multi-storey development on unsuitable sites as along Churchill and Prospect Roads.</p>	<p>This DPA only applies to the Channel 9 site.</p> <p>Existing Development Plan provisions continue to apply to ensure new development is of high quality and sympathetic to existing character of the North Adelaide Historic (Conservation) Zone.</p>	<p>No change to DPA.</p>
		<p>Contamination may be an issue – draws attention to underground tanks for storage of hydrocarbon adjacent to Mansfield Street entrance (photos supplied).</p>	<p>Noted. The land owner has conducted a preliminary site investigation prior to the time of sale which was made available to all potential purchasers on request.</p> <p>Detailed site contamination investigations required at development application stage under existing Development Plan provisions.</p>	<p>No change to DPA.</p>
8.	Anna Sobieraj – including petition with	<p>Does not believe the bulk/scale of this height of building will be respectful or sensitive to</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's</p>	<p>Revise DPA in accordance with</p>



26 signatories	surrounding character which is all low-rise homes.	<p>historic character and potential impact on adjoining low scale residential properties.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>	Attachment F.
	Concerned about impacts on surrounding residents include visual impact of bulk/scale visible from houses and gardens.	Where opportunity for taller buildings is provided, the Development Plan policy seeks for it to be located away from sensitive streetscapes and adjoining residential allotments.	Revise DPA in accordance with Attachment F.
	Would like the site returned to residential use, no higher than 6 metres /2 building levels consistent with surrounding homes.	<p>The DPA is intended to facilitate residential redevelopment of the site which is unlikely to occur under current policy settings.</p> <p>The DPA has been revised to more specifically identify where taller new buildings are appropriate in context of the historic scale of the area.</p> <p>See above for comments regarding building height.</p>	No change to DPA.
	Concerned about overlooking from apartments into gardens and associated impact on privacy and lifestyle.	The existing Council Wide Development Plan policies on residential amenity are intended to manage impacts arising from future development. These include visual privacy provisions with design solutions such as screening, orientation and landscaping available to prevent overlooking.	No change to DPA.

	Concerned that development will cause issues with parking, in particular if visitor parking not required to be provided on site.	The Council Wide Development Plan policy on parking rates will continue to apply to new development and this includes adequate visitor car parking.  It is also noted the broader North Adelaide Local Area Traffic and Parking (on-street) Management Plans for North Adelaide are being prepared and will be reported to Council shortly.	No change to DPA.
	Concerned about noise from apartments in a large development.	Existing Development Plan policies are provided to manage residential amenity and ensure adequate levels of visual privacy, noise, servicing and disturbance.	No change to DPA.
	North Adelaide is very special and beautiful and its heritage character and buildings should be protected. A large development will be out of character and dominate the Mansfield Street streetscape, lowering the appeal and property value of heritage cottages on this street.  Any development should be in keeping with surrounding character and set back to Mansfield Street.	The DPA proposes a new heritage listing for the three cottages facing Wellington Square. All other heritage places will be maintained.  The North Adelaide Historic (Conservation) Zone will remain to ensure that the distinct heritage values are not diminished. Existing Development Plan provisions continue to apply to ensure new development is of high quality and sympathetic to existing character of the Zone.  The DPA policy seeks to retain the heritage values of North Adelaide which includes respecting historic streetscapes. Given the site and siting of the site, there is opportunity for greater scale development up to 6 storeys where sited away from low scale streets. Streetscapes will continue to be up to two storeys. The amended policy and concept plan seek a gradual transition from taller built form to more sensitive low scale	Revise DPA in accordance with Attachment F.

			development at boundaries.		
9.	The North Adelaide Society	Supports Council efforts to encourage replacement of superseded commercial built form with residential development, consistent with Development Plan provisions for relevant policy areas and HCZ.	Council's aim is that residential use is facilitated by this DPA – see further comment below.	No change to DPA.	
		Changes would result in major contrast between the site and adjacent policy areas 2 and 3 (low scale and cohesive townscape character).	<p>The DPA recognises there is some disparity in scale between Policy Areas 2 and 3 (existing) and Policy Area 4 (Tynte Street - existing). This is reflected in actual built form, both buildings of historic character and others. With exception of remnant cottages, the site's existing buildings are out of character with the character sought in those policy areas. The DPA promotes the site's reversion to residential use, while seeking to minimise the impact of new buildings on all street frontages and with the adjoining Policy Areas 2 and 3 (with their altered boundaries).</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the historic pattern of development along Mansfield Street, Gover Street and Wellington Square. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for more information.</p>	Revise DPA in accordance with Attachment F.	
		...significantly damaging the overall fabric of the	The DPA policy seeks to retain the heritage values		

	HCZ.	<p>of North Adelaide which includes respecting historic streetscapes. The amended policy and concept plan seek a gradual transition from taller built form to more sensitive low scale development at boundaries.</p> <p>By increasing development potential of the site, the DPA is intended to help facilitate the restoration and adaptive reuse of heritage buildings including the dwellings and the church.</p> <p>Existing Development Plan provisions continue to apply to ensure new development is sympathetic to existing character of the North Adelaide Historic (Conservation) Zone, requiring development to incorporate high standards of design, materials and landscaping.</p>	
	<p>Urges further assessments in anticipation of residential use consistent with the existing provisions of the Development Plan for the three existing policy areas.</p>	<p>The intent of the DPA is assist with facilitating a predominately residential redevelopment of the site.</p> <p>The DPA has been drafted to identify where and what forms of residential development are appropriate on the site.</p> <p>For the portion of the land currently within Childers East Policy Area 2, whilst the DPA changes the policy area that would apply to the site, the intent is for policy to enable the similar redevelopment outcome as currently exists. That being low scale residential, up to 2 storeys, of a similar form to adjoining dwellings.</p> <p>The DPA has been amended to make clearer this intended outcome.</p>	Amend DPA

	Explorations of likely future traffic movements, on-site and street parking demands and social and economic infrastructure consequences are lacking.	In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the traffic implications from medium-rise residential development would be minimal in the context of the previous use and the current Development Plan requirements.  Detailed traffic analysis is required at the development application stage to minimise the impact to residential amenity.	No change to DPA.
<b>Executive Summary</b>			
	Creation of a 'spot zone' is a blunt tool – one that should be avoided.	The DPA does not propose a zone or policy area specific to the Channel 9 land. The site will remain in the HCZ, but this does not preclude amendments in a confined area like the Channel 9 site. Such finer-scale variation is not unique to North Adelaide, but is a practice supported by many well-regarded planning systems. Local variation may be used sparingly (when effective and justified) to balance policy consistency with responsiveness to local or site-specific factors. Typical examples include designation of a local heritage place, and a Concept Plan, a level of specificity which is generally supported by the Statement of Intent agreed to by the Minister.	No change to DPA.
	Refers to changes utilising a 'concept plan' approach – inequity of approach (this site versus other).	Concept plans are useful on unique sites and there is a need to provide more specific planning guidance. Responding with finer-grained policy based on the analysis documented in this DPA is	No change to DPA.

		appropriate. Concept plans are used frequently on large sites in the City of Adelaide where they are located in sensitive locations. Given the resource intensive nature of preparing a concept plan, it is not necessary to have concept plans for all sites. Development Assessment processes can adequately deal with site planning.	
	Refers to new boundaries as device to 'side-step' existing policy area provisions – recommends three policy areas are unchanged.	Presently, the Channel 9 site falls into three policy areas which poorly expresses an overall vision for the site. Retaining this situation would make it harder to achieve a coherent outcome, and offer reasonable certainty to affected parties including adjoining residents.  Where possible, the accepted practice in drafting Development Plan policy is to avoid placing a zone/policy area boundary through a single landholding, unless there is clear reason to do so.  The draft DPA clearly spells out the intended future for the different parts of the site, thereby sensitively responding to the local context considerations as needed.	No change to DPA.
	Refers to substantial changes brought about by changes to non-complying height and plot ratio triggers that could allow 6-storey development.	The proposed policy is based on in-depth analysis of site opportunities and constraints.  Residential growth is a shared goal of the Planning Strategy and Council's Strategic Plan. That being so, amending the 2-storey height limit where certain large sites have been demonstrated to have higher existing and potential built form responds to adopted strategic directions. Further, Objective 3 of the HCZ (introduced in 2006) directs	Revise DPA in accordance with Attachment F.

		residential growth to sites like the Channel 9 site where only a minority of the site area is covered by buildings of heritage value or historic character.  The site has been assessed as suitable for development of more than 2-storey having regard to heritage, historic character and other relevant contexts.  Following post-consultation review, plot ratio has been included as a merit provision for the subject site in order to remain consistent with the North Adelaide Large Institutions and Colleges DPA.  See Attachment F for more information on building heights.	
	A bid to bring back residential development to the site on land not currently taken up with existing listed properties could occur immediately under the existing Development Plan – suggests Council initiate discussions with the land owner to encourage replacement of superseded commercial built form with low-rise residential development in accordance with the current Plan.	Noted. Advice has been received supporting the intent to undertake the DPA and indicating that a redevelopment under current policy settings would be unlikely to result in a viable development outcome in the foreseeable future.	No change to DPA.
	The Council appears to be supporting speculative development.	The DPA proposes policies which encourage the redevelopment of the land with compatible infill residential development to meet Councils strategic objectives of residential growth.	No change to DPA.
	The DPA conflicts with other parts of the Development Plan including non-complying triggers and Desired Character and Objectives of	Legal advice has been obtained to ensure that no conflict would arise in interpretation of non-complying provisions in the development	No change to DPA.

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	adjoining policy areas.	assessment process.	
	<p>Recommends Council does not allow new land uses for Policy Area 4.</p>	<p>A limited range of non-residential activities are considered appropriate in the context of the Tynte Street locality, consistent with the existing Desired Character for the Tynte Street Policy Area 4.</p> <p>Following post-consultation review, Research Laboratory has been reinstated as a non-complying land use as the Former Channel 9 Site is intended for primarily residential use.</p> <p>Noting the scope of the DPA, a nursing home has been reinstated as a non-complying use beyond the boundaries of the Former Channel 9 Site. As a form of residential land use that is a merit land use on Archer Street within the Policy Area, Nursing Home is considered appropriate for the subject site and will remain as a merit land use within the boundaries.</p>	<p>Revise DPA to reinstate Research Laboratory as a non-complying land use and to limit Nursing Home as exempt from the non-complying list within the boundaries of the Channel 9 site only.</p>
	<p>The fundamental features underpinning the concept of the HCZ are as philosophically sound and contemporary as they were in 2006, and the integrity of the 'residential policy areas within the 2006 HCZ must be maintained'.</p>	<p>The DPA does not seek to conflict with the objectives of the existing historic conservation zone. The site will remain in the existing North Adelaide Historic (Conservation) Zone and will be subject to assessment against the Zone provisions that currently exist.</p> <p>The Statement of Heritage Value for the Zone identifies a “diversity of scale and integrity of the remaining historic built form” – and that Tynte Street served as a local main street and retains major community buildings that reflect its urban function. These are of comparable height to late twentieth century Channel 9 development (43-</p>	<p>No change to DPA.</p>



		metre high mast being a noteworthy exception), and include the church on the Channel 9 site.	
<b>Observations about procedure</b>			
The 30-Year-Plan for Greater Adelaide’s ‘political demands’ are ‘inapplicable to North Adelaide’s high density, heritage policy areas’.		Under the Development Act 1993, the DPA must align with the Planning Strategy (30-Year-Plan) which encourages “medium-rise residential development throughout the City” (Adelaide City Centre Policy 5), as well as supporting heritage and historic character in North Adelaide’s residential precincts.	No change to DPA.
Sketches of a proposed development accompanying the DPA imply preference for a particular development (and only one development).		The draft DPA offers policy flexibility which implies a range of potential development outcomes, not one in particular. The draft DPA refers to a “possible development” which is not couched in terms of a Council preference, i.e.: “For reference purposes, Appendix E contains concepts prepared independently of Council and supplied shortly prior to this DPA consultation by Masterplan Pty Ltd on behalf of Tynte Street Development Pty Ltd”. The range of potential developments relies on final content of the DPA following consideration of submissions.	No change to DPA.
There is no guarantee, and no evident conditions attaching, that any proposed buyer would develop anything once the land is ‘rezoned’. Concern about repeat of long term vacancy as with ‘Le Cornu’ site.		Noted. Council’s role as a planning authority involves preparing Development Plan policy amendments. It cannot issue enforceable directives for land to be developed in this case. Council has proposed the policies in the Development Plan Amendment to allow a range of feasible developments in the current market. This	No change to DPA.

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		aims to avoid the continuation of vacant land in such an important site.	
There is no guarantee that a property (62-80 Wellington Square cottages) proposed for listing will be listed. There is a risk that a future developer challenges the listing, leading to de-listing and demolition.		Council is initiating a local heritage listing now in response to support for this by affected parties (documented in submissions) and expert advice (attached to the DPA). It is also true that Council cannot guarantee the adoption or longevity of any content of a Development Plan, and that power to decide on the final content of a DPA resides with the Minister. It is noted that the submission to the DPA made by the Department of Planning, Transport and Infrastructure does not object to the proposed new local heritage listings.	No change to DPA.
Implied guarantee of listing represents a significantly misleading aspect of the DPA.		The public consultation documentation identified that all parts of the DPA were a proposal for consultation. It was not intended that any part be read as a 'guarantee'.	No change to DPA.
Concerns expressed that changes to the non-complying list to remove 'nursing home' and 'research laboratory' would 'explicitly allow' such uses, potentially a large, multi-storey nursing home - these 'trade 24 hours, seven days' and attract traffic. Land uses such as nursing homes and research laboratory are incompatible with residential development within the three policy areas – in fact such land uses would be detrimental to the policy integrity of the HCZ.		Following post-consultation review, a research laboratory has been reinstated as a non-complying land use as the site is intended for primarily residential use with this being consistent with the remainder of the policy area.  Noting the scope of the DPA, nursing home has been reinstated as a non-complying use beyond the boundaries of the former Channel 9 site. Nursing home is retained as a merit use on the Channel 9 site for the following reasons:	Revise DPA to reinstate Research Laboratory as a non-complying land use and to reinstate Nursing Home as a non-complying use beyond the boundaries of the Channel 9 site.
An argument based on historic mixed use in Tynte		<ul style="list-style-type: none"> <li>The large site provides opportunity address a recognised shortage of aged accommodation</li> </ul>	

	Street is not valid.	<p>in both North Adelaide and Adelaide.</p> <ul style="list-style-type: none"> <li>Impacts of the land use on residential amenity, such as scale of activity and traffic impacts, can be addressed through the development assessment process.</li> </ul>	
	Difficulty in navigating policy amendments and use of legalese	Council attempts within a standard format and other constraints of a planning system that it cannot fundamentally alter to make such documents user-friendly. A public information forum, drop in sessions and availability of Council staff to talk with members of the public hopefully assisted in explaining key provisions and their implications. The Consultation Pack also sought to explain some key terms and concepts.	No change to DPA.
	Questions validity and efficacy of the consultation, referring to twelve misapprehensions. The requirement for sufficient explanatory and exploratory evidence was significantly lacking. The content deficits therefore question council administration's judgement and ability to manage a DPA consultancy'.	<p>The draft DPA addressed requirements described in the agreed Statement of Intent and prescribed by legislation.</p> <p>However, it is accepted that references to the Planning Strategy in Attachment A of the draft DPA were too limited, as noted below.</p> <p>The degree to which the engagement process fulfilled expectations above and beyond statutory obligations will be the subject of a collaborative review as is customary with Council's DPAs.</p>	No change to DPA.
	While council planners state that such DPA is 'one-off', this fails to acknowledge the realpolitik of 2015 and 2016 pressure on sites in the HCZ. Features of the current DPA will set a future development benchmark for other potential	<p>The legal framework of the planning system (Development Act 1993) establishes the Planning Strategy as the benchmark both this DPA and the terms of any new DPA must address.</p> <p>Each new DPA will need to be assessed against this</p>	No change to DPA.

	residential or residential redevelopment sites in the HCZ.	framework at the time of consideration.	
	Concern about development around City Squares in Adelaide and Wellington Square.	(Investigated after similar NAS submission of June 2016.) The Planning Strategy (30-Year-Plan) encourages “medium-rise residential development throughout the City” (Adelaide City Centre Policy 5), as well as supporting heritage and historic character in North Adelaide’s residential precincts. However, in terms of the Development Plan, there is no flow-on effect arising from its policy for development around Adelaide Squares with implications for decisions on planning and development in the Wellington Street surrounds. The Adelaide City Square surrounds are quite differently zoned to land around the four sides of Wellington Square where the HCZ has been in place since 2006.	No change to DPA.
<b>Discussion</b>			
	Any amendment to the HCZ must respect its strengths, especially the policy equity evident in its provisions across the whole of its 12 policy areas	Noted.	No change to DPA.
	Rationale for DPA includes increased residential growth, but accords poorly with the Planning Strategy, with reference only made to the residential targets.	Attachment A in the draft DPA should include a complete assessment of the relevant provisions of Planning Strategy. The Planning Strategy (30-Year-Plan) encourages “medium-rise residential development throughout the City” (Adelaide City Centre Policy 5), as well as supporting heritage and historic character in North Adelaide’s residential	Expand Attachment A to include an assessment against all Planning Strategy content of relevance.

		precincts. This has been expanded.	
‘Conserve the heritage, character and scale of the valued residential precincts of North Adelaide’, in the Planning Strategy, indicates the residential ‘zones’ of the HFZ are not growth zones.	<p>The full policy from the Planning Strategy states ‘conserve the heritage, character and scale of the valued residential precincts of North Adelaide and the southeast and south-west corners while allowing sympathetic and complementary development’.</p> <p>Reinforcing that some growth is encouraged, Objective 3 of the HCZ (in the Development Plan) refers to “the number of dwellings increased primarily through” replacement of non-heritage buildings; development of vacant and under-utilised sites (like the Channel 9 site today) that do not compromise residential amenity or identified heritage value; and a change in use of non-residential buildings for residential purposes.</p> <p>Sensitive residential infill through the redevelopment of incompatible buildings is the objective of the Development Plan Amendment. Amendments have been made to ensure that the growth is acceptable to the desired future character of the area.</p>	No change to DPA.	
Questions if a six-storey development is ‘sympathetic and complementary’ on a site surrounded by low-scale, historic streetscapes	<p>With the size and dimensions of the site, there is an ability to retain historic streetscapes and consider taller built form where not visually prominent to the historic streetscapes. It is noted, Taking into submissions received during consultation, the policy identifying appropriate location for new taller buildings has been refined to reduce impact on existing streetscapes. See</p>	Revise DPA in accordance with Attachment F.	

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		Attachment F for analysis of building height.	
Comments on material submitted by Masterplan – use of these as ‘trigger’ or ‘motivation’ – also comments on ‘inappropriateness’ of built-form illustrated in sketches submitted by Masterplan in June 2016 (Attachment 5 in the draft DPA)		Preliminary review of the situation with a range of North Adelaide large sites pre-dated the Masterplan submission – refer ‘Assessment of Large Sites in North Adelaide, 2014’, on page 17 of the draft DPA (Masterplan’s submission was received in November 2015). A number of factors triggered Council to review the planning policies including Channel 9’s intent to relocate to Pirie Street and this would mean ‘significant development potential on the balance of the site’ (from report of 2014, cited on page 17 of draft DPA). Subsequent work on a Statement of Intent and DPA was also used by Council staff and was independent of the Masterplan submission.	No change to DPA.
Commentary on ‘triggers’ for initiating a DPA		<p>In November 2015, Council commenced investigations to review the Planning Policy following a submission from Tynte Street Developments Pty Ltd received during the statutory consultation of the North Adelaide, Large Institutions and Colleges Development Plan Amendment (DPA).</p> <p>On 12 April 2016, Council resolved to adopt a Statement of Intent to prepare a Development Plan Amendment (DPA) to amend policies affecting the former Channel 9 site. On 15 June 2016, the Minister for Planning, Hon John Rau, agreed to the Statement of Intent.</p> <p>The DPA was initiated in accordance with the requirements of the Development Act 1993.</p>	No change to DPA.

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	Concern that Development Plan provisions are ‘dangerously vulnerable’ and open to change	Development Plans are required to be reviewed regularly to provide alignment with strategic objectives and ensure up to date. Where changes are proposed, they must satisfy a range of checks and balances (including public consultation).	No change to DPA.
	Policy does not support the Statement of Heritage or historic character	<p>The Statement of Heritage Value recognises that Tynte Street was one of the early main streets of North Adelaide as evidenced by a number of major community buildings including a school, post office, institute, fire station and Baptist church.</p> <p>The proposed Policy is compatible with the intent to support the area’s heritage values and historic character. The requirement for low scale development at the site periphery with taller buildings located centrally within the site is a response to support the continued prominence of established heritage places and maintain the scale of built form that comprise the historic character of Tynte Street.</p>	No change to DPA.
	Policy does not propose to maintain a regular allotment pattern and orientation of buildings on the site (except for listed buildings on the site)	Existing North Adelaide Historic (Conservation) Zone objectives encourage development that maintains a regular allotment pattern to complement the historic pattern of land division and development in North Adelaide. These provisions would apply to any development of this site.	No change to DPA.
	Does not propose to maintain consistency with bulk and scale of existing residential heritage places (even in comparison to the corner Church	The Analysis in the DPA demonstrates significant variation in bulk and scale of buildings in the locality, ranging from low scale residential heritage places to the considerably taller Baptist Church	Revise DPA in accordance with Attachment F.

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	building).	building at the corner of Tynte Street and Wellington Square and other imposing buildings fronting Tynte Street.  Modelling has shown that a two storey podium with taller built form set back from Tynte Street maintains the prominence of the former North Adelaide Primitive Methodist Church on the corner of Wellington Square. Concept Plan Fig T/1 has been amended to establish two storey buildings as suitable along the Tynte and Mansfield Street frontages.	
	Proposes new scale 'out of character' with Policy Areas 3 and 4, and above prescribed height limits	Analysis in draft DPA explains the rationale for new policies and new policy area arrangement – also covered in comments above and see Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.
	Does not agree plot ratio control and two-storey height limit should be jettisoned	See above for comments related to building height.  Following post-consultation review, plot ratio has been included as a merit provision for the subject site in order to remain consistent with the North Adelaide Large Institutions and Colleges DPA.	Revise DPA to include plot ratio as a merit provision for the site.
	Appendix 1: Misapprehensions noted in the DPA documentation	See above for comments on the various issues raised.	No change to DPA.
10.	Leonie Ebert & Naomi Ebert Smith  Pleased that listed buildings and unlisted cottages to be protected.	Noted.	No change to DPA.



	Development must be in keeping with the North Adelaide Historic (Conservation) Zone.	Agree. The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area. The North Adelaide Historic (Conservation) Zone will remain to ensure that the distinct heritage values are not diminished.	No change to DPA.
	Development at 217 Gover Street should be in keeping with the streetscape as per the Childers Street East Policy.	The DPA places the entire subject site within the Tynte Street Policy Area 4 in order to allow for integrated development.  Following post-consultation review, the Desired Character has been amended to ensure development reflects the desired character for Gover Street as per the Childers East Policy Area 2, which seeks development that reinforces the historic pattern of single storey detached dwellings.	Revise DPA to reflect the desired character for Gover Street as per the Childers East Policy Area 2.
	New development should have a contemporary design that is sympathetic to the heritage character of the area.	The North Adelaide Historic (Conservation) Zone will remain to ensure that the heritage values are not diminished. Existing Development Plan provisions in the Zone seek innovative and contemporary new buildings that demonstrate a compatible visual relationship with the historic character of the Zone and which incorporate high standards of design, materials and landscaping.	No change to DPA.
	Would appreciate the use of plants, open space and art being included as part of the design .	To complement the existing pattern of development, the Development Plan policy will continue to require landscaped open space to be provided. This will deliver a number of benefits including screening, habitat, landscape qualities	No change to DPA.

		and reduce urban heat island effect. Existing Development Plan provisions encourage the integration of public art into development.	
	There should be a wide buffer zone between rear of Gover Street properties and new development so that the properties do not feel encroached upon.	The DPA and concept plan seek a gradual transition from taller built form at the centre of the site to more sensitive low scale development at boundaries. Reinforced with additional provision to seek landscaping buffer along northern boundary interface.	Revise DPA in accordance with Attachment F.
	Taller built form should be concentrated on the Tynte Street side of the site.  Acknowledge that development will require taller buildings than currently allowed. Keen to see carefully sited and scaled taller buildings, under six-storeys tall.	Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.  Modelling has shown that a two storey podium with taller built form set back from Tynte Street maintains the prominence of the former North Adelaide Primitive Methodist Church on the corner of Wellington Square and can achieve an adequate setback from adjacent low scale residential properties.  See Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.
	Taller built form should not impact the privacy of the Gover Street properties.  Development at 217 Gover Street must not impact privacy of 213 Gover Street. Example of 205 Gover Street which did not fulfil overlooking conditions. Strict supervision of construction by Council	Existing Development Plan policies to assess the impacts of development on the amenity of adjacent residential properties such as visual privacy, overshadowing noise, servicing and disturbance would apply to any development of this site.  Construction and building compliance are issues beyond the scope of the DPA and will be managed	No change to DPA.

	required.	as part of the development approval process.	
	If plot ratio is to change at the 217 Gover Street portion of the site, then the same should be afforded to the 213 Gover Street property which is in the Childers Street East Policy Area 2.	DPA is intended to facilitate the redevelopment of the site that is currently vacant and contains out of character commercial buildings.  Plot ratio for 217 Gover Street has been set to match that of the Childers Street East Policy Area 2 to ensure consistency.	Revise DPA to retain to retain a plot ratio of 0.8 on the 217 Gover Street portion of the site.
	Request arrangements for access to the rear of 213 Gover Street property during the development planning process through negotiation with developer.	This is beyond the scope of the DPA and is matter for agreement between property owners.	No change to DPA.
	New development should use sustainable design, construction and operation in regards to use of water, light, energy, greenhouse emissions, and space. Should aim for Green Star rating.	Existing Development Plan provisions encourage energy efficient design. No changes to these provisions are proposed.	No change to DPA.
	Mast should be removed and not replaced.	Agreed. The current landowner has confirmed that tower no longer serves a function for television broadcasting. The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone.	No change to DPA.
	Parking should be at basement level.  Consideration should be given to including charging stations for electric cars.	The North Adelaide Large Institutions and Colleges DPA (that is with the Minister for final authorisation) has modified the Zone-wide policy to require the provision of basement parking for medium to high scale development. The Council	No change to DPA.

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	Entrances to basement parking should be integrated into development and landscaping to avoid a gaping hole that detracts from heritage streetscape.	Wide Development Plan policy on parking rates will apply to any development of this site. This includes parking which is designed to minimise the impact on the streetscape and adjoining neighbours.  Existing Development Plan provisions do not prevent charging stations for electric vehicles. Council administration is currently undertaking investigations to support sustainable modes of transport and has a Sustainability Incentives Scheme in place to help fund this type of initiative.	
	Pre-work and post-work assessments of the 213 Gover Street property should be done before and after construction, with any damage caused to be fixed by the developer.  Building noise, dust, inconvenience etc. should also be addressed.	Issues associated with impacts of construction will need to be managed as part of the development approval process.  Council and the EPA have guidelines that need to be abided by during construction. The guidelines are aimed at limiting impacts during construction such as noise, hours of use of machinery and control of pollution such as dust.	No change to DPA.
	Most local residents are keen for redevelopment and see potential contribution to the life of the community and local economy. They support rapid completion as opposed to delays as experienced with Le Cornu site.  Supportive of potential developer and most of his previous developments which have shown an understanding of the North Adelaide streetscape, ambience and heritage while at the same time	Noted.	No change to DPA.

		showing an interest in contemporary art, design and architecture.			
11.	Ingrid Kerkhoven	<p>Had expected 1-2 storey development similar to former Channel 10 site, in keeping with surrounding heritage scale and character and as per existing planning policy.</p> <p>6 storey maximum height considered excessive and arbitrary, without adequate supporting basis given low scale surroundings, and at odds with Development Plan.</p> <p>Highest buildings currently on site and in vicinity are 3 ½ storeys.</p> <p>Support 3-4 storeys central to site to respect residential amenity and heritage character.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.</p> <p>Residential growth is a shared goal of the Planning Strategy and Council's Strategic Plan. Amending the 2-storey height limit where certain large sites have been demonstrated to have higher existing and potential built form responds to adopted strategic directions.</p> <p>The North Adelaide Historic (Conservation) Zone directs residential growth to sites such as the Channel 9 site where only a minority of the site area is covered by buildings of heritage value or historic character.</p> <p>See Attachment F for analysis of building height.</p>	Revise DPA in accordance with Attachment F.	
		<p>Currently taller built form is well set back from surrounding streets and the rear of Gover Street properties.</p> <p>Developer's concept sketches propose 3 storeys on Mansfield Street and 2 storeys at the Tynte Street corner which is a direct reversal of the draft DPA.</p>	<p>The DPA policy seeks to retain the heritage values of North Adelaide which includes retaining the historic streetscapes. The amended policy and concept plan seek a gradual transition from taller built form to more sensitive low scale development at boundaries.</p> <p>Where opportunity for taller buildings is provided, the development plan policy seeks for it to be located away from sensitive streetscapes and adjoining residential allotments.</p> <p>In response to submissions and following further</p>	Revise DPA in accordance with Attachment F.	

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			3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street. The concept sketches were prepared independently of the Draft DPA.	
	Proposed 45 degree plane set back was proven ineffective in reducing the impact of taller built form in modelling presented by Council. Examples of other councils requiring 30 degrees and recent development on Mansfield Street requiring 15m setback to second storey.		This approach is consistent with the South Australian Planning Policy Library other locations where low-scale residential areas about medium density zones on the northern boundary, such as the Main Street (Melbourne East) Zone.	No change to DPA.
	It would seem that residents are held to different standards to developers.		The DPA is intended to facilitate the redevelopment of the site that is currently vacant and contains commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone.  Large, consolidated sites often have site-specific policy in order to achieve integrated development.	No change to DPA.
	6 storeys not in keeping with draft update to 30 Year Plan which sees 3-4 storeys for residential infill and 4-6 storeys only along transport corridors and other select locations.		The State Government's Draft 30 Year Plan seeks medium rise / 4-6 storey residential infill within transport corridor catchments. O'Connell Street is identified as a transit corridor and at a distance of 300m, the subject site is well within the catchment area.	No change to DPA.

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	It is difficult to see how 6 storey high rise in the middle of some very intact historical streets (over 80% to streets immediately around the site) achieves the protection of historical character.	<p>The site will remain in the North Adelaide Historic (Conservation) Zone.</p> <p>Development up to 6 storeys is only appropriate in some locations on the site. The DPA policy seeks to locate taller built form away from sensitive streetscapes. A number of policy revisions are proposed in response to submissions received.</p> <p>See Attachment F for analysis of building height options.</p>	No change to DPA.
	The basis and rationale for increasing maximum height to 6 storeys has not been adequately explained beyond increasing profit.	<p>The DPA proposes to increase the site's development potential in order to facilitate residential redevelopment and the restoration and adaptive reuse of heritage buildings including the dwellings and the church. The Yield Analysis and Feasibility Report commissioned by Council has investigated the return on investment likely for various densities of redevelopment of the site, supporting the proposed height and set back settings.</p>	No change to DPA.
	North Adelaide already has one of the highest population densities in the State. The supposed need to further increase density here as opposed to any other area is not a valid basis for tripling the height limit to this particular site. Cites issues with oversupply of apartments in a cooling market.	Noted. Residential growth through infill development is consistent with both State Government and Council strategies.	No change to DPA.
	Refers to concerns raised in previous consultation around excessive height and loss of heritage character. Concern of NIMBY-ism appears to be comments from developers or others looking to	Noted.	No change to DPA.

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	profit.		
	DPA includes unrelated proposal to remove a local heritage place listing in Mackinnon Parade.	From time to time, small amendments to the Development Plan are required. In this instance, Council requested to undertake a separate DPA, but on advice from the Minister via the Department of Planning, Transport and Infrastructure, has instead included the amendment here in order to deal with DPA's efficiently.	No change to DPA.
	Suggestion to vary plot ratio of 213 Gover Street has not been taken up.	The 213 Gover Street site is beyond the scope of this DPA.	No change to DPA.
	Non-residential uses including Nursing Home and Research Laboratory contemplated in draft DPA are totally at odds with the overall Desired Character and Zone. This was not discussed at the Public Meeting and appears to have “slipped in”.	<p>Following post-consultation review, a research laboratory has been reinstated as a non-complying land use as the site is intended for primarily residential use with this being consistent with the remainder of the policy area.</p> <p>Noting the scope of the DPA, nursing home has been reinstated as a non-complying use beyond the boundaries of the former Channel 9 site. Nursing home is retained as a merit use on the Channel 9 site for the following reasons:</p> <ul style="list-style-type: none"> <li>The large site provides opportunity address a recognised shortage of aged accommodation in both North Adelaide and Adelaide.</li> </ul> <p>Impacts of the land use on residential amenity, such as scale of activity and traffic impacts, can be addressed through the development assessment process.</p>	<p>Revise DPA to reinstate Research Laboratory as a non-complying land use and to limit Nursing Home as exempt from the non-complying list within the boundaries of the Channel 9 site only.</p>



	<p>Concerns around main access via Mansfield Street. Entrance is proposed directly across from existing driveways to seven properties, some of which require significant manoeuvring to access.</p> <p>Concerns with removal of Residential Permit parking which the majority of street's residents rely on.</p> <p>Mansfield Street is narrow and has major issues associated with being half one-way and half-two way. Should be made all one-way. The street cannot allow queuing, large turning circles or sustain increased traffic. Tynte Street or Wellington Square offer better capacity.</p>	<p>In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis indicates that the traffic implications from medium-rise residential development would be minimal in the context of the previous use and the current Development Plan requirements.</p> <p>When a development application is lodged for the site a detailed traffic analysis will be required to assess the impact on residential amenity.</p> <p>The traffic configuration of Mansfield Street is beyond the scope of this DPA.</p>	No change to DPA.
	<p>Concern regarding parking for visitors and services.</p>	<p>The Council Wide Development Plan policy on parking rates will continue to apply to new development. The locality is also well serviced by public transport, reducing the need for vehicular transport.</p> <p>It is also noted the broader North Adelaide Local Area Traffic and Parking (on-street) Management Plans for North Adelaide are being prepared and will be reported to Council shortly.</p>	No change to DPA.
	<p>Concerns raised in previous consultation around overlooking, undermining, contamination, reflectance levels off new buildings, major nuisance during years long construction, dilapidation studies for adjoining properties and lack of oversight and enforcement by Council</p>	<p>Council wide policies are provided to assess residential amenity such as visual privacy, overshadowing noise, servicing and disturbance.</p> <p>Issues associated with construction are challenging. Impacts of construction will need to be managed as part of the development approval</p>	No change to DPA.

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		during construction remain.	process. Furthermore, the EPA has guidelines that need to be abided by during construction. The guidelines are aimed at limiting impacts during construction such as noise, hours of use of machinery and control of pollution such as dust.	
		The DPA appears to be being pushed through with unseemly haste.	Council is committed to dealing with all Development Plan Amendments in a timely fashion while providing due consideration to all relevant matters.	No change to DPA.
12.	Adrian Winsor	This is another example of Council having one set of rules for minor developments and another set of rules for big business. Channel 9 site development is unlikely to conform to restrictions such as those imposed on smaller sites.	The DPA is intended to facilitate the redevelopment of the site that is currently vacant and contains commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone. Large, consolidated sites often have site-specific policy in order to achieve integrated development.	No change to DPA.
		Money is a motivator and the income Council will gain from this development is driving the DPA.	As above. The issue of rates and taxes are not a Development Plan matter.	No change to DPA.
		Development will cause congestion on Mansfield Street.	In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the traffic implications from medium-rise residential development would be minimal in the context of the previous land use and the current Development Plan requirements.	No change to DPA.

			When a development application is lodged, the traffic impact of the development proposal will be assessed in regards to the specific impact of the proposal submitted on the locality.	
		Development will result in overlooking onto adjoining homes.	The existing Council Wide Development Plan policies on residential amenity are intended to manage impacts arising from future development. These include visual privacy provisions with design solutions such as screening, orientation and landscaping available to prevent overlooking.	No change to DPA.
13.	Robert Bauze	Wonderful opportunity to improve the Channel 9 site and its surroundings, including the rather neglected Mansfield Street.	Noted.	No change to DPA.
		Limit central development to a maximum of 4 storeys.  Concerned about appearance of 6 storey development from Wellington Square.	Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.  See Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.
		Concerned that bulk/scale will intrude into and overwhelm Mansfield Street.  Development on Mansfield Street frontage should be sympathetic to existing character with single storey development with potential for 2 storeys to rear.  Suggestion for 2 storey dwelling at corner of	In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.  See Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.

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		Mansfield and Tynte Streets to match opposite corner.			
		Suggestion to block through-access of Mansfield Street for vehicles, with planting and brick paving to create two dead-end streets. Potential for bike track linking side streets from Barton Terrace to Kermode Street.		The traffic configuration of Mansfield Street is beyond the scope of this DPA. Council is currently the broader North Adelaide Local Area Traffic and Parking (on-street) Management Plans for North Adelaide are being prepared and will be reported to Council shortly.	No change to DPA.
14.	Andrew Scott	<p>A 6 storey building will tower over Mansfield Street, disconnected to heritage character.</p> <p>Buildings fronting Mansfield Street should be no higher than 2 storeys.</p> <p>Taller built form should be in keeping with the character of the surrounding area. Maximum height should be limited to 4 storeys / 12 metres as per the tallest buildings in the vicinity.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>	Revise DPA in accordance with Attachment F.	

	Buildings fronting Mansfield Street should be set back approximately 6 metres and have a front yard, in keeping with existing cottages.	Current front setbacks in Mansfield Street range between 0 to approximately 5.5m. The DPA is drafted to achieve development that creates a cohesive streetscape but does not prescribe a particular setback for new buildings.	No change to DPA.
	<p>Taller built form should be set back from the eastern and northern boundaries to respect existing single storey heritage cottages and to maintain privacy.</p> <p>Large, vacant site should be developed with regard for existing buildings and character of heritage area. A 6 storey building will not relate to existing buildings, and will blot the skyline from the surrounding views.</p>	<p>The DPA proposal for an overall 6 storey height limit is retained noting that policy has been amended to more clearly specify the intent that new taller buildings be sited away from low scale streetscapes and low scale adjoining residential properties. Policy has also been amended to make clearer the intent that a redeveloped site accommodate a number of separate buildings such that the site is not developed with the appearance of a single continuous building.</p> <p>See Attachment F for analysis of building height</p>	Revise DPA in accordance with Attachment F.
	Land should be bought at lower price for lower height development to be profitable.	Commercial negotiations for the sale of land are not a matter of consideration for a Development Plan Amendment. However, the strategic and economic redevelopment of the land has been considered in the investigations. The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone and to provide a development that contributes to community aspirations such as sensitive infill residential housing.	No change to DPA.
		Council has received Yield Analysis and Feasibility	

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			Advice to review and support the DPA policy proposals.	
15.	Scott Paris	Concerned about excessive height and visual impact of bulk/scale of 6 storey building and resulting impact on property values.	The impact on property values is not a planning matter. Development Plan policy has been provided to retain the residential amenity and not to diminish the heritage values.	No change to DPA.
		Does not support 6 storeys – would prefer lower maximum height.	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. Development up to 6 storeys is only appropriate in some locations on the site.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the historic pattern of development on Gover Street, Wellington Square, and Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>	Revise DPA in accordance with Attachment F.
		Acknowledges that redevelopment is required but believes current proposal is incongruent with surrounding character.	The DPA has been amended to strengthen the intent that new development fit and complement the historic character of the Zone.	Revise DPA in accordance with Attachment F.
16.	Daryl Weinert	Does not want site to be left vacant, believes North Adelaide needs investment to support businesses.	Agree. The DPA is intended to facilitate the redevelopment of the site.	No change to DPA.

	Removal of tower is positive. Does not want replacement tower. Any remaining aerials should face away from existing homes and be incorporated into design on Tynte Street or Wellington Square.	The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone, including the aerial.  Existing Development Plan provisions require infrastructure such as aerials to be integrated into the design of development and suitably screened. Any future development application for a new aerial or similar structure would be assessed against these provisions.	No change to DPA.
	Quality and size of residential development should be in keeping with North Adelaide's reputation as high end, fringe CBD suburb. Small budget apartments or student accommodation should not be allowed.	The North Adelaide Historic (Conservation) Zone currently encourages a range of residential accommodation types in different parts of the Zone. The DPA does not intend to change this intent.	No change to DPA.
	Six storeys residential facing Tynte Street is acceptable if consistent with heritage character of the area. As the original main street, higher buildings are appropriate on Tynte Street.	Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. Additional analysis has been undertaken to demonstrate that a two storey podium with taller built form set back from Tynte Street can maintain the prominence of the former North Adelaide Primitive Methodist Church on the corner of Wellington Square and fit with the streetscape character. Some amendments are proposed to the DPA to strengthen this intent  Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.

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	<p>Portion of site fronting Gover Street should not change from current zoning.</p> <p>Development on this site should be consistent with existing low-rise, residential, heritage character.</p>	<p>The DPA places the entire subject site within the Tynte Street Policy Area 4 in order to allow for integrated development.</p> <p>Following post-consultation review, the Desired Character has been amended to ensure development reflects the desired character for Gover Street as per the Childers East Policy Area 2, which seeks development that reinforces the historic pattern of single storey detached dwellings.</p>	<p>Revise DPA to reflect the desired character for Gover Street as per the Childers East Policy Area 2.</p>
	<p>The area is currently congested. Development should have adequate parking for residents and visitors.</p>	<p>Existing Council Wide Development Plan policy which outlines parking rates for new development will apply to the assessment of any future development on this site. This includes consideration of parking requirements for residents and visitors.</p> <p>Separate to this DPA, Council is currently developing a long-term strategy for managing traffic and car parking in North Adelaide.</p>	<p>No change to DPA.</p>
	<p>Existing heritage buildings should be maintained, renovated, and appropriately incorporated into the design.</p>	<p>The DPA does not propose to alter any existing heritage listing and proposes the local heritage listing of the single storey cottages facing Wellington Square.</p> <p>The DPA provides guidance on the location of future buildings that takes into account the location of the existing and proposed heritage places.</p>	<p>No change to DPA.</p>
	<p>Restrictions on balconies and windows overlooking</p>	<p>The existing Council Wide Development Plan policies on residential amenity are intended to</p>	<p>No change to DPA.</p>



		rear yards of existing homes should be enforced.	manage impacts arising from future development. These include visual privacy provisions with design solutions such as screening, orientation and landscaping available to prevent overlooking.	
17.	Jenna Charles	Believes Council has taken the right step in preparing DPA to allow residential apartments.  Considers site large enough to accommodate medium development up to 6 storeys.	Noted.	No change to DPA.
		Would be horrified to see site remain vacant and derelict. Encourages Council to proceed as quickly as possible to complete the rezoning to allow a visionary developer to create a high class development.	Agree. Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.	Revise DPA in accordance with Attachment F.
18.	Monica West	Restrict maximum height to 4 storeys (including all servicing, communication towers etc.)	The DPA is intended to facilitate the redevelopment of the site.  Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.  The measure of height in the North Adelaide Historic (Conservation) Zone is taken from upper ceiling level.	No change to DPA.  Revise DPA in accordance with Attachment F.
		Building style should complement and not clash with the existing surrounding heritage dwellings. Does not want to see "hideous" glass and cement.	The site will remain in North Adelaide Historic (Conservation) Zone to seek new development that is consistent with the distinct heritage values.	No change to DPA.

		Existing Development Plan provisions for the Zone require development to incorporate high standards of design, materials and landscaping, including the use of stone, brick and or/brick render as the main external finish to walls of new buildings.	
	Dwellings fronting Wellington Square and Tynte Street should be restored externally, in particular the church.	<p>The DPA proposes local heritage listing of cottages on Wellington Square which will enable their long term protection.</p> <p>The DPA increases development potential of the site which is intended to help facilitate the restoration and adaptive reuse of heritage buildings including the dwellings and the church.</p>	No change to DPA.
	Does not want vehicle access from Mansfield or Tynte Streets, citing narrowness of Mansfield and lack of parking on Tynte Street.	<p>In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the traffic implications from medium-rise residential development would be minimal in the context of the previous use and the current Development Plan requirements. The expected volume of traffic is considered to be within the range expected for local streets such as Mansfield and Tynte Streets.</p> <p>Detailed traffic analysis is required at the development application stage to minimise the impact to residential amenity. The Development Plan Amendment retains existing policy which requires development to manage its transport impact.</p>	No change to DPA.

		Garaging of vehicles for new dwellings fronting Mansfield Street should not be visible from the street.	The Council Wide Development Plan policies on parking will continue to apply to new development. This includes parking which is designed to minimise the impact on the streetscape and adjoining neighbours.	No change to DPA.
19.	Lesley Mineall	Supports return to residential use for entire site except for the church where commercial use is considered acceptable.	Noted. The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone.	No change to DPA.
		<p>The design and bulk of new development should support, blend with and complement surrounding dwellings, in particular low scale and small heritage cottages on Mansfield Street.</p> <p>Objects to proposed maximum height of 6 storeys as this will overwhelm surrounding cottages. 4 storeys considered appropriate.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. Development up to 6 storeys is only appropriate in some locations on the site.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>	Revise DPA in accordance with Attachment F.
		Concern regarding the lack of certainty and adequacy of on-site car parking provisions.	The Council Wide Development Plan policy on parking rates will continue to apply to new development. The locality is also well serviced by public transport reducing the need for vehicular	No change to DPA.

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			transport.		
	Concerned that increased residential traffic on Mansfield Street will disturb residents of cottages who generally have bedrooms facing the street.		In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the volume of increased traffic movements arising from medium-density residential development would be within the acceptable range for the nature of the street as a local street.  Detailed traffic analysis is required at the development application stage to minimise the impact to residential amenity. The Development Plan Amendment retains existing policy which requires development to manage its transport impact.	No change to DPA.	
20.	Andrew Fox  The site has been vacant for too long. Does not want to see another Le Cornu.  With the right planning the former Channel 9 site could be fantastic for local business and residents.  Hopes Council can take the lead and work with the developer to achieve middle ground.		Noted. The DPA is intended to facilitate the redevelopment of the site.	No change to DPA.	
21.	Lucy Macdonald  Believes it is morally wrong for Council to undertake DPAs which favour developers' interests but understands in this case as the Government will decide.		Noted. The DPA is intended to facilitate the redevelopment of the site that is currently vacant and contains out of character commercial buildings.	No change to DPA.	

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	<p>Concerned that this DPA will set a precedent for reviewing the Development Plan for other vulnerable sites.</p> <p>Concerned the DPA will set a precedent for demolishing local heritage buildings to redevelop with taller buildings.</p>	<p>Currently Council's program of amendments does not include any additional sites in North Adelaide, nor are there any future plans for amendments to large sites in North Adelaide.</p> <p>The DPA proposes the listing of an additional three buildings as a local heritage place and retains the two existing heritage places on the subject site. Policy guiding future development opportunity has been based on the retention of these buildings.</p>	No change to DPA.
	<p>North Adelaide already has a high population density and its historic integrity should not be sacrificed for reasons of gains in density.</p>	<p>The DPA seeks to facilitate redevelopment of the site to remove commercial buildings that are out of character with the surrounding area and at odds with the North Adelaide Historic (Conservation) Zone.</p> <p>Residential growth is a shared goal of the Planning Strategy and Council's Strategic Plan.</p> <p>The North Adelaide Historic (Conservation) Zone directs residential growth to sites such as the Channel 9 site where only a minority of the site area is covered by buildings of heritage value or historic character.</p>	No change to DPA.
	<p>All three historic buildings on site must be protected, preserved and repurposed, particularly existing and proposed Local heritage places which are under threat due to proposed heritage reforms.</p>	<p>Agree. The DPA proposes local heritage listing of cottages on Wellington Square.</p> <p>Increasing development potential is intended to help facilitate restoration and adaptive reuse of heritage buildings including the church.</p>	No change to DPA.
	<p>This prominent site is bounded by a CONTEXT of Historic and Character single buildings and groups</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's</p>	Revise DPA in accordance with Attachment F.

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	of buildings.  Maximum height of 3 storeys to respect historic context.	historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.	
	Any development of the site must reflect and repeat some visual elements of surrounding historic built form, to acknowledge and not challenge or further ruin the character of this irreplaceable Victorian precinct.  Development must avoid one solid building but instead be of several separate blocks to echo the scale and proportions of the contextual buildings.  Development should echo and respect the single or two storey height of neighbouring and contextual buildings at its street frontages, with any extra height focussed at the centre of the site.	The site will remain in the North Adelaide Historic (Conservation) Zone to ensure that the future development does not compromise the distinct heritage values  The DPA policy seeks to new development to respect the historic streetscapes. The amended policy and concept plan seek a gradual transition from taller built form to more sensitive low scale development at boundaries.  The DPA has been amended to outline that future development of the entire site should comprise a number of separate buildings across the site (i.e. more than one continuous building). The 30% landscaped open space provision will also be retained to support this policy guideline.	Revise DPA in accordance with Attachment F.
	Any development must avoid any overlooking issues for existing residential properties in Mansfield Street.	The existing Council Wide Development Plan policies on residential amenity are intended to manage impacts arising from future development. These include visual privacy provisions with design solutions such as screening, orientation and landscaping available to prevent overlooking.	No change to DPA.

22.	Lucy and Geoff Goode	<p>Question why Council did not consult at an earlier stage, citing the recommendation of the Expert Panel on Planning Reform to enact a charter of citizen participation.</p> <p>Refer to suspicion of many people around local government processes around seeking comment at late stages of proposals.</p>	<p>Council undertook a preliminary consultation process in May/June 2016 before the draft DPA was prepared and released for formal consultation. The intent of the early consultation process was seek input to guide the preparation of the DPA and involved signage on-site, door-knocking of surrounding properties, and a letter mailed to surrounding owners and residents with the opportunity to provide feedback.</p> <p>The consultation process has exceeded the statutory requirements.</p>	No change to DPA.
		<p>Oppose draft DPA and proposed policies including maximum height of 6 storeys, removal of plot ratio in place of concept plan and policy, and realignment of precinct boundaries.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.</p> <p>The DPA proposes a range of policies to guide density and built form. The Development Plan policy will continue to require 30 percent landscaped open space to be provided.</p> <p>Following consultation, a merit based plot ratio standard has been included for this site to provide additional policy guidance on the intensity of development on the site.</p>	Revise DPA in accordance with Attachment F and include merit based plot ratio standard.
		<p>Question why this site has not been treated similarly to Channel 10 site, which was returned to residential.</p>	<p>Each site has its own circumstances in which to consider future development opportunities.</p> <p>The DPA is intended to facilitate the redevelopment of the site that is currently vacant and contains out of character commercial</p>	No change to DPA.

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			buildings.		
	Assert that proposed DPA policies would alienate the site from residential usage and could create another potential “black hole” which is too valuable to fund for development.		Land economics advice has been obtained advises on redevelopment likelihood based on a number of development scenarios. See Attachment F for further information.  The DPA is intended to facilitate residential redevelopment of the site. The draft policy seeks primarily residential use with limited non-residential uses along Tynte Street consistent with the current Desired Character for Policy Area 4.	No change to DPA.	
	Request DPA as proposed be dismissed and site remediated for residential use at the expense of the current owner.		Council’s role as a planning authority involves preparing Development Plan policy amendments. It cannot issue enforceable directives for land to be developed or remediated.	No change to DPA.	
	Oppose changes to precinct boundaries.		The DPA places the entire subject site within the Tynte Street Policy Area 4 in order to allow for a future integrated development of the entire site to be considered based on single policy area.  The DPA intends for the northern section of the site fronting Gover Street to have a future development outcome consistent with the desired character of the Childers East Policy Area 3.	Revise DPA to reflect the desired character for Gover Street as per the Childers East Policy Area 2.	
	Endorse submission of the North Adelaide Society.		See above for comments in relation to the submission of The North Adelaide Society.	No change to DPA.	
23.	National Trust SA  Commend intention to preserve and protect existing and proposed heritage places.		Noted.	No change to DPA.	



	<p>The portion of the site at 217 Gover Street should be subject to the same planning constraints as other properties fronting Gover Street.</p>	<p>The DPA places the entire subject site within the Tynte Street Policy Area 4 in order to allow for a future integrated development of the entire site to be considered based on single policy area.</p> <p>The DPA intends for the northern section of the site fronting Gover Street to have a future development outcome consistent with the desired character of the Childers East Policy Area 3.</p>	<p>Revise DPA to reflect the desired character for Gover Street as per the Childers East Policy Area 2.</p>
	<p>The portion of the site fronting Mansfield Street should be subject to the same planning constraints as other properties fronting Mansfield Street, where the scale is defined by existing single-storey cottages.</p>	<p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p>	<p>Revise DPA in accordance with Attachment F.</p>
	<p>Buildings fronting Tynte St should reflect the scale of the stately structures of the existing streetscape of the premier civic street of North Adelaide.</p>	<p>3D Modelling has shown that a two storey podium with taller built form set back from Tynte Street maintains the prominence of the former North Adelaide Primitive Methodist Church on the corner of Wellington Square.</p> <p>See Attachment F for analysis of building height.</p>	<p>No change to DPA.</p>
	<p>The central portion of the site we regard as having no heritage values worth protecting. Innovative new building should be encouraged, provided that it does not project upwards above 4 storeys in such a way as to overwhelm the vistas of pedestrians passing on Wellington Square and Tynte St.</p>	<p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.</p> <p>A maximum of 6 storeys is retained on the basis that the low scale streetscapes are maintained,</p>	<p>Revise DPA in accordance with Attachment F.</p>

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			sufficient setback from low scale dwellings are provided and building design is complementary to the character of the area.	
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## Attachment B - Summary and Response to Public Meeting Submissions

4 submitters requested to be heard, and therefore a public meeting was held on 10 October 2016.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Graham Burns of Masterplan, on behalf of Tynte Street Development P/L (Refer to written submissions no. 3 and 4)	<ul style="list-style-type: none"> <li>• Reiterated points in Submissions 3 and 4</li> <li>• Resolution of policy conflict in development plan needed to facilitate appropriate development of Channel 9 site</li> <li>• Indicated there is no development proposal, but rather set of plans indicating what would be achievable if policies changed</li> <li>• Like idea of one policy area as per draft DPA – currently 3</li> <li>• Like removal of plot ratio as non-complying trigger</li> <li>• Support listing of cottages</li> <li>• Don't like building height as non-complying trigger <ul style="list-style-type: none"> <li>○ because performance based policy controls would prevent over-height development</li> <li>○ public open space, parking, overshadowing and overlooking criteria limit development on the site</li> <li>○ site does not require non-complying height trigger</li> </ul> </li> <li>• Applauds Council for preparing DPA</li> </ul> <p>Question - <i>Is height of 20m more appropriate non-complying trigger?</i></p> <ul style="list-style-type: none"> <li>• 20, 21 or 22m would help – but risk of exceeding by millimeters and triggering onerous non-complying process</li> </ul> <p>Question - <i>What's achievable on the site in view of the North Adelaide Society's assertion about a nursing home of 6 or 7 stories?</i></p> <ul style="list-style-type: none"> <li>• Not intended or requested by client</li> <li>• Not here to say what uses should be on the site, but does not think a nursing home could be accommodated at that level</li> <li>• DPA is to facilitate development without preconceived concept for the</li> </ul>	Noted. Matters raised have been addressed in written submission. (Refer to Submissions No.'s 3 and 4)

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		<p>development.</p> <p><i>Question - Sought response to comment there are no guarantees that this developer will proceed</i></p> <ul style="list-style-type: none"> <li>• Should not be assumed the developer is set in stone</li> <li>• Has not seen the contract between Channel 9 and his client</li> <li>• DPA process is about amending policy to accommodate better form of development.</li> </ul>	
2.	<p>Anna Sobieraj (Refer to written submission no. 8)</p>	<p>Owns a property next to the site (27 Mansfield Street).</p> <ul style="list-style-type: none"> <li>• There will be impact on privacy, quality of living and property value.</li> <li>• From development of 18m high will be able to see into yards, homes and windows, with no architectural design able to prevent this unless opaque or un-opening windows.</li> <li>• North Adelaide is unique with low rise cottages and villas.</li> <li>• Development will tower above, overshadow, overlook and impact privacy of 50 surrounding homes.</li> <li>• Impact will be considerable as it will spawn other development if such height allowed to creep in to low rise area.</li> <li>• North Adelaide should be protected.</li> </ul>	<p>Noted. Matters raised have been addressed in written submission. (Refer to Submission No. 8)</p>
3.	<p>Leonie Ebert (Refer to written submission no. 10)</p>	<ul style="list-style-type: none"> <li>• Lives directly behind Channel 9 (to north)</li> <li>• Looking forward to something better happening on the site / mast coming down.</li> <li>• Understands concerns about height, but no developer is going to do the best they can unless they get some money out of it.</li> <li>• Believes height will not be a problem if placed in such a way as to not impact privacy, and believes this can be done.</li> <li>• Would like to see more emphasis on plot ratio to get space, light, air. Need to consider landscaping.</li> </ul>	<p>Noted.</p> <p>The DPA proposes a range of policies to guide density and built form. The Development Plan policy will continue to require 30% landscaped open space to be provided on the site of any development. This will ensure the private provision of open space which assists in providing a break in between each building breaking as well as the requirement of introducing smaller building footprints.</p>

		<ul style="list-style-type: none"> <li>• This developer is willing to support heritage buildings on property which is a big plus.</li> <li>• Really important to address community issues in this DPA.</li> </ul> <p>Question - <i>How could Council best work with developer to alleviate some of community's concerns?</i></p> <ul style="list-style-type: none"> <li>• Important to address in the DPA some of the issues that have come up. If not, people will be upset, and development will be a source of friction in the community.</li> <li>• Monitor and address issues during process of development, as should have occurred with development at 215 Gover Street.</li> </ul> <p>Question - <i>Sought to clarify whether supporting height or plot ratio as non-complying</i></p> <ul style="list-style-type: none"> <li>• Thinks it is possible to do height in a way that alleviate concerns.</li> <li>• Believes plot ratio is very important in order to have space and avoid things being boxed in.</li> <li>• Would not want to see eight storeys.</li> </ul>	<p>Following post-consultation review, plot ratio has been included as a merit provision for the subject site.</p> <p>Additional matters raised have been addressed in written submission. (Refer to Submission No. 10)</p>
4.	Ingrid Kerkhoven (Refer to written submission no. 11)	<ul style="list-style-type: none"> <li>• Maximum height of 6 storeys lacks basis, and is out of scale and character. There are no buildings over 3 storeys except gateways/park land fringes in North Adelaide.</li> <li>• Council and 30-Year-Plan seek protection of character of North Adelaide.</li> <li>• Surrounding buildings are 1-2 storey.</li> <li>• Adequate setbacks required to reduce visual bulk and ensure privacy.</li> <li>• 45 degrees step back from boundary is steeper than other Council areas – 30 degrees more appropriate.</li> <li>• 3-4 storeys more appropriate.</li> <li>• Inappropriate additional non-residential uses strongly opposed.</li> <li>• Parking issues and primary access on narrow Mansfield street directly opposite dwellings are also concerns, with potential for queuing along</li> </ul>	<p>Noted. Matters raised have been addressed in written submission. (Refer to Submission No. 11)</p>

		<p>Mansfield Street.</p> <ul style="list-style-type: none"> <li>• People walk down middle of the road, because footpath is encroached on because of poorly supervised construction.</li> <li>• Number of speakers should not be taken as lack of objection, as many reluctant to speak in public.</li> <li>• At least one resident has sold due to this development.</li> <li>• Precedent effects.</li> <li>• Residents’ concerns not NIMBYism – have to live next door.</li> <li>• Ratepayers deserve to have input considered.</li> </ul>	
5.	Rachel Sanderson MIP	<ul style="list-style-type: none"> <li>• Site provides opportunity for the right kind of development.</li> <li>• There are many residents living in large properties who find it difficult to pay for land and services – they struggle as they get older, but would love to live in North Adelaide.</li> <li>• Does not believe they would like high rise, but would live in secure, courtyard, two-storey dwellings.</li> <li>• This would free up homes for families in North Adelaide.</li> <li>• Envisaged two storey on Mansfield Street, but higher on Tynte Street and Wellington Square.</li> <li>• Four storeys is maximum people would like to see.</li> <li>• Privacy, overshadowing and lack of parking are issues to address.</li> <li>• Focus on high quality rather than thinking about how many people can get on the site.</li> <li>• Excited about opportunity if done right and not about getting highest density on the site.</li> <li>• Residents appreciate having private open space – backyard – to support carbon neutral city.</li> </ul>	<p>Noted.</p> <p>Opportunity for additional building height on this site has been assessed in context of the area’s historic character and potential impact on adjoining low scale residential properties. See Attachment F for analysis of building height.</p> <p>To complement the existing pattern of development, the DPA will continue to require 30% landscaped open space to be provided on the site of any development. Existing Development Plan provisions require a minimum area of private open space to be provided per dwelling.</p>

6.	Paul McFarlane	<ul style="list-style-type: none"> <li>Lives at 86 Wellington Street.</li> <li>Need to ensure character of new development is addressed.</li> <li>Concern about repeat of vacant 'Le Cornu site' if it doesn't go forward. Would hate to see site unmaintained with rubbish etc.</li> <li>Would like to see restoration of church / buildings maintained.</li> <li>Construction phase needs to be carefully managed to address potential effects on residents</li> <li>Recognizes need for compromise.</li> </ul> <p>Question - <i>Views on height? overshadowing?</i></p> <ul style="list-style-type: none"> <li>8 or 10 storeys would be concern – would like to see 4, but knows developers look for return on investment</li> <li>As long as it can be in character as best it can – not rendered facades – brand new, but in keeping with vernacular.</li> </ul>	<p>Noted.</p> <p>The site will remain in the North Adelaide Historic (Conservation) Zone to ensure that the distinct heritage values are not diminished.</p> <p>The DPA seeks to facilitate residential redevelopment of the site and the restoration and adaptive reuse of heritage buildings including the dwellings and the church.</p> <p>Issues associated with construction are challenging. The EPA has guidelines that need to be abided by during construction. The guidelines are aimed at limiting impacts during construction such as noise, hours of use of machinery and control of pollution such as dust.</p>
7.	Geoff Goode of the North Adelaide Society Inc. (Refer to written submission no. 22)	<ul style="list-style-type: none"> <li>"small is beautiful".</li> <li>Charter of Citizens Participation required / recommended by inquiry led by Brian Hayes.</li> <li>Would expect current owner to remediate the site.</li> <li>Could become like 'Le Cornu' site.</li> <li>Borthwick properties taken from owner who would not do anything about them.</li> <li>Risk site could be built up to such an extent that people will walk away.</li> <li>Support for residential but not policy change.</li> <li>Proposal brought up from a vacuum / without consultation.</li> <li>Should be talking about ideas for the site – not arguing about 4 or 6 storeys.</li> <li>Plot ratio is a density measure that should be maintained.</li> <li>Parking issues – underground car parking would need to be considered.</li> </ul>	<p>Noted. Matters raised have been addressed in written submission. (Refer to Submission No. 22)</p>

		<ul style="list-style-type: none"> <li>• Two-storey is appropriate.</li> <li>• DPA should be dumped and direction re-considered.</li> <li>• Too quick, suspicious, not due process.</li> <li>• If someone wants to build something different, it should come after consultation with the community.</li> </ul> <p>Question - <i>If the DPA should be dumped – in practical terms, what would be the consequences?</i></p> <ul style="list-style-type: none"> <li>• Re-consider what should happen to the site; broader discussion – rather than looking at a proposal.</li> </ul> <p>Question - <i>I understand that you do not to see a vacant site, and do not want to see change – can you explain it more – what does success look like?</i></p> <ul style="list-style-type: none"> <li>• I can't imagine Council would let Channel 9 walk away from the site</li> </ul>	
8.	Grenville Smith	<ul style="list-style-type: none"> <li>• Architect and resident of Mansfield Street</li> <li>• Supports DPA</li> <li>• Purchased the former Channel 9 carpark – so can understand the value of the site</li> <li>• Understands that the development has to be quite substantial in relation to the value of the land</li> <li>• Mansfield Street is half one way and half two way</li> <li>• Parking is impossible at times</li> <li>• Recommends Mansfield Street becomes one way for entire length to alleviate congestion when cars parked due to narrowness of the road</li> <li>• Many elderly people use the street to go to the 'Village'</li> <li>• Towards Tynte Street, the footpath is very narrow, and there is danger to pedestrians from vehicles coming down Mansfield Street</li> <li>• Opposes access to carpark off Mansfield Street due to congestion</li> </ul>	<p>Noted.</p> <p>The Development Plan policy requires development to manage its transport impact. In response to submissions, further traffic analysis has been undertaken to examine the impact of future development on Mansfield Street in particular. This analysis has indicated that the traffic implications from medium-rise residential development would be minimal in the context of the previous land use and the current Development Plan requirements.</p> <p>Detailed traffic analysis will be required at the development application stage to minimise the impact to residential amenity.</p> <p>The locality is also well serviced by public transport reducing the need for vehicular transport.</p>



	<ul style="list-style-type: none"> <li>• Only about 60% of residents have off-street parking on the street</li> <li>• There are not enough permits to accommodate residents</li> <li>• Properties often rented to professionals who hope to have two cars</li> <li>• At times have had to park on Tynte Street, sometime at some distance away</li> <li>• Site access off Mansfield will result in congestion and hazards</li> <li>• Due to existing corner building at 7m high, plus, in developer's concept plan, three storeys to the opposite frontage, (south) Mansfield Street will look like a tunnel and will not be attractive to drive into</li> <li>• Would like to see Mansfield Street limited to single storey residential at the street, two storey at the back</li> <li>• Expects to see a tower 'for developer returns' at centre of the site.</li> <li>• Supports DPA in principle</li> </ul>	<p>The traffic configuration of Mansfield Street is beyond the scope of this DPA.</p> <p>It is also noted the broader North Adelaide Local Area Traffic and Parking (on-street) Management Plans for North Adelaide are being prepared and will be reported to Council shortly.</p> <p>Opportunity for additional building height on this site has been assessed in context of the area's historic character and potential impact on adjoining low scale residential properties.</p> <p>In response to submissions and following further 3D modelling and assessment, the DPA policy and concept plan have been amended to reinforce the need to respect the streetscape and historic dwellings along Mansfield Street. Amendments include specifying low-scale development up to 2 storeys and increasing the setback to taller built form from Mansfield Street.</p> <p>See Attachment F for analysis of building height.</p>
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**Attachment C - Timeframe Report**

SCPA Timeframe Report: Process B – with consultation approval

The SOI was agreed by the Minister and Council on 15 June, 2016.

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted, DPA prepared and submitted for approval to commence concurrent agency and public consultation	4 weeks	6 weeks	
DPA prepared for agency and public consultation	2 weeks	2 weeks	
Agency and public consultation period  (report on any delays incurred by agencies)	8 weeks	8 weeks	
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. Summary of Consultations and Proposed Amendments submitted to Minister for approval.	6 weeks	19 weeks	Complexity of issues raising need for detailed further investigations

## Attachment D - Schedule 4A Certificate

North Adelaide Former Channel 9 Site DPA

Adelaide City Council  
Schedule 4a Certificate

**Schedule 4a Certificate**

**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER**

**DEVELOPMENT REGULATIONS 2008**

**SCHEDULE 4A**

*Development Act 1993 – Section 25 (10) – Certificate – Public Consultation*


CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A  
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I, Mark Goldstone, as Chief Executive Officer of Adelaide City Council, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the Adelaide City Council and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

Jim Allen, Rick Hutchins and David Bailey have provided advice to the council for the purposes of section 25(4) of the Act:

DATED this 3 day of August 2016

  
.....

Mark Goldstone  
Chief Executive Officer

## Attachment E - Schedule 4B Certificate

### Schedule 4B—Certificate—Section 25(14)(b)

CERTIFICATE BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008 SCHEDULE 4B

Development Act 1993 – Section 25(14) – Certificate

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT AN AMENDMENT TO A DEVELOPMENT PLAN IS  
SUITABLE FOR APPROVAL

I, Mark Goldstone, as Chief Executive Officer of the Corporation of the City of Adelaide, certify, in relation to the proposed amendment to Adelaide (City) Development Plan, as last consolidated on 24 September 2015, referred to in the report accompanying this certificate —

- (a) that the council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment is in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment recommended by the council in its report under section 25(13)(a) of the Act, that the amendment (as altered)—
  - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the council; and
  - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment); and
  - (iii) complement the policies in the Development Plans for adjoining areas; and
  - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the council for the purposes of section 25(13)(a) of the Act:

Edouard Pool  
Rick Hutchins

DATED this 8 day of 7 2017



Mark Goldstone

Chief Executive Officer

## Attachment F - Additional Matters and Investigations

### PART 1 - BUILT FORM INVESTIGATIONS

#### 1.0 INTRODUCTION

This paper provides an analysis and summary of investigations undertaken into the submissions received on the Former Channel 9 Site Development Plan Amendment Report in relation to built-form matters.

The consultation DPA proposed a number of changes to built-form settings to provide additional redevelopment capacity to enable adequate scope for feasible redevelopment of the site in context of its location within a residential area.

#### 2.0 SUMMARY OF DEVELOPMENT PLAN AMENDMENT PROPOSALS (IN RELATION TO BUILT FORM)

Figure 1 below illustrates the building envelope within which the DPA policy identified desired locations for future built-form on the land.

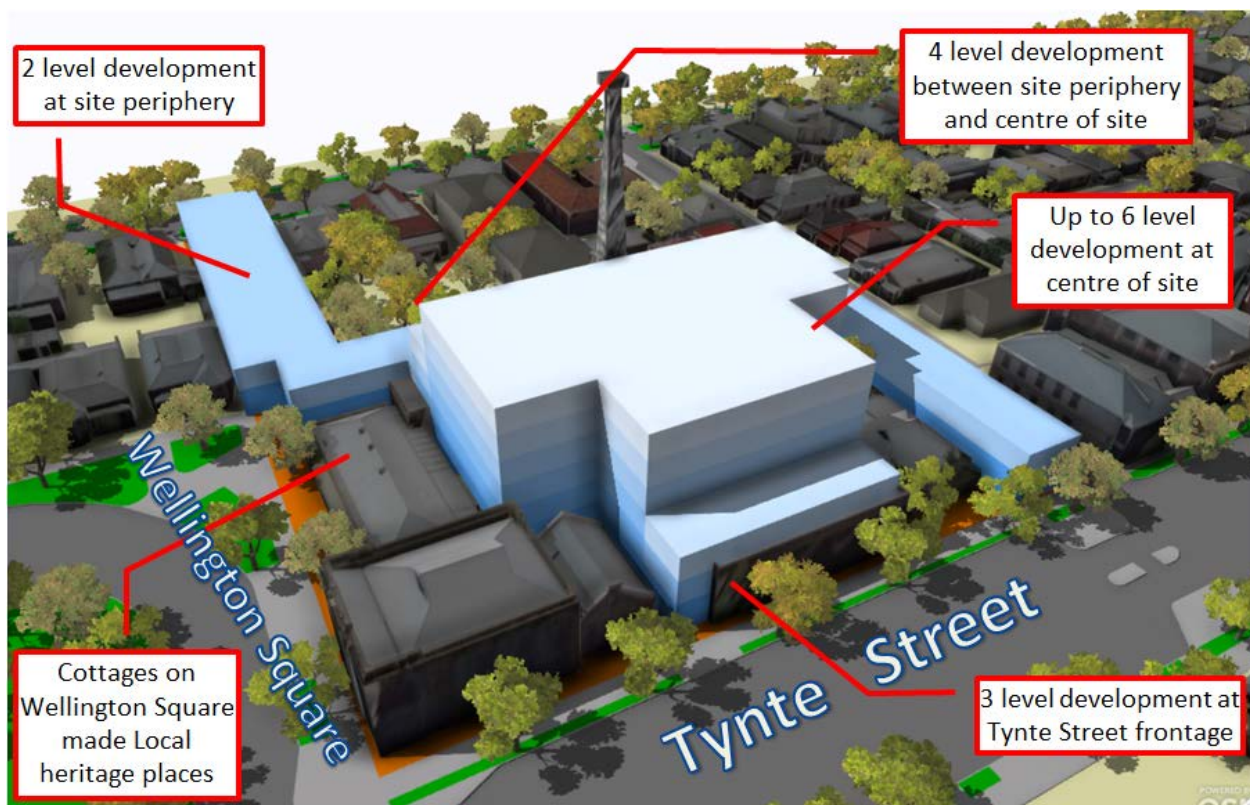


Figure 1: Consultation DPA 3D Model - Aerial view of the subject site with a 2 level building envelope to the site periphery, 3 level envelope to Tynte Street and the rear and 6 level envelope centrally located.



### 3.0 FEEDBACK FROM PUBLIC CONSULTATION

Figure 2 below summarises the key themes of feedback received from the public consultation process.



**Figure 2: Key themes identified in public consultation feedback**

In addition to the above feedback, a number of submissions objected to, or queried the need to adjust current Development Plan policy to facilitate an increased yield on this site that is in addition to surrounding properties. Expert independent advice has been received on this matter as outlined below.

## 4.0 ANALYSIS AND RECOMMENDATIONS

The consultation DPA proposed a maximum height of 6 levels/18 metres in the centre of the site with development at the boundaries starting at a lower height, acknowledged the need to scale down at the site boundaries in proximity to the low scale residential neighbourhood.

The concept plan illustrating the notional desired massing was included in the DPA however specific heights were not prescribed in any further detail apart from the interface with the northern boundary. The draft policy outlined a 45 degree setback angle for new buildings.

Submissions received during public consultation indicated that the height and setbacks were of major concern.

Analysis of the range of options identified in the submissions made has been undertaken to assess the impacts of bulk, scale and setbacks on the surrounding locality, and to determine if the proposed concept plan and principles of development control were appropriate to preserve amenity and character.

Council's 3D model has been utilised to assist with understanding the impact of the different built-form scenarios. A set of images is included with this paper as Attachment A to illustrate the analysis undertaken.

The following is a summary of the findings of the analysis undertaken:

### 4.1 Development Feasibility Analysis

**Recommendation:**

- **The current Development Plan would likely limit the potential redevelopment.**
- **A reduction in overall building height guideline from 6 storeys to 4-5 storeys would likely lead to a reduction in development feasibility.**
- **Amendments to policy on the location of taller buildings up to 6 storeys could be made whilst preserving development opportunities**

A number of planning policy options have been considered to understand the impact on the economic feasibility of developing the site for residential use through changing planning policy parameters. Advice on the feasibility of a number of development scenarios have been received from Jones Lang LaSalle. A copy of the report can found at Appendix B

Jones Lang LaSalle notes a number of assumptions and variables that ultimately influence a decision to redevelop a site that are unable to be fully analysed as part of this exercise. The advice indicates that retaining the existing Development Plan parameters (which allows for up to 12 dwellings) would not provide a financially viable development outcome. This also takes in account the costs associated with demolishing the large existing buildings on the land, clearing the site and supporting a viable re-use of heritage buildings.

The advice indicates that policy options of lowering the maximum building height to 4 or 5 storeys would significantly reduce the likelihood of a development being undertaken.

The analysis also identified that changes can be made to planning policy parameters without reducing the maximum height guideline from 6 storeys (such as increasing boundary setbacks and

reducing potential buildings height for parts of the site) with minimal impact on potential development outcomes.

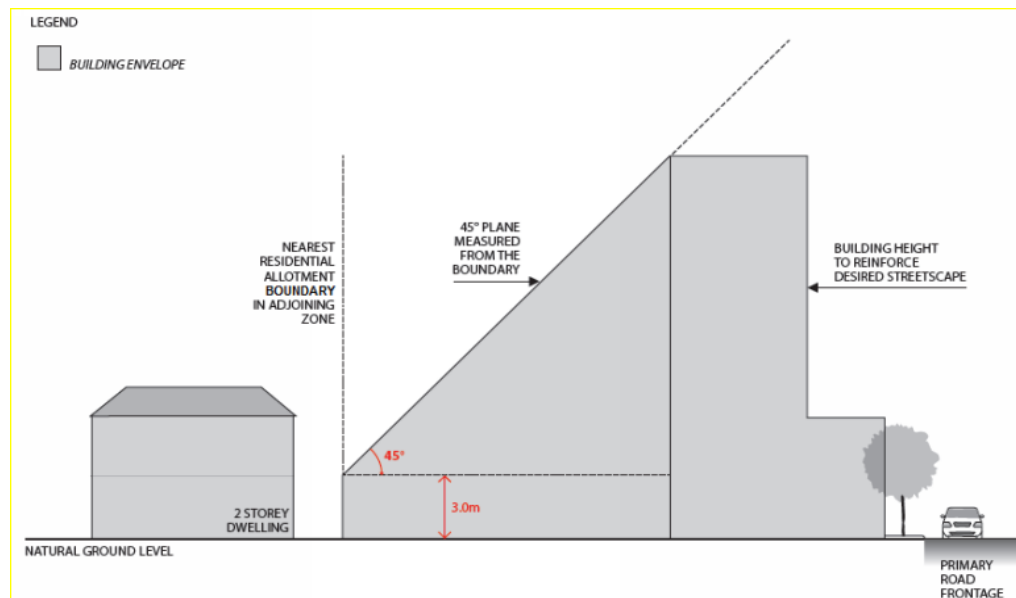
#### 4.2 Northern boundary (Gover Street boundary residential properties)

##### Recommendation:

- Retain policy seeking a setback at a 45 degree of buildings from the northern boundary.
- Amend the DPA to include policy that landscaping, as one the design features, be incorporated into development at the boundary to soften impact of new built-form

The Consultation DPA allowed for development of up to one level on the property boundary with a 45 degree setback angle (as illustrated below) for the upper levels up to a maximum building height of 6 building levels (see Figure 3 below). This approach is consistent with other locations where low-scale residential areas abut medium density zones such as Main Street (Melbourne East) Zone.

This policy approach seeks to provide a sense of openness to the sky, access to sunlight and ventilation, as well as avoiding the creation of a sense of enclosure.



**Figure 3: Proposed setback of built form along the north boundary of the site adjacent to low scale residential properties on Gover Street.**

The location of the site south of the private open spaces of dwellings located on Gover Street, results in no overshadowing impact. Current Development Plan provisions relating to the preservation of privacy for existing residential places exists and therefore requires no further policy. There is however a need to control height in relation to setback from the boundary to manage the sense of enclosure and openness to the sky, etc.

The analysis undertaken (see Attachment A) illustrates that buildings will be visible from the rear of the Gover Street properties when meeting the 45 degree setback angle provision. Taking into account other policy measures that will apply to the assessment of a development including policy that intends for the site to be developed with a number of separate buildings (to avoid continuous form and landscaped open space requirements), a reasonable scale relationship and transition can be achieved. It is recommended that these important design elements for future buildings be strengthened in the revised policy.





**Figure 4 – Recommended building envelope as viewed from rear of a Gover Street property.**

From Gover Street, future development will not be significantly visible on the basis of existing screening afforded by large established street trees (on Gover Street) and one and two level dwellings. As a result the structures will appear as background elements and will be intermittently visible from the public realm.

#### **4.3 Mansfield Street**

##### **Recommendation:**

- Amend DPA to strengthen intent of new development complementing the low scale streetscape.**
- Amend DPA to increase setback of taller built-form envelope from Mansfield Street.**

The existing Development Plan and the DPA seeks to retain the existing pattern of development to Mansfield Street. Mansfield Street is characterised by a fine grain of single storey 19<sup>th</sup> century workers cottages with limited street setbacks. Buildings closer to Tynte Street are two storey buildings in height. The intent of the DPA is to retain the character and scale of Mansfield Street.

The Consultation DPA allowed for a 2 storey building with development above 2 levels setback from the street. Retaining a maximum building height envelope of two levels along Mansfield Street will permit the construction of one and two storey buildings which will provide reasonable development potential without creating inappropriately dominant buildings to Mansfield Street. It is appropriate that this height setting on Mansfield Street should be reinforced in the DPA through a more detailed Principle of Development Control.

The analysis as shown in **Appendix A** to this report indicates that the upper level setback in the Consultation DPA would potentially result in a building of up to 6 storeys being highly visible in Mansfield Street which would be at odds with the intimate small scale nature of the street.

A range of options for the setback of the building envelope for levels 4 to 6 has been investigated ranging from a 15 metres setback in the Consultation DPA to 25 metres. Setbacks in the range of

20 metres or more will eliminate or significantly reduce the visual impact from Mansfield Street however it will result in a significantly reduced area of the site which can be developed at medium density. A 15 metre setback of the building envelope for levels 4 to 6 is a satisfactory compromise that provides a reasonable degree of visual separation and provides a meaningful building envelope for medium scale development. This is because at 15 metres, the 1-2 storey buildings fronting Mansfield Street will visually shield the taller built form behind up to a height of 3-4 levels. Whilst levels 5-6 above would be visible from the public realm, the setback would be sufficient so as not to overly enclose the street.

It is recommended that the Consultation DPA be amended to increase the setback of the taller elements of the building envelope area on Concept Plan Figure T/1 to achieve this outcome.

#### **4.4 Tynte Street**

##### **Recommendation:**

**- Reduce from 3 to 2 storeys desired height of buildings on the street frontage**

The former Methodist Primitive Church located at the corner of Wellington Square and Tynte Street is a substantial and imposing building, being 13.3 metres in height. This equates to a height of a modern 3 to 3.5 level building. The current Development Plan has a maximum height of 2 storeys across the site. Upon review, the Consultation DPA could be interpreted to enable a building of between 2-4 storeys on the street frontage.

Given the policy intent that new buildings fit with the existing low scale streetscapes where the Development Plan for the remainder of Tynte Street seeks 2 storey buildings and to maintain the prominence of the Church on the streetscape, it is recommended that the DPA be amended to be clear that buildings up to 2 storeys are desired at the street frontage.

The setback of the taller building elements behind the low scale streetscapes must be sufficient to ensure that the upper levels appear as a recessive element when viewed from the southern side of the street and should be set back far enough such that the former Church retains prominence as the primary building.

The 3D analysis illustrates that the 6 level building envelope as identified in Consultation DPA is sufficiently setback as to ensure that the former Methodist Primitive Church will continue to remain as the most prominent building on the site (see Figure 6 below). No change to the DPA is recommended in this regard.



Figure 6: Looking north-east from Wellington Square to the former Methodist Primitive Church with a 2 storey building envelope to Tynte Street and a 6 storey building envelope in the centre of the site.

#### **4.5 Wellington Square**

<b>Recommendation:</b>
------------------------

<b>- No change</b>
--------------------

The pattern of development around Wellington Square is retained through the recommended local heritage listing of the three single storey heritage places on Wellington Square and the retention of the Church on the corner of Wellington Square.

The Consultation DPA proposed any new buildings to be setback behind the proposed local heritage places to allow opportunity for future adaptation, addition and open space. This equates to a setback of around 25 metres from the Wellington Square frontage (see Figure 7 below)



**Figure 7: Red outline indicates site area identified as curtilage around proposed Local Heritage places, creating a 25 metre setback for high level built form from Wellington Square.**

The church and cottages fronting the Square ensure that the taller elements of the building envelope are well set back from the public realm. The Square itself is planted with mature trees which will distort the long-range views of new development. New buildings on this site will be most visible from roadway and footpath on the approach to site in the north-eastern corner of the Square.

Analysis with the 3D Model identifies that by varying the siting and setbacks of new building, together with the modelling and design of a building will have a significant bearing on the visual impact of a taller building in the locality. When applied together in the assessment of an application, all the policy parameters (amended as a whole) will facilitate an outcome where a building between 4-6 building levels can be viewed as background objects when viewed from Wellington Square.

#### **4.6 Overall building height**

**Recommendation:**

- **adjust Building Envelope in response to above recommendations.**
- **strengthen policy around need for taller buildings to be broken up (i.e. not one continuous built-form across the site) but retain overall opportunity to construct new buildings up to 6 storeys**

The consultation DPA proposed a maximum height of 6 levels/18 metres in the centre of the site with development at the boundaries being set at a lower height.

Section 3 above outlines the feedback received with varying degrees of support for increasing building height opportunities on this site.

Sections 4.2-4.5 above have identified recommended response to each site boundary and street interface that seek to retain the low scale interfaces. With incorporating these recommendations, given the size and orientation of the site, the centre of the site can accommodate buildings heights ranging from 4 to 6 levels.

Building height is one planning control that guides the assessment of appropriate built-form in an area. With the combination of controls around building siting, landscaping open space, streetscape provisions and building design proposed in the DPA, a 6 level maximum height guideline is considered a reasonable response to this site to enable an appropriate outcome that will benefit the locality and manage impacts on surrounding existing land uses.



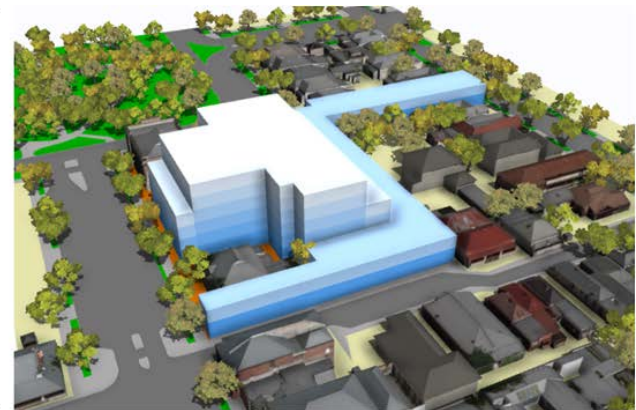
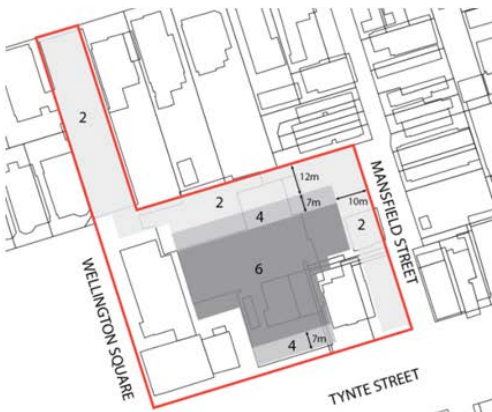
## Appendix A – 3D Model Analysis

The below provides snapshot images of the analysis undertaken of various site development (building envelope) options that relate to each site interface identified above.

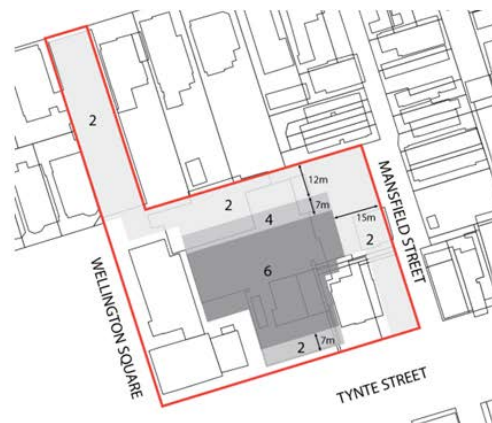
In viewing the building envelopes, they need to be read as a simplistic indication of possible building form scenarios. In reality, the actual suitable building form is subject to the application of a number of policy provisions within the Development Plan.

The overall envelope that applies to the options below are as follows:

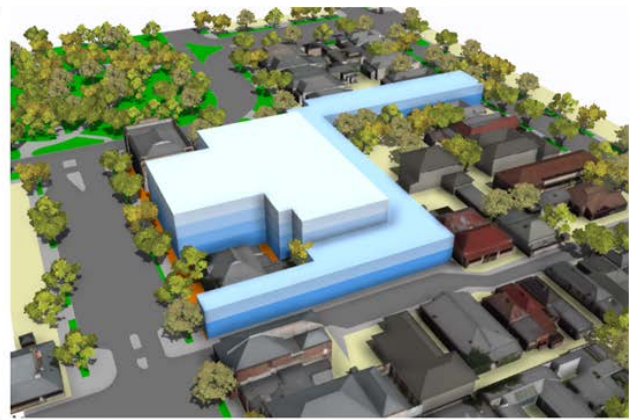
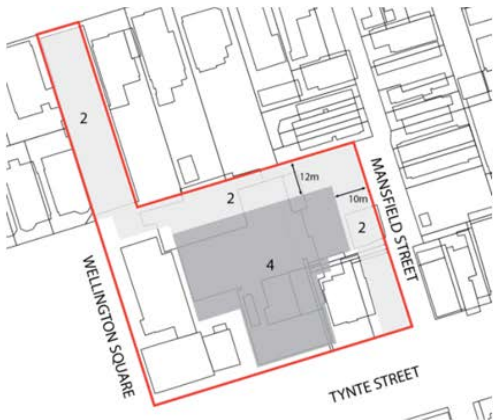
### Consultation DPA – (same Scenario 2 in JLL report)



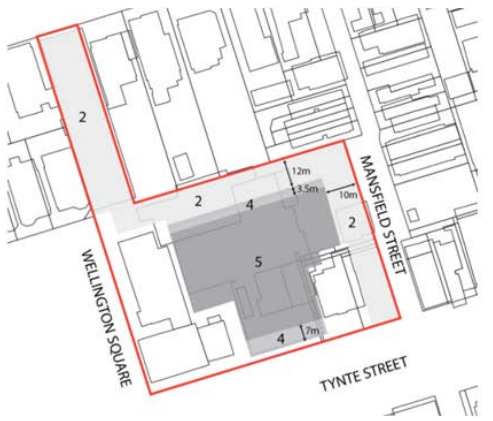
### 6 level maximum with increased setbacks – (same as Scenario 2A in JLL report)



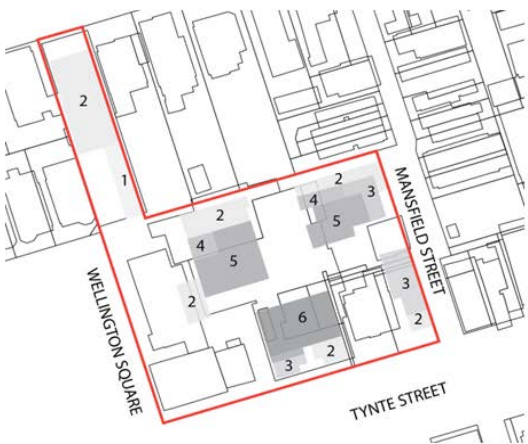
### 4 level maximum centrally located on the site – (same as Scenario 3 in JLL report)



5 level maximum centrally located on the site – (same as Scenario 4 in JLL report)


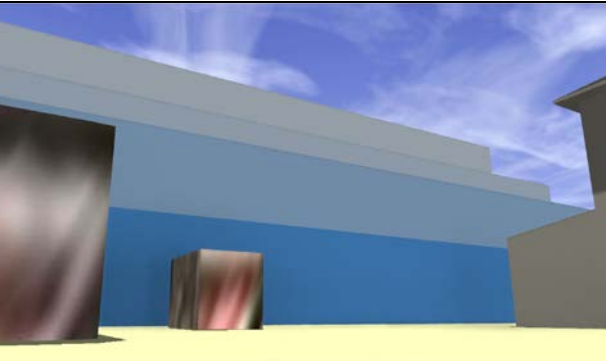
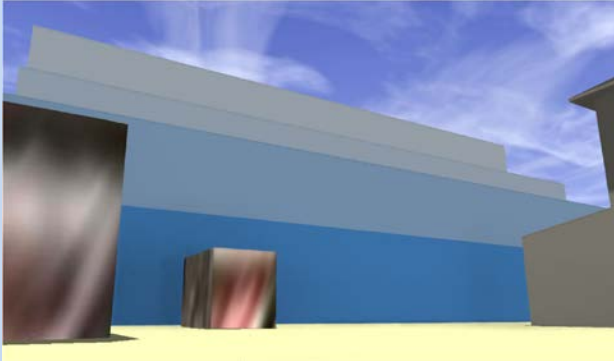
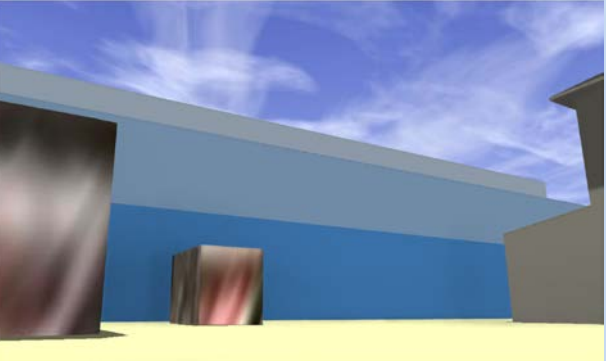

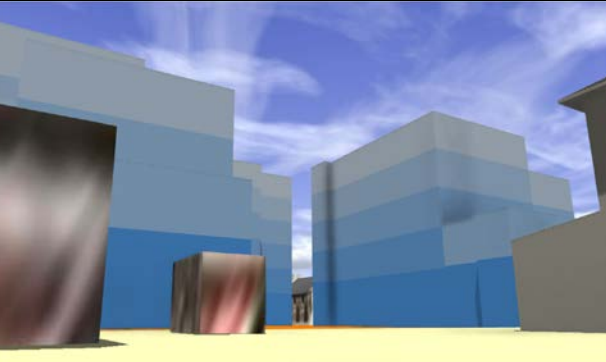


Pentroth Concept – (not analysed in the JLL report)









Northern Boundary Interface



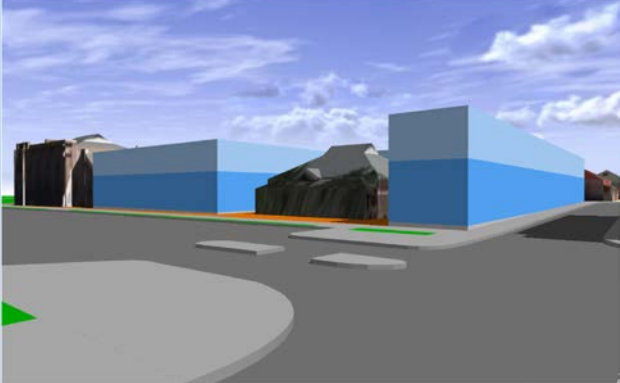
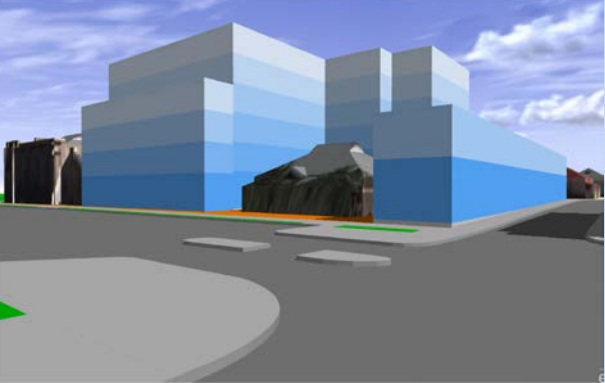
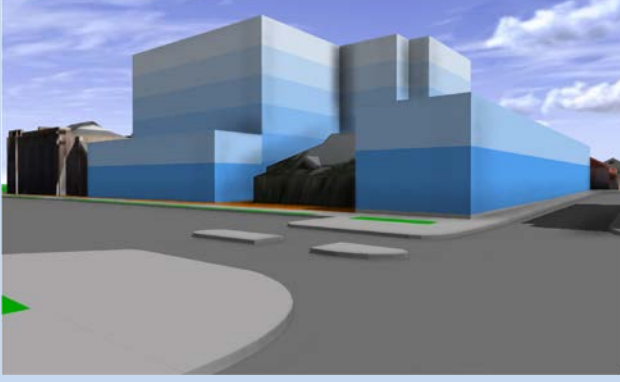

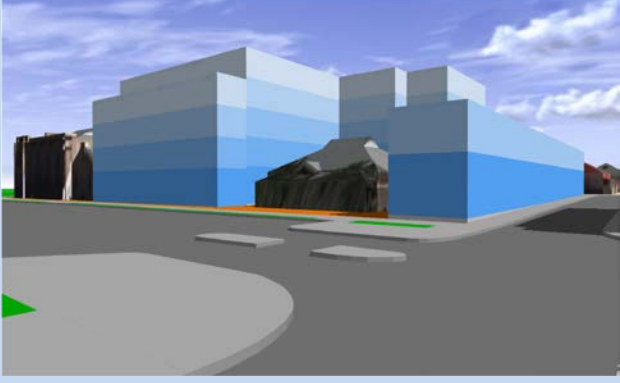
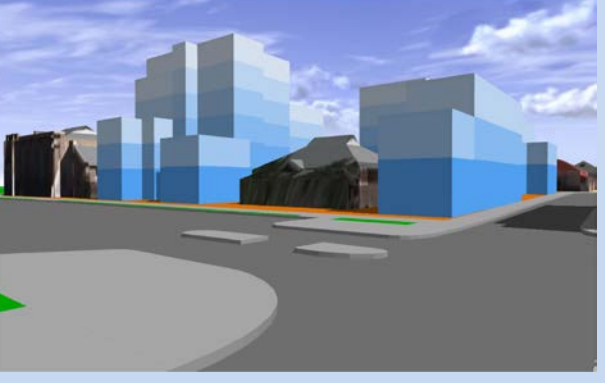
	
<p><b>Current Development Plan</b></p> <p>Minimal impact to private open space of dwellings on Barnard Street. Good sense of openness to the sky.</p>	<p><b>Consultation DPA</b></p> <p>Six (6) level element enables significant built form to be viewable from the rear private open spaces of dwellings on Gover Street.</p>
	
<p><b>Revised DPA</b></p> <p>The 15 metre setback from Mansfield Street of the five to six (5-6) level element reduces the sense of bulk and enclosure.</p>	<p><b>4 level maximum centrally located on site</b></p> <p>A reduced height to four (4) levels greatly reduces the sense of enclosure, reducing bulk and providing a sense of openness to the sky.</p>
	
<p><b>5 level maximum centrally located on site</b></p> <p>Height to five (5) levels reduces the risk of creating an unreasonable sense of enclosure. Break-up of the mass into multiple buildings would required to reduce bulk and scale impact to a reasonable level</p>	<p><b>Pentroth Concept</b></p> <p>Progressively set back levels (levels 3 – 5) reduces the sense of enclosure to a reasonable extent. A high level of building articulation assists in reducing impact of bulk and scale.</p>



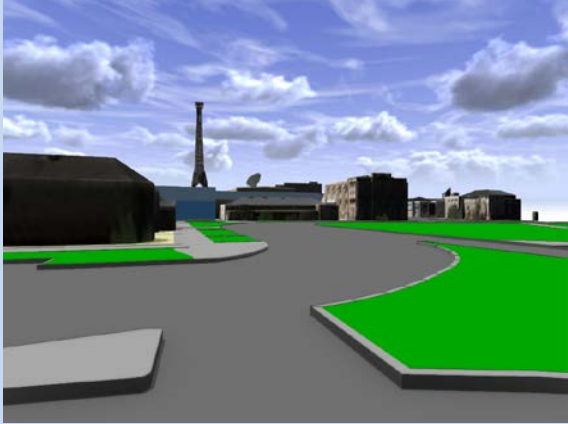
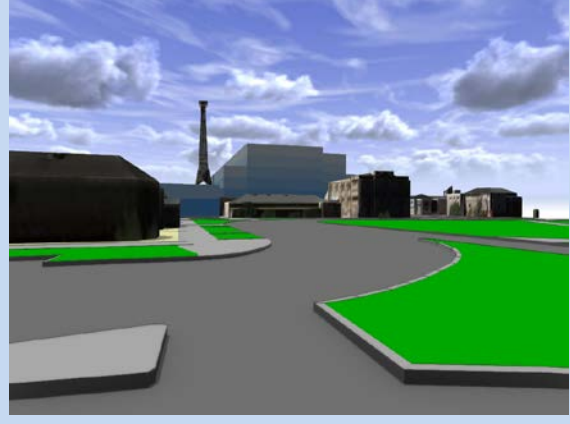
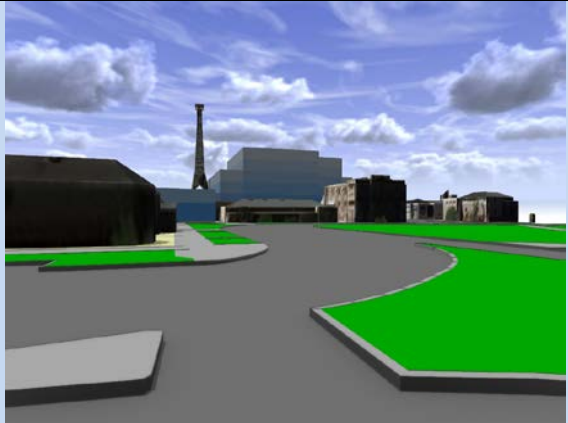
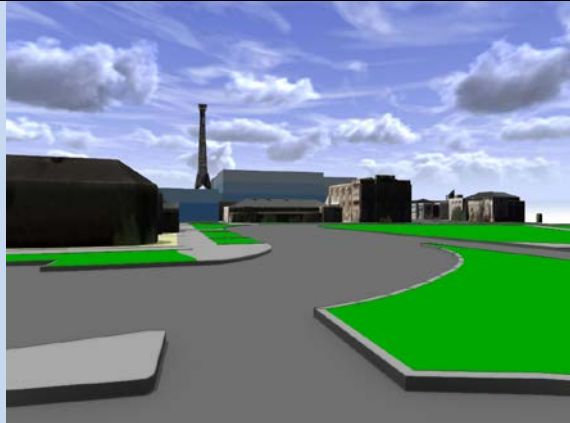
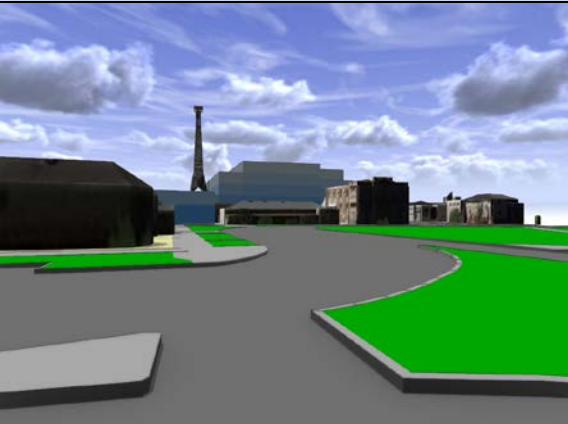
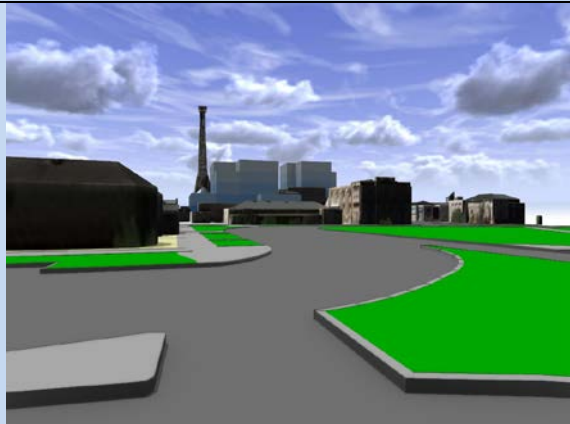
## Mansfield Street

	
<p><b>Current Development Plan</b> Two level development has an acceptable impact on the low scale residential character of Mansfield Street, however it does not achieve an increased development capacity.</p>	<p><b>Consultation DPA</b> Six (6) level element is clearly visible from Mansfield Street which is at odds with the intimate small scale nature of the street due to insufficient setback at upper levels.</p>
	
<p><b>6 level maximum with increased setbacks</b> Progressively set back levels (4 – 6) reduce the sense of enclosure to Mansfield Street to a reasonable extent. Levels 5 and 6 are not readily visible from this vantage point. Setback in this image is 15 m. At 25 m, not visible.</p>	<p><b>4 level maximum centrally located on site</b> Progressively set back levels (levels 3 - 4 ) reduces the sense of enclosure to Mansfield Street to a reasonable extent.</p>
	
<p><b>5 level maximum centrally located on site</b> Progressively set back levels (levels 3 - 5) reduces the sense of enclosure to Mansfield Street to a reasonable extent. Additional setback of this element may assist.</p>	<p><b>Pentroth Concept</b> Progressively set back levels (levels 3 - 5) reduces the sense of enclosure to Mansfield Street to a reasonable extent. High level of building articulation assists in reducing impact of bulk and scale.</p>

## Tynte Street

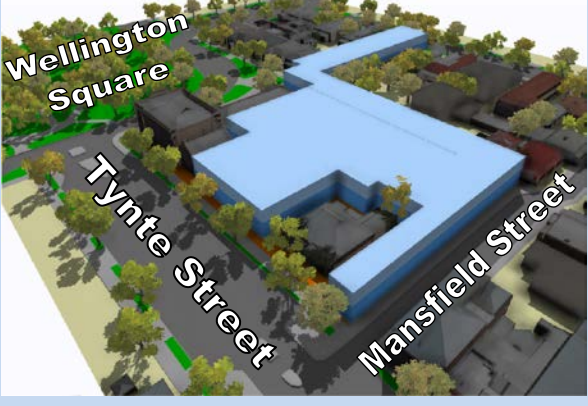


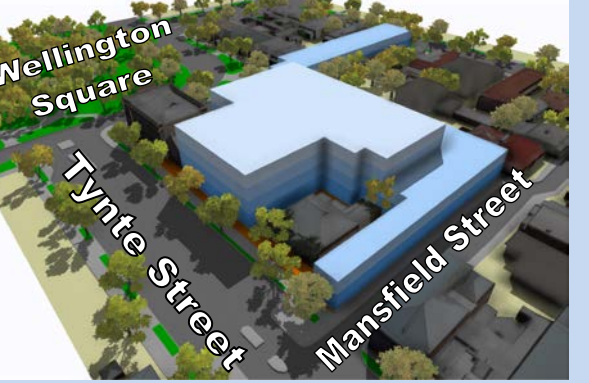
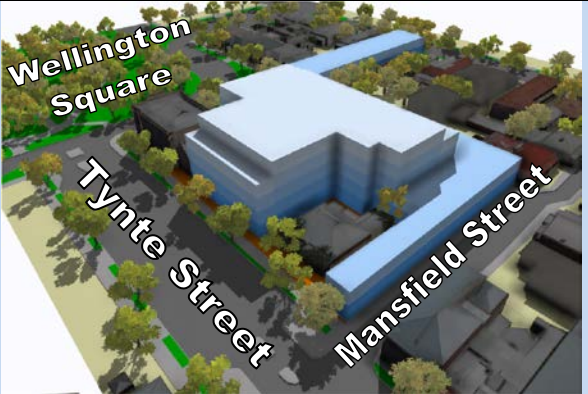

	
<p><b>Current Development Plan</b></p> <p>Two (2) levels on Tynte Street is acceptable as it would be similar to existing built form however three (3) level development is possible given the height and scale of existing buildings and street width.</p>	<p><b>Consultation DPA</b></p> <p>Six (6) level element is acceptable depending on setback. The possible four (4) level element to Tynte Street would be out of scale with and overly dominant in relation to adjacent heritage places.</p>
	
<p><b>6 level maximum with increased setbacks</b></p> <p>Six (6) level element setback further from Tynte Street to reduce visual impact and two (2) levels to Tynte Street to match scale of adjacent State heritage place.</p>	<p><b>4 level maximum centrally located on site</b></p> <p>Four (4) level element close to Tynte Street creates an unsuitable dominance over the adjacent heritage places and requires a street setback.</p>
	
<p><b>5 level maximum centrally located on site</b></p> <p>Five (5) level element close to Tynte Street would probably not be highly visible due to 4 level element to the frontage. Four (4) levels on Tynte Street is too visually dominant in relation to heritage places.</p>	<p><b>Pentroth Concept</b></p> <p>Six (6) and five (5) level buildings are acceptable given setbacks from Tynte Street and State Heritage place.</p>

Wellington Square (looking from Jeffcott Street North intersection)

	
<p><b>Current Development Plan</b>  Two level development would be minimally visible from Wellington Square, being mostly shielded by existing buildings.</p>	<p><b>Consultation DPA</b>  Six (6) level element creates a notable visual backdrop when viewed from this aspect on Wellington Square.</p>
	
<p><b>6 level maximum with increased setbacks</b>  Six (6) level element creates a notable visual backdrop when viewed from Wellington Square. There is little to no difference with the Consultation DPA from this point.</p>	<p><b>4 level maximum centrally located on site</b>  Four (4) level element creates a reasonable visual backdrop when viewed from Wellington Square, not detracting from the scale of the State heritage place.</p>
	
<p><b>5 level maximum centrally located on site</b>  Five (5) level element creates a reasonable visual backdrop when viewed from Wellington Square, not overwhelming the State heritage place.</p>	<p><b>Pentroth Concept</b>  The six (6) and five (5) level buildings may be acceptable given their setbacks from site boundaries.</p>



## Overall site building height

	
<p><b>Current Development Plan</b>          Maximum of 2 levels / 6 metres across all of site.          Retains low scale character but no increased development capacity</p>	<p><b>Consultation DPA</b>          Maximum of 6 levels with transition to 3-4 levels at the Tynte Street frontage and lower heights at the remaining site boundaries. See analysis above on impacts at each street frontage.</p>
	
<p><b>6 level maximum with increased setbacks</b>          Maximum of 6 levels with 2 levels to Tynte Street and greater setback from Mansfield Street for levels 3 – 6.</p>	<p><b>4 level maximum centrally located on site</b>          Maximum of 4 levels located centrally with 4 levels to Tynte Street and 2 levels to the remaining site boundaries. At 4 levels, need to have street setbacks at upper levels to minimise visual impacts, including to Tynte Street.</p>
	
<p><b>5 level maximum centrally located on site</b>          Maximum of 5 levels centrally located on site with 2 levels at the site boundaries. At 5 levels, need to have street setbacks at upper levels to minimise visual impacts, including to Tynte Street.</p>	<p><b>Pentroth Concept</b>          Proposed built forms up to 6 levels with substantial building separation. Does not accord with proposed height and setback provisions in all respects.</p>

**Appendix B – Jones Lang Lasalle Advice**

# Former Channel 9 Site:

## Yield Analysis, Market Assessment and Feasibility Advice



Prepared for Adelaide City Council

By

David Snoswell & Tracy Gornall  
Directors, JLL Adelaide

January 2017

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## Introduction and Executive Summary

### Background

Channel 9 has recently vacated its former site in Tynte Street. The purchaser intends to develop the site primarily for residential activity.

Council is undertaking a Development Plan Amendment (North Adelaide, Former Channel 9 Site DPA) to facilitate an appropriate redevelopment of the site. Specifically, the DPA proposes to increase the development potential for the site by changing the maximum building height from its current two storeys to a maximum of up to six storeys. Furthermore, the DPA seeks to remove plot ratio as a non-complying trigger.

In response to submissions received from the public regarding the bulk, scale and development density proposed by the DPA, Council has undertaken modelling of the proposed scenarios and various alternative scenarios to analyse their planning impacts. As the various alternatives proposed by the public represented quite significant changes to maximum building heights and setbacks, an examination of the economic viability of the suggested alternatives was considered necessary.

This report provides an assessment of the market for residential apartments in North Adelaide and high level feasibility analysis to test the proposed height, scale and setback policy settings in the DPA. The focus of this testing is to ensure the yield achieved is reasonable, and can ultimately lead to a redevelopment of the subject site.

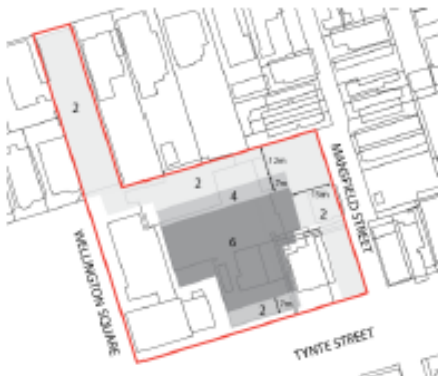
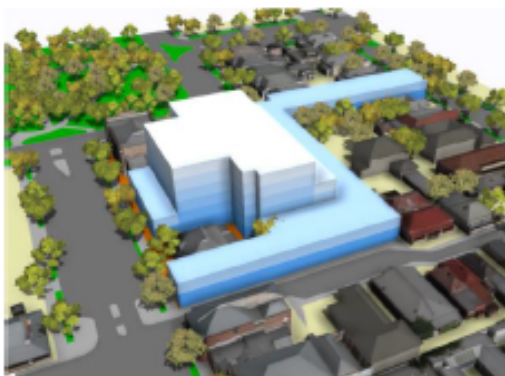
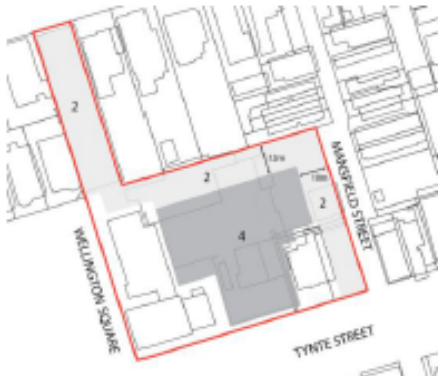
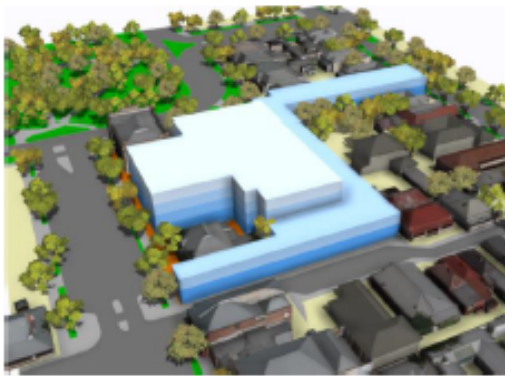
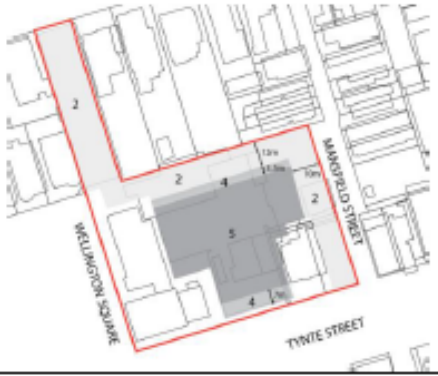
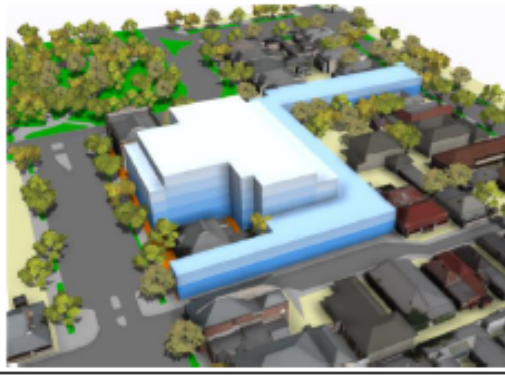
### Key Findings

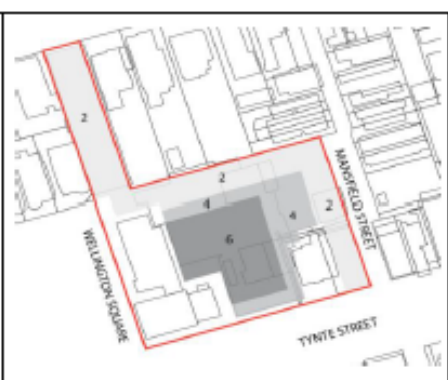

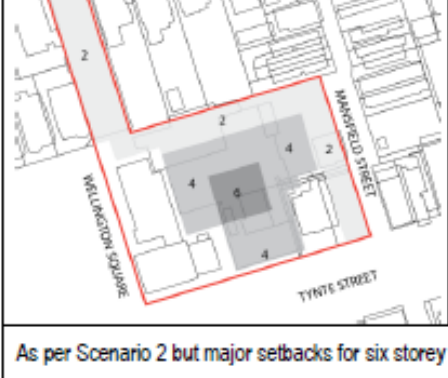

JLL analysed six development scenarios provided by Council for the development of the former Channel 9 site in Tynte Street. The original scenario 1 (not analysed) related to the development opportunity under the current development Plan, which limited maximum building height to two storeys.

The Scenarios analysed differ in terms of setback requirements from streets and maximum heights as illustrated below.

Scenario	
2	  <p>Mansfield Street: Two storeys, then 10m setback and six storeys          Tynte Street: Four storeys with minor setback then six storeys with further setback of 7m          Rear boundary: Two storeys then four storeys with 12m setback then six storeys with a further 7m setback          Estimated residential floor area achieved in main development envelope: 6,790sqm</p>



2A		
<p>As per Scenario 2 but setback from Mansfield Street for six storey element increased to 15m.  <b>Estimated residential floor area achieved in main development envelope: 6,625sqm</b></p>		
3		
<p>As per Scenario 2 but maximum height limited to four storeys.  <b>Estimated residential floor area achieved in main development envelope: 5,158sqm</b></p>		
4		
<p>As per Scenario 2 but maximum height limited to five storeys              Rear boundary: Two storeys then four storeys with 12m setback then five storeys with a further 3.5m setback  <b>Estimated residential floor area achieved in main development envelope: 6,094sqm</b></p>		

5		
	<p>As per Scenario 2 but setback for six storey element is 30m from Mansfield Street</p> <p>Estimated residential floor area achieved in main development envelope: 6,249sqm</p>	
6		
	<p>As per Scenario 2 but major setbacks for six storey element from all boundaries, reducing six storey element to envelope of approx. 500sqm.</p> <p>Estimated residential floor area achieved in main development envelope: 5,158sqm</p>	

The results of the feasibility analysis, including a summary of adopted costs and gross realisation, is provided in the table below. Scenario 2 provides the greatest profit margin closely followed by Scenario 2A (which increases the setback for six storey elements from 10m to 15m).

	Scenarios					
	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 2 A
Gross Realisation inc GST	\$51,644,943	\$38,381,351	\$45,941,611	\$47,244,551	\$38,381,351	\$49,928,037
Average per Apartment	\$717,291	\$710,766	\$706,794	\$715,827	\$710,766	\$734,236
\$ psm average	\$7,606	\$7,441	\$7,539	\$7,561	\$7,441	\$7,537
Net Sale Proceeds	\$44,618,170	\$33,158,807	\$39,690,045	\$40,527,431	\$33,158,807	\$43,136,190
Construction Cost	\$24,639,651	\$18,514,979	\$22,220,453	\$22,599,654	\$18,514,979	\$23,583,004
Average per Apartment	\$342,217	\$342,870	\$341,853	\$342,419	\$342,870	\$346,809
\$ psm average	\$3,629	\$3,590	\$3,646	\$3,617	\$3,590	\$3,560
Total Cost	\$38,789,886	\$31,465,271	\$35,875,444	\$36,320,800	\$31,465,271	\$37,537,719
Profit Margin	14.84%	5.36%	10.58%	11.52%	5.36%	14.83%

Net Sale Proceeds exclude GST payable on sale prices and marketing/selling expenses

Total cost is net of GST and includes all development costs excluding marketing/selling expenses

# 1 Residential Assessment Assumptions

The residential apartment market in North Adelaide is relatively small, with limited sites in the suburb available for multi-storey apartment development. Key locations that could accommodate apartment development are sites fronting Melbourne Street and O'Connell Street, while longer term, a redevelopment of the Women's and Children's Hospital may also provide opportunities for residential apartment development.

The majority of the recent residential development in the City of Adelaide local government area has been in the Adelaide CBD rather than North Adelaide. This is more a factor of the limited opportunities rather than market demand. JLL is of the view that an apartment development in North Adelaide would be well received by the market, and there is likely to be a level of pent up demand for quality new apartment stock in North Adelaide.

## 1.1 Current apartment stock and supply pipeline

The main apartment buildings in North Adelaide were developed over 30 years ago, with the most recent major apartment development being the conversion of the former Hotel Adelaide to the Place on Brougham Apartments in 2007. With the exception of around seven high rise apartment buildings, the remaining apartment stock in North Adelaide is primarily three storey walk-up units of varying quality.

Table 1: Major apartment stock in North Adelaide

Name	Address	Year Built
	103 Strangways Terrace	1969
	150 Strangways Terrace	1970
Place on Brougham	61-69 Brougham Place	2007
Montefiore Apartments	21-37 Jeffcott Street	1982
	39-45 Jeffcott Street	1970
	97 Mackinnon Parade	1970
	52 Brougham Place	n.a.

Source: JLL

There are two major projects in the pipeline, being 88 O'Connell and The Brougham, on the corner of Brougham Place and O'Connell Street.

- 88 O'Connell comprises 131 apartments in a mixed use development of the large site fronting O'Connell Street between Archer Street and Tynte Street;
- The Brougham comprises a total of 94 apartments and is aimed at the luxury end of the retirement market. The overall development will comprise three towers for retirement living, a serviced apartment building and ground level retail uses. The retirement living component is planned in three stages (three buildings) of 34, 24 and 36 units each.

The Tynte Street site provides a further opportunity while longer term, the potential move of the Women's and Children's Hospital may provide opportunities on its existing North Adelaide site.

## 1.2 Apartment demand in North Adelaide

With limited recent development of apartments in North Adelaide, we have relied on trends in demand across the Adelaide CBD, and in particular the south-east corner of the CBD to gauge demand for apartment development in North Adelaide. Both locations provide an opportunity to live within a short distance of the CBD, within a predominantly residential environment but with the amenity and services of being near main street environments with good accessibility and connection to the CBD.



Given the lack of recent apartment development in North Adelaide, its proximity to the CBD, and popularity as a residential suburb, we expect that there may be a level of latent demand for new apartment product in North Adelaide. This is highlighted by the median sale price of North Adelaide dwellings compared with the metropolitan Adelaide average and other suburbs in metropolitan Adelaide. For the 12 months to September 2016, the median sale price of houses in North Adelaide was \$1.100 million, with North Adelaide having the 12<sup>th</sup> highest median sale price of 336 suburbs in Adelaide. This compares to a median sale price of \$435,000 for metropolitan Adelaide (Source: CoreLogic RPData).

Factors contributing to the appeal of North Adelaide for apartment development include:

- The existing high value residential market in North Adelaide and nearby suburbs - providing a strong potential purchaser market from empty nesters not wanting to move suburbs but looking for low maintenance accommodation;
- Proximity to the Adelaide CBD;
- Proximity to UniSA and Adelaide University, which makes North Adelaide a popular choice for university students;
- Views – City skyline, parklands. The views are enhanced by North Adelaide's elevated aspect;
- Services, including main street retailing, medical, a range of personal services, public transport;
- Proximity to Adelaide Oval, River Torrens;
- Attractive tree-lined streets;
- Mix of heritage buildings, historic pubs, café scene etc.

#### **Buyer profile**

Based on our market research of the apartment market, including discussions with real estate agents, the buyer profile for apartments in North Adelaide is expected to include:

- Empty nesters, moving from large family homes in high value suburbs across metropolitan Adelaide (e.g. Walkerville, North Adelaide, Medindie, Thomgate, Fitzroy, Rose Park, Dulwich, Unley Park, Malvern, Springfield, Burnside etc.). While downsizing, these groups would still primarily demand either large two bedroom apartments with two bathrooms and at least one car space, or three bedroom apartments with two bathrooms and two parking spaces;
- Professional couples / singles – high income, working in the CBD or North Adelaide and looking for a lifestyle that matches their busy lives. Cash rich, time poor. Well-proportioned single and two bedroom apartments;
- Interstate and country purchasers, looking for a CBD or near CBD base. Real estate agents have identified this group as an emerging market in Adelaide for one bedroom apartments, with purchasers that regularly visit Adelaide for business or leisure interested in securing a permanent residence as an alternative to hotels / serviced apartments;
- Investors, which is a relatively diverse group. Investors will most likely be interested in the lower priced product (single bedroom; smaller two bedroom) that offers a good return on investment. Some investors also have longer-term plans to move into their apartment in the future.

While investors have historically accounted for a large market share of the apartment market, and particularly the off-the-plan market, there has been a noticeable increase in owner-occupiers in recent apartment projects. This is expected to be the case for the Tynte Street site with the North Adelaide location and lack of recent supply increasing demand from owner-occupiers.

However, the investor market remains important, and North Adelaide has a large rental market providing a ready supply of future tenants for investors.

Purchasing apartments off-the-plan has become more popular in the Adelaide market. This in part has been driven by the stamp duty savings available for off-the-plan purchasers of up to \$15,500. Additionally, a grant of up to \$15,000 is available for first home buyers (owner-occupiers) of new homes.

### 1.3 Apartment attributes

Developments in North Adelaide are expected to provide more generous apartment sizes than some recent projects in the Adelaide CBD market that have targeted the affordable end of the market and investors. This is also the case for locations in Adelaide CBD such as the south-east corner of the city, particularly locations fronting East or South Terrace.

#### Residential mix / apartment size

Our analysis of a sample of quality apartment projects that have recently completed or are currently in the pipeline suggest a typical mix of apartments for a North Adelaide location as per below:

- 20% single bedroom apartments;
- 60% two bedroom apartments; and
- 20% three bedroom / penthouse apartments.

This assumes a slightly higher level of three or more bedroom apartments and a lower proportion of single bedroom apartments.

Within each category, it is quite common to have a wide mix of floor plans and configurations. For example, the 'two-bedroom' category will often include the following configurations:

- Two bed / one bath;
- Two bed / two bath;
- Two bed / study / two bath.

A good mix of apartments is important to increase the potential purchaser base and gain the necessary pre-commitments.

#### Apartment sizes

Apartment sizes vary considerably. For a location such as North Adelaide, where a high proportion of purchasers are expected to be owner-occupiers, we would expect average sizes to be slightly larger than projects that have focussed more on the investment market. Average sizes (internal areas excluding balconies) tend to be in the following range:

- 55-60sqm for single bedroom apartments;
- 75-95 for 2 bedroom apartments;
- 110-140sqm for 3 bedroom apartments.

#### Car parking

Apartments in the Adelaide CBD with no allocated parking spaces are becoming more acceptable, but only for a relatively small proportion of purchasers, and typically for one bedroom apartments or studio apartments. However, it is more likely that apartment purchasers in North Adelaide will require parking than purchasers of apartment buildings that are centrally located in the Adelaide CBD.

Typically, three bedroom apartments provide two parking spaces and most two bedroom apartments provide one space.



Suburban Adelaide Development Plans tend to require the following car parking:

- 1 space per one and two bedroom apartments;
- 1.25 spaces per three bedroom apartments; and
- 0.25 spaces per apartment for visitor parking.

Assuming 20% of apartments are three bedroom apartments with two parking spaces, and all other apartments provide one space, then the parking ratio to units would be 1.2 spaces per unit. Should Council require additional parking for visitors, then this would need to be factored into the parking provision. For the purpose of this analysis, we have assumed parking will be provided in a single basement car park large enough to accommodate one car park per apartment within the development envelope and two spaces for three bedroom apartments (i.e. overall rate of 1.2 spaces per apartment).

We note that there are additional costs associated with partially underground and underground parking compared with under-croft parking, with undercroft parking being half the cost of underground parking. Some apartment projects in the Adelaide CBD have provided parking at above ground level to the rear of the building, or used car stacking systems in order to provide a more cost efficient parking solution.

According to Rawlinsons' *Australian Construction Handbook 2016*, fully underground parking of two levels is around 13% more expensive than single level partially underground parking on a per square metre basis. However, multi-level underground car parks will result in a significant increase in cost per car park due to lost floor space for ramps and circulation.

#### 1.4 Pricing

Analysis of recent sales in the residential apartment market in the Adelaide CBD reveals that the vast majority of new apartment sales have transacted at below \$500,000. Only 21% of sales were at \$500,000 and over. This highlights the relatively shallow market for high priced apartment stock and the need for larger scale projects of say 50 or more units to provide a good mix of apartment types to meet a range of budgets. Our review of apartment mix in Adelaide reveals the majority of apartments are either one or two bedroom apartments, which keeps the majority of apartment stock at under \$600,000.

Some small boutique projects have targeted the higher end of the market. These tend to be projects with less than 20 apartments. An example includes the Alta Apartments at 135 South Terrace, with 18 apartments and the smallest apartments being two bedroom and study, and priced from \$700,000.

In terms of sales rates on a per square metre basis, pricing in the \$7,000-\$8,000 per square metre range may be achievable for a high quality apartment product. This pricing is achieved in the Adelaide CBD for quality developments and typically includes one car park. Larger three bedroom apartments with views and two parking spaces may achieve a higher rate.

Based on an average pricing of \$7,500 per square metre for one and two bedroom apartments and a higher rate of \$8,500 for three bedroom apartments with two parking spaces, the following prices would be achieved. We note that such pricing would be at the higher end of current apartment pricing in Adelaide CBD.



**Table 2: Indicative Pricing and Apartment Mix**

Type	Internal area (sqm)	Sales Rate(\$/sqm)	Price (\$)
1 bed 1 bath 1 car	58	7,500	435,000
2 bed 1 bath 1 car	75	7,500	562,500
2 bed 2 bath 1 car	90	7,500	675,000
3 bed 2 bath 2 cars	130	8,500	1,105,000

Source: JLL

Note: based on internal floor area only. Apartments likely to include external balconies

### Townhouse pricing

The townhouse market is quite a different market to apartments. The nature of the development envelope and urban design requirement is expected to result in a townhouse style product along Mansfield Street rather than apartment product.

We have analysed recent sales of townhouses in North Adelaide, to determine an expected sales rate (on a per square metre basis) for the townhouses that can be expected within the overall development scheme.

Pricing is quite varied, depending on the quality of development. Mansfield Street is a relatively narrow street that runs north-south. Existing dwellings are mostly heritage listed and the sale price achieve largely reflects the quality / extent of renovation.

Recently built terrace dwellings / townhouses of modest proportions have achieved around \$5,000 per square metre. This would see a two storey townhouse with 150sqm of floor space attracting a price of \$750,000.

### Impact of height on pricing

Purchasers pay a premium for views. Apartments on the top floors and / or with quality views will attract a premium price. In Tynte Street, views are likely to start being a factor from the third level up. There are relatively few buildings in North Adelaide above three storeys, and Tynte Street's natural elevation is expected to offer views from this level of the CBD, the Adelaide Hills and distant views of the Gulf of St Vincent.

The premium for each additional floor of apartment projects in Adelaide CBD is typically around \$100 per square metre per floor (i.e. additional \$5,000 per floor for a 50sqm apartment) , with the greatest premium dependent on when the quality views start (there may be minimal difference between level 20 and 21 for example).

### Pricing of Car Parks

Car parks are generally included in the price of an apartment. The cost of car parking in Adelaide CBD is often around \$50,000 per space, reflecting in part the high cost of providing basement parking.

## 1.5 Time to sell apartments

The time taken to sell apartments off-the-plan impacts the feasibility of projects by increasing the holding costs associated with the development site. While there may be latent demand in the North Adelaide market due to lack of recent opportunities, there is often a period of at least 12 months for marketing in order to achieve sufficient pre-sales. Pre-sales may average around five per month (i.e. a 12-month marketing campaign to achieve 60 pre-sales).





## 2 Analysis of Options

Adelaide City Council has developed various options for the former Channel 9 site in Tynte Street for consideration in response to considering submissions received in the public consultation process.

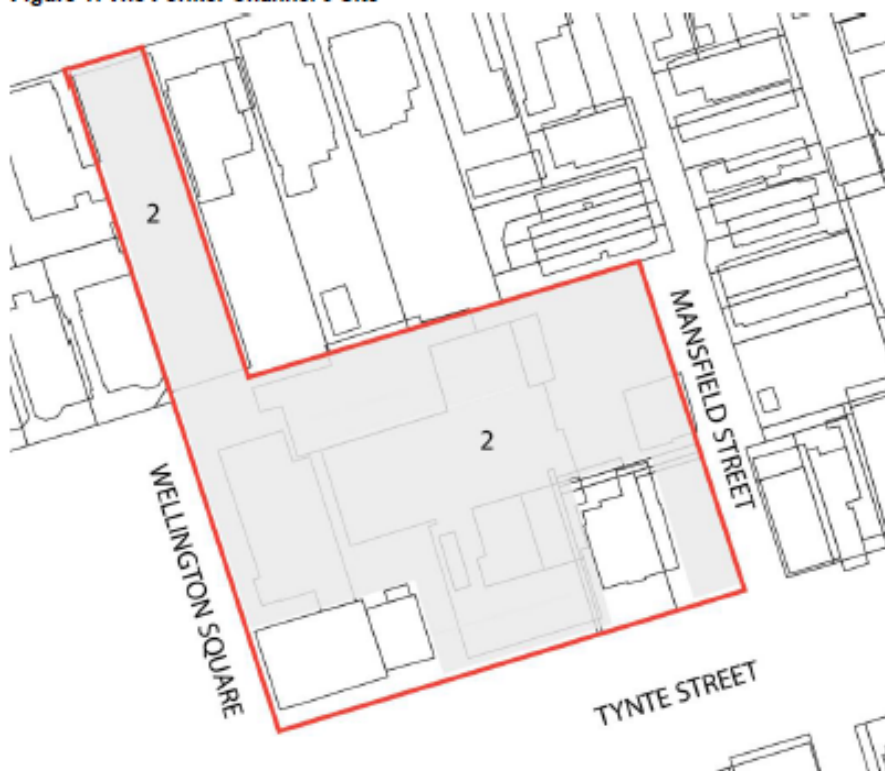
### 2.1 Current Development Plan Settings

The current Development Plan has a maximum building height of two storeys. Furthermore, the following two heritage items require retention:

- State Heritage Place: 62-80 Wellington Square, Studio 9 (former North Adelaide Primitive Methodist Church); and
- Local Heritage Place: 198-200 Tynte Street, Victorian asymmetrically fronted residence

The site is shown in Figure 1.

Figure 1: The Former Channel 9 Site



Source: Adelaide City Council

The current Development Plan policies also limit the number and scale of dwellings that could be achieved on the site by:

- Limiting the maximum plot ratio to 1.0; and
- Requiring at least 350sqm of site area per dwelling within the Wellington Square Policy Area of the North Adelaide (Historic) Conservation Zone (based on the site currently being occupied by a non-complying use).

This effectively means the likely residential outcome under the current policy would be a subdivision to small residential lots geared towards a mix of detached or attached dwellings.

Analysis by Council on the development potential under the existing Development Plan suggests just 12 dwellings could be accommodated on the site. JLL is of the view that the existing value of the property and improvements together with the cost of demolition / sites works to prepare the site for redevelopment is unlikely to result in a viable development outcome in the foreseeable future.

As has been seen elsewhere in Adelaide, Development Plan Amendments can be the trigger for redevelopment occurring.

A recent example that illustrates the impact of changes to Development Plan settings on new investment in residential development is the residential development activity occurring along Prospect Road and Churchill Road, where changes to the Development Plan has enabled development of 4-5 storeys along these main road corridors. Within the City of Adelaide, changes to the Development Plan via a Ministerial DPA in 2012 has enabled increased building heights for new residential development, including popular residential locations such as South Terrace. These changes have had a positive impact on development viability with numerous projects at various stages of development (from plans submitted through to completed projects).

## 2.2 Proposed DPA Settings

The DPA proposes Local Heritage listing for three cottages facing Wellington Square that form part of the western portion of the site.

Around 950sqm of the subject site fronts Gover Street and is currently part of the Childers East Policy Area of the North Adelaide Historic (Conservation) Zone. It is proposed that this land be made part of the Tynte Street Policy Area PA4, but similar policy settings as exist in the Childers Street Policy Area will remain in place, limiting the maximum building height to two storeys.

A development envelope has been identified that removes the Gover Street land together with the existing and nominated heritage items. This land has a site area of 3,630sqm, while the overall site area of the former Channel 9 site is 6,694sqm.

Council has identified various development scenarios for further investigation that effectively alter the maximum building height on the site (from a maximum of 4 storeys to 6 storeys) and the setbacks for taller elements from both Tynte Street and Mansfield Street.

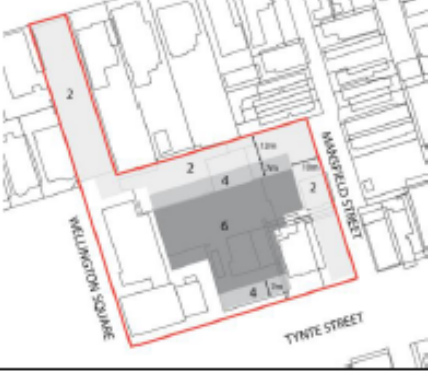
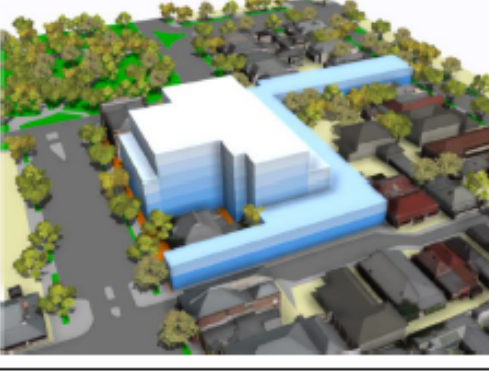

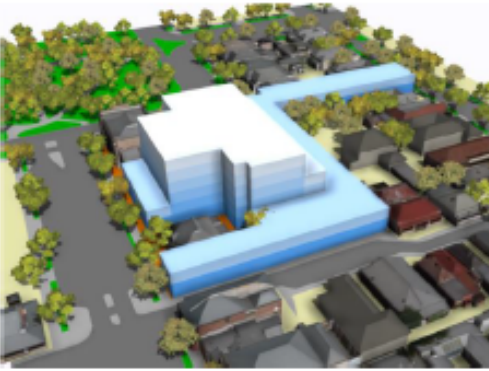
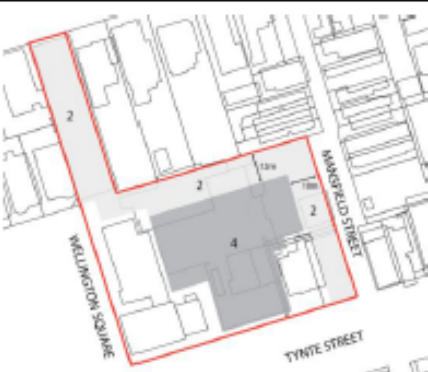
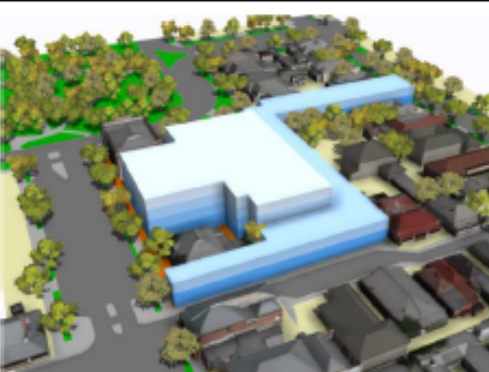
The scenarios are as follows:

**Table 3: Scenario Descriptions and Resulting Floor Area**

Scenario	Description	Residential Floor Area Achieved (sqm)
Scenario 2	Mansfield Street: Two storeys, then 10m setback and six storeys Tynte Street: Four storeys with minor setback then six storeys with further setback of 7m Rear boundary: Two storeys then four storeys with 12m setback then six storeys with a further 7m setback	6,790
Scenario 2A	As per Scenario 2 but setback from Mansfield Street for six storey element increased to 15m.	5,158
Scenario 3	As per Scenario 2 but maximum height limited to four storeys	6,094
Scenario 4	As per Scenario 2 but maximum height limited to five storeys Rear boundary: Two storeys then four storeys with 12m setback then five storeys with a further 3.5m setback	6,249
Scenario 5	As per Scenario 2 but setback for six storey element is 30m from Mansfield Street	5,158
Scenario 6	As per Scenario 2 but major setbacks for six storey element from all boundaries, reducing six storey element to envelope of approx. 500sqm	6,625

Each scenario is further illustrated in Figures 2 and 3 on the following pages.


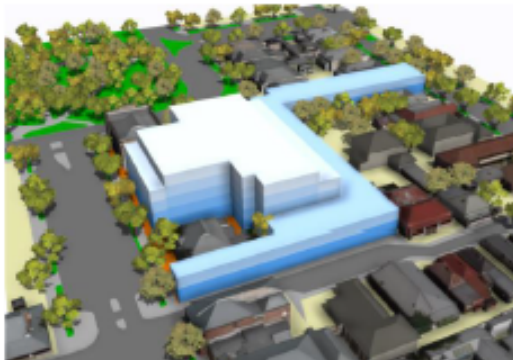

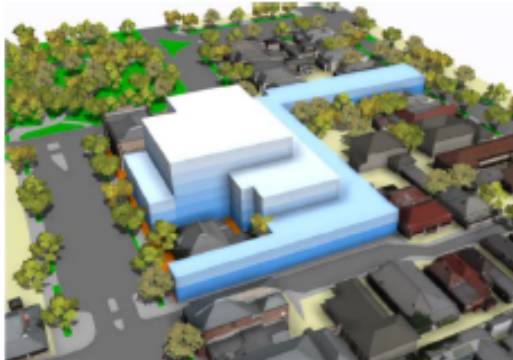

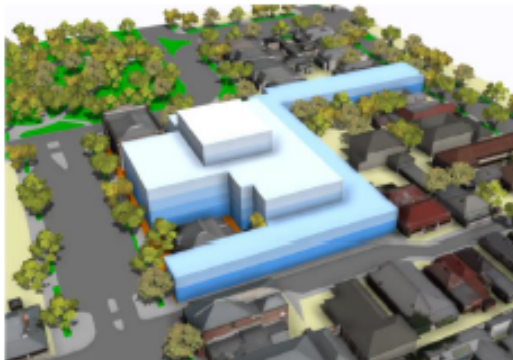
Figure 2: Scenarios 2, 2A and 3

Scenario		
2	 <p>Mansfield Street: Two storeys, then 10m setback and six storeys          Tynte Street: Four storeys with minor setback then six storeys with further setback of 7m          Rear boundary: Two storeys then four storeys with 12m setback then six storeys with a further 7m setback</p>	
2A	 <p>As per Scenario 2 but setback from Mansfield Street for six storey element increased to 15m.</p>	
3	 <p>As per Scenario 2 but maximum height limited to four storeys.</p>	

Source: Adelaide City Council



Figure 3: Scenarios 4, 5 and 6

Scenario		
4		
	<p>As per Scenario 2 but maximum height limited to five storeys                      Rear boundary: Two storeys then four storeys with 12m setback then five storeys with a further 3.5m setback</p>	
5		
	<p>As per Scenario 2 but setback for six storey element is 30m from Mansfield Street</p>	
6		
	<p>As per Scenario 2 but major setbacks for six storey element from all boundaries,                      reducing six storey element to envelope of approx. 500sqm.</p>	

Source: Adelaide City Council

In determining the development potential within each scenario's building envelope, the following assumptions were made:

- An allowance was made to meet landscaped open space requirements. From an urban design perspective, it was considered likely that the northern portion of the site would accommodate part of the landscaped open space (with buildings set back from the rear boundary) and separation of tower elements would accommodate additional open space;
- Part of the open space could be accommodated within the curtilage of the heritage items and Gover Street sites;
- Landscaped open space effectively reduced the area of the site identified for two storey development, with the two storey components effectively being terrace style dwellings fronting / bordering Mansfield Street;
- The gross building envelope was reduced to allow for common areas, lobbies, lifts, stairs etc. in residential buildings. We assumed approx. 80% building efficiency;
- The proportion of the building envelope that could reasonably be developed, having regard to the need for separation of building elements to maintain access to light, privacy etc.
- The need for separation of tower elements may make it difficult to maximise building height / floor space in Scenario 6, which proposed a much smaller centralised six storey element. A six storey component may therefore be at the expense of four storey development to the east / west.

### 2.3 Conclusions / inputs for feasibility testing

For the purposes of high level feasibility of the various building envelope options developed by Council, we have assumed the following residential apartment mix, apartment sizes, sales rates and car parking.

We note that the building envelopes considered allow a relatively high level of floor space on the subject site. However, we have discounted this to take into account the need for building separation between individual building components on site.

A range of design outcomes could be considered under each option and the assumptions made in determining the floor space achieved in each scenario provide just one possible solution. In general, the greater the setbacks required and the lower the maximum building heights, the lower the overall development potential available on the subject site.

The process for determining the development potential in terms of total floor area was developed in association with Council staff and is summarised below:

- The site area of the development envelope was calculated as 3,630sqm;
- This was divided into component parts based on the building height allowed – e.g. periphery (two storeys), transitional (four storeys), and maximum (4, 5 or 6 storey depending on scenario);
- Provision was made for landscaped open space, which reduced the two storey component of the development envelope. It was assumed that the rear boundary would be utilised for landscaped open space;
- The maximum building envelope was calculated;
- A net building envelope was calculated, being 80% of the maximum;
- Assumptions were made regarding the need to provide separation distances between various building components. This reduced overall floor space that could be developed on site;
- It was assumed that Mansfield Street frontage would be developed most likely for townhouse product with remaining development being apartment product at between four and six storeys;

- Total apartments that could be generated was calculated, using the apartment mix and average apartment sizes below;
- Parking spaces required was calculated based on the residential apartment mix.

The following table summarises the floor area per floor level, apartments numbers and parking numbers for each scenario. We note that Scenario 6 (small central six storey component) was determined to have the same development potential as Scenario 3 (four storey maximum). The central location of the six storey component was considered to compromise the ability to provide more than one apartment building on the site with suitable separation between buildings and may therefore not add additional potential to a proposed development.

**Table 4: Scenario Floor Areas, Apartment Numbers and Car Parks**

	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 2A
G	1,060	1,060	1,060	1,060	1,060	1,004
1	1,060	1,060	1,060	1,060	1,060	1,004
2	1,060	1,060	1,060	1,060	1,060	1,004
3	1,060	1,060	1,060	1,060	1,060	1,004
4	816		936	545	0	776
5	816			545	0	776
Floor Area - Apartments	5,873	4,241	5,177	5,332	4,241	5,587
Number - Apartments	66	48	58	60	48	63
Floor Area - Townhouses	917	917	917	917	917	1,058
Number - Townhouses	6	6	6	6	6	6
Car parks	92	69	82	84	69	87

#### Inputs for feasibility

##### Residential apartment mix

- 20% single bedroom apartments;
- 60% two bedroom apartments; and
- 20% three bedroom apartments.

##### Average apartment sizes

- 58sqm for single bedroom apartments;
- 85sqm for two bedroom apartments;
- 130sqm for three bedroom apartments.





Sales rates

- Assume selling rate for internal floor space elements as follows (excluding parking);
  - o GF: \$7,000 per square metre
  - o 2<sup>nd</sup> storey \$7,100 per square metre
  - o 3<sup>rd</sup> storey \$7,200 per square metre
  - o 4<sup>th</sup> storey \$7,300 per square metre
  - o 5<sup>th</sup> storey \$7,400 per square metre
  - o 6<sup>th</sup> storey \$7,500 per square metre
- Assume \$50,000 per car park

Mansfield Street & Mansfield / Tynte Street corner

- Most likely scenario is two storey townhouse product. It is assumed that all scenarios will provide similar two storey product to Mansfield Street, with each scenario limiting building height to street front to two levels with 12 metre depth before higher elements can be constructed.
- Assumed selling rate for townhouses is \$5,000 per square metre

Time to sell

- Assume five sales per month

Car parking

- 1 space per one and two bedroom apartments;
- 2 spaces per three bedroom apartments.

### 3 Feasibility Analysis

Based on the above scenarios we have undertaken high level analysis to compare the financial feasibility of each option with the feasibility test being the derived profit margin that each scenario derives.

In undertaking this analysis, we have derived benchmarks for construction and other costs from developments of a comparable nature within both the Adelaide CBD and inner suburbs. These costs include, but are not limited to:

- Construction (including preliminaries and margins)
- Demolition (adopted \$300,000 for demolition of existing buildings)
- Contingencies (5% of construction cost)
- Professional fees (including valuation, legal costs and development management fee of 2.5%)
- Selling costs – marketing and sales commissions
- Holding costs – rates and taxes
- Statutory costs – titling and open space levies

Contingencies noted above do not include costs associated with possible contamination of the site. Contamination issues were not envisaged given its previous land use. Site contamination can seriously impact future development, particularly for residential purposes. We note that remediation costs to bring land up to standard for residential development are likely to be fixed for each scenario. The higher the cost of remediation, the more likely that a greater yielding / higher density development will be required before development is feasible.

A gross realisation has been derived for each scenario based on the selling rate for internal floor space and car-parking rate as previously advised. The analysis assumes the developer would be liable for full GST on the sale of apartments/townhouses (1/11th of sale price).

The results of the analysis, including a summary of adopted costs and gross realisation, is provided in the table below:

Table 5: Feasibility Analysis Results

	Scenarios					
	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 2 A
Gross Realisation inc GST	\$51,644,943	\$38,381,351	\$45,941,611	\$47,244,551	\$38,381,351	\$49,928,037
Average per Apartment	\$717,291	\$710,766	\$706,794	\$715,827	\$710,766	\$734,236
\$ psm average	\$7,606	\$7,441	\$7,539	\$7,561	\$7,441	\$7,537
Net Sale Proceeds	\$44,618,170	\$33,158,807	\$39,690,045	\$40,527,431	\$33,158,807	\$43,136,190
Construction Cost	\$24,639,651	\$18,514,979	\$22,220,453	\$22,599,654	\$18,514,979	\$23,583,004
Average per Apartment	\$342,217	\$342,870	\$341,853	\$342,419	\$342,870	\$346,809
\$ psm average	\$3,629	\$3,590	\$3,646	\$3,617	\$3,590	\$3,560
Total Cost	\$38,789,886	\$31,465,271	\$35,875,444	\$36,320,800	\$31,465,271	\$37,537,719
Profit Margin	14.94%	5.38%	10.58%	11.52%	5.38%	14.83%

Net Sale Proceeds exclude GST payable on sale prices and marketing/selling expenses

Total cost is net of GST and includes all development costs excluding marketing/selling expenses

We note that the analysis undertaken is at a high level with a number of the assumptions made subject to a high degree of variability, dependent upon final design and type of construction



adopted. In particular, the construction cost could vary considerably and given we are not experts in construction cost estimation we would normally rely upon a quantity surveyor to assess a more accurate construction cost (once all drawings are completed).

As a result, the derived profit margins should not be considered as a reflection of the feasibility of undertaking a development on the subject site – rather be considered in the context of comparison between scenarios such that the higher the profit margin, the more financially feasible the scenario is considered to be.

The profit margins range between 5.36% and 14.94% with the highest margin derived by the Scenario 2 option, and the lowest margin derived by Scenario 3 and 5 (which are essentially the same).

Most developers require profit margins of at least 20% to offset risk. Scenarios 2 and 2A are the closest to this 20% benchmark and may ultimately be feasible developments (subject to containing construction costs / increasing revenue). However, Scenarios 3-6 appear to be a long way from meeting the 20% profit margin benchmark sought by most developers.

The analysis indicates that the more intensive development i.e. that which generates the largest floor area, is the most feasible. The difference in profit margin between Scenario 2 and 2A is quite minor (set back from Mansfield Street being the only difference to the building envelope) whereas the difference between these two scenarios and the next most profitable (Scenario 5) is significant (nearly 15% profit margin compare with 11.5%).

### 3.1 Further Comments

We note that the analysis focuses on the feasibility of the residential apartment component of the development. Other components of the development (adaptive re-use of heritage buildings; commercial uses within heritage buildings; development fronting Gover Street) have not been factored in. These components are expected to be consistent across all development scenarios.

In terms of potential non-residential or commercial uses fronting Tynte Street, our view is that residential land uses in the current market is the highest and best use. Furthermore, non-residential uses in new construction on the site is likely to be negligible (in terms of floor area and impact on feasibility) in the current market, with the current soft leasing market (for commercial offices and retail space) expected to be a deterrent to significant commercial space being provided. Furthermore, it is likely that should commercial uses be provided, they may well take advantage of the unique accommodation that may be provided in the heritage listed buildings.

Costs of adaptive re-use of heritage buildings on the subject site are unknown and beyond the scope of this analysis. Should the costs prove to be excessive, then it may delay the adaptive re-use of the heritage buildings. However, such costs may be offset against portion of the development profits. This means that adaptive re-use of the heritage elements is more likely to occur when the profit margins from the apartment development are highest.

## Annexure 1: Calculations of Floor Areas

			DPA - 6 Scenario 2	DPA - 4 Scenario 3	DPA - 5 Scenario 4	25m - 6 Scenario 5	Centre - 6 Scenario 6	Centre - 6 Scenario 2A
<b>HEIGHT</b>								
Maximum			6	4	5	6	6	6
Transitional			4	-	4	4	4	4
Periphery			2	2	2	2	2	2
<b>Development Envelope</b>								
Centre - Maximum Height			1,700	2,209	1,950	1,136	500	1,617
Transitional			509	-	259	1,073	1,709	474
Periphery - 2 storeys (excluding Gover St site - 950sqm)			1,421	1,421	1,421	1,421	1,421	1,539
<b>Total Development Envelope</b>			<b>3,630</b>	<b>3,630</b>	<b>3,630</b>	<b>3,630</b>	<b>3,630</b>	<b>3,630</b>
<b>Site Area</b>			<b>6,694</b>	<b>6,694</b>	<b>6,694</b>	<b>6,694</b>	<b>6,694</b>	<b>6,694</b>
- Excluded from Development Site (heritage items+Gover St)			3,064	3,064	3,064	3,064	3,064	3,064
<b>Landscaped open space</b> 20%			<b>1,339</b>	<b>1,339</b>	<b>1,339</b>	<b>1,339</b>	<b>1,339</b>	<b>1,339</b>
- 2 storey envelope at rear + driveway access			848	848	848	848	848	878
- within excluded area			500	500	500	500	500	500
Assume Landscaped open space predominantly in Periphery								
<b>Revised Development Envelope (allowing for open space) *</b>								
Centre - Maximum Height			1,700	2,209	1,950	1,136	500	1,617
Transitional			509	-	259	1,073	1,709	474
Periphery - 2 storeys			573	573	573	573	573	661
<b>Total Revised Development Envelope</b>			<b>2,782</b>	<b>2,782</b>	<b>2,782</b>	<b>2,782</b>	<b>2,782</b>	<b>2,614</b>
<b>Building envelope Max. Floor Area</b>								
Centre - Maximum Height			10,200	8,836	9,750	6,816	3,000	9,702
Transitional			2,036	-	1,036	4,292	6,036	1,896
Periphery - 2 storeys townhouses			1,146	1,146	1,146	1,146	1,146	1,322
<b>Total Floor Area in Envelope</b>			<b>13,382</b>	<b>9,982</b>	<b>11,932</b>	<b>12,254</b>	<b>10,182</b>	<b>12,920</b>
<b>Building Envelope Max. Net Floor Area Net Area</b>								
Centre - Maximum Height 80%			8,160.00	7,068.80	7,800.00	5,452.80	2,400.00	7,761.60
Transitional 80%			1,628.80	-	828.80	3,433.60	5,468.80	1,516.80
Periphery - 2 storeys townhouses 80%			916.80	916.80	916.80	916.80	916.80	1,057.60
<b>Total Floor Area (net)</b>			<b>10,706</b>	<b>7,986</b>	<b>9,546</b>	<b>9,803</b>	<b>8,786</b>	<b>10,336</b>
<b>Developable Floor Area**</b>								
	%	Max Height	60%	60%	60%	60%	0%	60%
	%	Transitional	60%	-	60%	60%	60%	60%
	%	Periphery	100%	100%	100%	100%	100%	100%
<b>Total Developable Floor Area</b>			<b>6,790</b>	<b>5,158</b>	<b>6,094</b>	<b>6,249</b>	<b>5,158</b>	<b>6,625</b>
<b>- Excluding townhouses</b>			<b>5,873</b>	<b>4,241</b>	<b>5,177</b>	<b>5,332</b>	<b>4,241</b>	<b>5,567</b>
<b>Residential Mix</b>								
	<b>Average Floor Area</b>							
	20%	58	13.3	9.6	11.7	12.0	9.6	12.6
	60%	85	39.8	28.7	35.1	36.1	28.7	37.7
	20%	130	13.3	9.6	11.7	12.0	9.6	12.6
(Average per Unit)								
			66.3	47.9	58.4	60.2	47.9	62.8
Plus approx 6 townhouses			6.0	6.0	6.0	6.0	6.0	6.0
<b>Total units</b>			<b>72.3</b>	<b>53.9</b>	<b>64.4</b>	<b>66.2</b>	<b>53.9</b>	<b>68.8</b>
Car parks - 1.2 per apartment and 2 per townhouse			92	69	82	84	69	87
<b>FSR - Development site only</b>			<b>1.9</b>	<b>1.4</b>	<b>1.7</b>	<b>1.7</b>	<b>1.4</b>	<b>1.8</b>

\* The landscaped open space requirement effectively reduces the amount of development in the periphery as most landscaped space is assumed to be in the periphery where the maximum building height is two storeys.

\*\* It is assumed that not all the envelope in the 4-6 storey elements will be developed. This allows for suitable separation between buildings, noting that more than one multi-storey building may be developed.

## Annexure 2: Feasibility Calculations

Adelaide City Council  
North Adelaide Former Channel 9 Site Development Plan Amendment  
Attachment F — Additional Matters and Investigations

EstateMaster

Development Feasibility

SUMMARY OF PROJECT RETURNS

Channel 9 site redevelopment

Feasibility - 2

Scenario 2

Estate Master Licensed to: Jones Lang LaSalle Sydney

Time Span:

Dec-16 to May-20

Type:

Miscellaneous

Status:

Under Review

Site Area:

#N/A

Project Size:

72 Units

1 per 0 of Site Area

6,790 GFA

1 per 0 of Site Area

				Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
Revenues							
	Quantity	SqM	AUD/Quantity				
Gross Sales Revenue	72	-	717,290.87	51,844,943	717,291		115.7%
Residential - 1 Bedroom Units	72	-	717,290.87	51,844,943			
Less Selling Costs				(2,331,777)	32,386		-5.2%
NET SALES REVENUE				49,313,165	684,905		110.5%
TOTAL REVENUE (before GST paid)				49,313,165	684,905		110.5%
Less GST paid on all Revenue				(4,694,995)	65,208		-10.5%
TOTAL REVENUE (after GST paid)				44,618,170	619,697		100.0%
Costs							
Land Purchase Cost				7,150,000	99,306		16.0%
Land Acquisition Costs				366,163	5,086		0.8%
Construction Costs (inc. Contingency)				28,805,297	400,074		64.6%
Other Construction Costs				27,433,616	381,022		61.5%
Contingency				1,371,681	19,051		3.1%
Professional Fees				1,940,446	26,951		4.3%
Statutory Fees				467,136	6,488		1.0%
Land Holding Costs				981,827	13,359		2.2%
Finance Charges (inc. Fees)				209,000	2,903		0.5%
Interest Expense				2,570,813	35,706		5.8%
TOTAL COSTS (before GST reclaimed)				42,470,683	589,871		95.2%
Less GST reclaimed				(3,680,797)	51,122		-8.2%
Plus Corporate Tax				-	-		0.0%
TOTAL COSTS (after GST reclaimed)				38,789,886	538,748		86.9%
Performance Indicators					Per Unit	Per of Site Area	
1 Net Development Profit				5,828,285	80,948		
3 Development Margin (Profit/Risk Margin)				14.94%			
4 Residual Land Value				3,977,447	55,242		
5 Net Present Value				(3,760,796)			
6 Benefit Cost Ratio				0.8486			
7 Project Internal Rate of Return (IRR)				11.43%			
8 Residual Land Value				3,179,017	44,153		
9 Weighted Average Cost of Capital (WACC)				5.50%			
10 Breakeven Date for Cumulative Cash Flow				Apr-2020			

Footnotes:

1. Development Profit: is total revenue less total cost including interest paid and received

2. Note: No redistribution of Developer's Gross Profit

3. Development Margin: is profit divided by total costs (exc selling & leasing costs)

4. Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.

5. Net Present Value: is the project's cash flow stream discounted to present value. It includes all financing costs and interest but excludes corp tax.

6. Benefit/Cost Ratio: is the ratio of discounted incomes to discounted costs and includes all financing costs and interest but excludes corp tax.

7. Internal Rate of Return: is the discount rate where the NPV above equals Zero.

8. Residual Land Value (based on NPV): is the purchase price for the land to achieve a zero NPV.

9. The Weighted Average Cost of Capital (WACC) is the rate that a company is expected to pay to finance its assets.

10. Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).



Adelaide City Council  
North Adelaide Former Channel 9 Site Development Plan Amendment  
Attachment F — Additional Matters and Investigations

EstateMaster

Development  
Feasibility

## SUMMARY OF PROJECT RETURNS

Channel 9 site redevelopment

Feasibility - 2A

Scenario 2A

EstateMaster Licensed to: Jones Lang LaSalle Sydney

Time Span: Dec-16 to May-20  
Type: Miscellaneous  
Status: Under Review  
Site Area: :1  
#N/A  
Project Size: 68 Units 1 per 0 of Site Area  
6,624.64 GFA 1 per 0 of Site Area


				Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
<b>Revenues</b>							
	Quantity	SqM	AUD/Quantity				
Gross Sales Revenue	68	-	734,235.83	49,928,036	734,236		115.7%
Residential - 1 Bedroom Units	68	-	734,235.83	49,928,036			
Less Selling Costs				(2,252,934)	33,131		-5.2%
NET SALES REVENUE				47,675,103	701,104		110.5%
TOTAL REVENUE (before GST paid)				47,675,103	701,104		110.5%
Less GST paid on all Revenue				(4,538,912)	66,749		-10.5%
TOTAL REVENUE (after GST paid)				43,136,190	634,356		100.0%
<b>Costs</b>							
Land Purchase Cost				7,150,000	105,147		18.6%
Land Acquisition Costs				366,163	5,385		0.8%
Construction Costs (inc. Contingency)				27,584,870	405,660		63.9%
Other Construction Costs				26,271,304	386,343		60.9%
Contingency				1,313,566	19,317		3.0%
Professional Fees				1,859,184	27,341		4.3%
Statutory Fees				441,184	6,488		1.0%
Land Holding Costs				961,827	14,145		2.2%
Finance Charges (inc. Fees)				209,000	3,074		0.5%
Interest Expense				2,520,785	37,070		5.8%
TOTAL COSTS (before GST reclaimed)				41,093,013	604,309		95.3%
Less GST reclaimed				(3,555,294)	52,284		-8.2%
Plus Corporate Tax				-	-		0.0%
TOTAL COSTS (after GST reclaimed)				37,537,719	552,025		87.0%
<b>Performance Indicators</b>							
					Per Unit	Per of Site Area	
<sup>1</sup> Net Development Profit				5,598,471	82,330		
<sup>3</sup> Development Margin (Profit/Risk Margin)		Based on total costs (exc selling & leasing costs)		14.83%			
<sup>4</sup> Residual Land Value		Based on Target Margin of 25% (Exclusive of GST)		4,033,696	59,319		
<sup>5</sup> Net Present Value		Based on Discount Rate of 25% p.a. Effective		(3,758,323)			
<sup>6</sup> Benefit Cost Ratio				0.8443			
<sup>7</sup> Project Internal Rate of Return (IRR)		Per annum Effective		11.20%			
<sup>8</sup> Residual Land Value		Based on NPV (Exclusive of GST)		3,181,201	46,782		
<sup>9</sup> Weighted Average Cost of Capital (WACC)				5.50%			
<sup>10</sup> Breakeven Date for Cumulative Cash Flow		Month 40		Apr-2020			

**Footnotes:**

1. Development Profit: is total revenue less total cost including interest paid and received
2. Note: No redistribution of Developer's Gross Profit
3. Development Margin: is profit divided by total costs (exc selling & leasing costs)
4. Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.
5. Net Present Value: is the project's cash flow stream discounted to present value. It includes all financing costs and interest but excludes corp tax.
6. Benefit/Cost Ratio: is the ratio of discounted incomes to discounted costs and includes all financing costs and interest but excludes corp tax.
7. Internal Rate of Return: is the discount rate where the NPV above equals Zero.
8. Residual Land Value (based on NPV): is the purchase price for the land to achieve a zero NPV.
9. The Weighted Average Cost of Capital (WACC) is the rate that a company is expected to pay to finance its assets.
10. Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).



Adelaide City Council  
North Adelaide Former Channel 9 Site Development Plan Amendment  
Attachment F — Additional Matters and Investigations

EstateMaster  Development Feasibility		SUMMARY OF PROJECT RETURNS			
Channel 9 site redevelopment					
Feasibility - 3					
Scenario 3					
		Estate Master Licensed to: Jones Lang LaSalle Sydney			
Time Span:	Dec-16 to Mar-20				
Type:	Miscellaneous				
Status:	Under Review				
Site Area:					
#N/A:	:1				
Project Size:	54 Units	1 per 0 of Site Area			
	5,158 GFA	1 per 0 of Site Area			
		Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
<b>Revenues</b>					
	Quantity	SqM	AUD/Quantity		
Gross Sales Revenue	54	-	710,765.75	38,381,351	710,766
Residential - 1 Bedroom Units	54	-	710,765.75	38,381,351	
Less Selling Costs				(1,733,329)	32,099
NET SALES REVENUE				36,648,021	678,667
TOTAL REVENUE (before GST paid)				36,648,021	678,667
Less GST paid on all Revenue				(3,489,214)	64,615
TOTAL REVENUE (after GST paid)				33,158,807	614,052
<b>Costs</b>					
Land Purchase Cost				7,150,000	132,407
Land Acquisition Costs				366,163	6,781
Construction Costs (inc. Contingency)				21,731,301	402,431
Other Construction Costs				20,696,477	383,268
Contingency				1,034,824	19,163
Professional Fees				1,489,790	27,218
Statutory Fees				350,352	6,488
Land Holding Costs				941,439	17,434
Finance Charges (inc. Fees)				209,000	3,870
Interest Expense				2,187,742	40,514
TOTAL COSTS (before GST reclaimed)				34,405,787	637,144
Less GST reclaimed				(2,940,516)	54,454
Plus Corporate Tax				-	-
TOTAL COSTS (after GST reclaimed)				31,465,271	582,690
<b>Performance Indicators</b>					
			Per Unit	Per of Site Area	
<sup>1</sup> Net Development Profit			1,693,536	31,362	
<sup>3</sup> Development Margin (Profit/Risk Margin)	Based on total costs (exc selling & leasing costs)		5.36%		
<sup>4</sup> Residual Land Value	Based on Target Margin of 25% (Exclusive of GST)		2,470,000	45,741	
<sup>5</sup> Net Present Value	Based on Discount Rate of 25% p.a. Effective		(4,929,279)		
<sup>6</sup> Benefit Cost Ratio			0.7674		
<sup>7</sup> Project Internal Rate of Return (IRR)	Per annum Effective		4.06%		
<sup>8</sup> Residual Land Value	Based on NPV (Exclusive of GST)		2,126,707	39,383	
<sup>9</sup> Weighted Average Cost of Capital (WACC)			5.50%		
<sup>10</sup> Breakeven Date for Cumulative Cash Flow	Month 38		Feb-2020		

**Footnotes:**

- Development Profit: is total revenue less total cost including interest paid and received
- Note: No redistribution of Developer's Gross Profit
- Development Margin: is profit divided by total costs (exc selling & leasing costs)
- Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.
- Net Present Value: is the project's cash flow stream discounted to present value. It includes all financing costs and interest but excludes corp tax.
- Benefit:Cost Ratio: is the ratio of discounted incomes to discounted costs and includes all financing costs and interest but excludes corp tax.
- Internal Rate of Return: is the discount rate where the NPV above equals Zero.
- Residual Land Value (based on NPV): is the purchase price for the land to achieve a zero NPV.
- The Weighted Average Cost of Capital (WACC) is the rate that a company is expected to pay to finance its assets.
- Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).

Adelaide City Council  
North Adelaide Former Channel 9 Site Development Plan Amendment  
Attachment F — Additional Matters and Investigations

EstateMaster Development Feasibility

## SUMMARY OF PROJECT RETURNS

### Channel 9 site redevelopment

Feasibility - 4  
Scenario 4

Estate Master Licensed to: Jones Lang LaSalle Sydney

Time Span: Dec-16 to Apr-20  
Type: Miscellaneous  
Status: Under Review  
Site Area: :1  
#N/A: 65 Units 1 per 0. of Site Area  
Project Size: 6,094 GFA 1 per 0. of Site Area

				Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
<b>Revenues</b>							
	Quantity	SqM	AUD/Quantity				
Gross Sales Revenue	65	-	706,794.01	45,941,811	706,794		115.8%
Residential - 1 Bedroom Units	65	-	706,794.01	45,941,811			
Less Selling Costs				(2,075,056)	31,924		-5.2%
NET SALES REVENUE				43,866,555	674,870		110.5%
TOTAL REVENUE (before GST paid)				43,866,555	674,870		110.5%
Less GST paid on all Revenue				(4,176,510)	64,254		-10.5%
TOTAL REVENUE (after GST paid)				39,690,045	610,616		100.0%
<b>Costs</b>							
Land Purchase Cost				7,150,000	110,000		18.0%
Land Acquisition Costs				366,163	5,633		0.9%
Construction Costs (inc. Contingency)				26,011,123	400,171		65.5%
Other Construction Costs				24,772,498	381,115		62.4%
Contingency				1,238,625	19,056		3.1%
Professional Fees				1,754,221	26,988		4.4%
Statutory Fees				421,720	6,488		1.1%
Land Holding Costs				941,439	14,484		2.4%
Finance Charges (inc. Fees)				209,000	3,215		0.5%
Interest Expense				2,408,291	37,051		6.1%
TOTAL COSTS (before GST reclaimed)				39,261,957	604,030		98.9%
Less GST reclaimed				(3,386,514)	52,100		-8.5%
Plus Corporate Tax				-	-		0.0%
TOTAL COSTS (after GST reclaimed)				35,875,444	551,930		90.4%
<b>Performance Indicators</b>							
					Per Unit	Per of Site Area	
<sup>1</sup> Net Development Profit				3,814,601	58,686		
<sup>3</sup> Development Margin (Profit/Risk Margin)		Based on total costs (exc selling & leasing costs)		10.58%			
<sup>4</sup> Residual Land Value		Based on Target Margin of 25% (Exclusive of GST)		3,140,565	48,317		
<sup>5</sup> Net Present Value		Based on Discount Rate of 25% p.a. Effective		(4,372,610)			
<sup>6</sup> Benefit Cost Ratio				0.8137			
<sup>7</sup> Project Internal Rate of Return (IRR)		Per annum Effective		8.14%			
<sup>8</sup> Residual Land Value		Based on NPV (Exclusive of GST)		2,629,756	40,458		
<sup>9</sup> Weighted Average Cost of Capital (WACC)				5.50%			
<sup>10</sup> Breakeven Date for Cumulative Cash Flow		Month 39		Mar-2020			

**Footnotes:**

1. Development Profit: is total revenue less total cost including interest paid and received
2. Note: No redistribution of Developer's Gross Profit
3. Development Margin: is profit divided by total costs (exc selling & leasing costs)
4. Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.
5. Net Present Value: is the project's cash flow stream discounted to present value. It includes all financing costs and interest but excludes corp tax.
6. Benefit Cost Ratio: is the ratio of discounted incomes to discounted costs and includes all financing costs and interest but excludes corp tax.
7. Internal Rate of Return: is the discount rate where the NPV above equals Zero.
8. Residual Land Value (based on NPV) is the purchase price for the land to achieve a zero NPV.
9. The Weighted Average Cost of Capital (WACC) is the rate that a company is expected to pay to finance its assets.
10. Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).

Adelaide City Council  
North Adelaide Former Channel 9 Site Development Plan Amendment  
Attachment F — Additional Matters and Investigations

## SUMMARY OF PROJECT RETURNS

### Channel 9 site redevelopment

Feasibility - 5

Scenario 5

Estate Master Licensed to: Jones Lang LaSalle Sydney

Time Span: Dec-16 to Apr-20

Type: Miscellaneous

Status: Under Review

Site Area: #N/A

Project Size: 66 Units

6,248.64 GFA

1 per 0 of Site Area

				Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
<b>Revenues</b>							
	Quantity	SqM	AUD/Quantity				
Gross Sales Revenue	66	-	710,765.75	46,910,540	710,766		115.8%
Residential - 1 Bedroom Units	66	-	710,765.75	46,910,540			
Less Selling Costs				(2,118,514)	32,089		-5.2%
NET SALES REVENUE				44,792,026	678,667		110.5%
TOTAL REVENUE (before GST paid)				44,792,026	678,667		110.5%
Less GST paid on all Revenue				(4,264,595)	64,615		-10.5%
TOTAL REVENUE (after GST paid)				40,527,431	614,052		100.0%
<b>Costs</b>							
Land Purchase Cost				7,150,000	108,333		17.6%
Land Acquisition Costs				366,163	5,548		0.9%
Construction Costs (inc. Contingency)				26,449,100	400,744		65.3%
Other Construction Costs				25,189,619	381,061		62.2%
Contingency				1,259,481	19,083		3.1%
Professional Fees				1,783,306	27,020		4.4%
Statutory Fees				428,208	6,488		1.1%
Land Holding Costs				941,439	14,264		2.3%
Finance Charges (inc. Fees)				209,000	3,167		0.5%
Interest Expense				2,426,508	36,765		6.0%
TOTAL COSTS (before GST reclaimed)				39,753,725	602,329		98.1%
Less GST reclaimed				(3,432,925)	52,014		-8.5%
Plus Corporate Tax				-	-		0.0%
TOTAL COSTS (after GST reclaimed)				36,320,800	550,315		89.6%
<b>Performance Indicators</b>							
					Per Unit	Per of Site Area	
<sup>1</sup> Net Development Profit				4,206,631	63,737		
<sup>3</sup> Development Margin (Profit/Risk Margin)		Based on total costs (exc selling & leasing costs)		11.52%			
<sup>4</sup> Residual Land Value		Based on Target Margin of 25% (Exclusive of GST)		3,322,088	50,335		
<sup>5</sup> Net Present Value		Based on Discount Rate of 25% p.a. Effective		(4,224,236)			
<sup>6</sup> Benefit Cost Ratio				0.8220			
<sup>7</sup> Project Internal Rate of Return (IRR)		Per annum Effective		8.87%			
<sup>8</sup> Residual Land Value		Based on NPV (Exclusive of GST)		2,761,083	41,835		
<sup>9</sup> Weighted Average Cost of Capital (WACC)				5.50%			
<sup>10</sup> Breakeven Date for Cumulative Cash Flow		Month 39		Mar-2020			

**Footnotes:**

1. Development Profit: is total revenue less total cost including interest paid and received
2. Note: No redistribution of Developer's Gross Profit
3. Development Margin: is profit divided by total costs (exc selling & leasing costs)
4. Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.
5. Net Present Value: is the project's cash flow stream discounted to present value. It includes all financing costs and interest but excludes corp tax.
6. Benefit/Cost Ratio: is the ratio of discounted incomes to discounted costs and includes all financing costs and interest but excludes corp tax.
7. Internal Rate of Return: is the discount rate where the NPV above equals Zero.
8. Residual Land Value (based on NPV): is the purchase price for the land to achieve a zero NPV.
9. The Weighted Average Cost of Capital (WACC) is the rate that a company is expected to pay to finance its assets.
10. Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).

**Adelaide City Council**  
**North Adelaide Former Channel 9 Site Development Plan Amendment**  
***Attachment F – Additional Matters and Investigations***

EstateMaster

Development Feasibility

SUMMARY OF PROJECT RETURNS

Channel 9 site redevelopment

Feasibility - B

Scenario B

Estate Master Licensed to: Jones Lang LaSalle Sydney

Time Span:

Dec-16 to Mar-20

Type:

Miscellaneous

Status:

Under Review

Site Area:

#N/A

Project Size:

:1

54 Units

1 per 0 of Site Area

5,158.08 GFA

1 per 0 of Site Area

				Total AUD	AUD Per Unit	AUD Per of Site Area	AUD Per Total Net Revenue
Revenues							
	Quantity	SqM	AUD/Quantity				
Gross Sales Revenue	54	-	710,765.75	38,381,351	710,766		115.8%
Residential - 1 Bedroom Units	54	-	710,765.75	38,381,351			
Less Selling Costs				(1,733,329)	32,099		-5.2%
NET SALES REVENUE				36,648,021	678,667		110.5%
TOTAL REVENUE (before GST paid)				36,648,021	678,667		110.5%
Less GST paid on all Revenue				(3,489,214)	64,615		-10.5%
TOTAL REVENUE (after GST paid)				33,158,807	614,052		100.0%
Costs							
Land Purchase Cost				7,150,000	132,407		21.6%
Land Acquisition Costs				366,163	6,781		1.1%
Construction Costs (inc. Contingency)				21,731,301	402,431		65.5%
Other Construction Costs				20,696,477	383,268		62.4%
Contingency				1,034,824	19,163		3.1%
Professional Fees				1,469,790	27,218		4.4%
Statutory Fees				350,352	6,488		1.1%
Land Holding Costs				941,439	17,434		2.8%
Finance Charges (inc. Fees)				209,000	3,870		0.6%
Interest Expense				2,187,742	40,514		6.6%
TOTAL COSTS (before GST reclaimed)				34,405,787	637,144		103.8%
Less GST reclaimed				(2,940,516)	54,454		-8.9%
Plus Corporate Tax				-	-		0.0%
TOTAL COSTS (after GST reclaimed)				31,465,271	582,690		94.9%
Performance Indicators							
1 Net Development Profit				1,693,536	31,362		
3 Development Margin (Profit/Risk Margin)				5.36%			
4 Residual Land Value				2,470,000	45,741		
5 Net Present Value				(4,929,279)			
6 Benefit Cost Ratio				0.7674			
7 Project Internal Rate of Return (IRR)				4.06%			
8 Residual Land Value				2,126,707	39,383		
9 Weighted Average Cost of Capital (WACC)				5.50%			
10 Breakeven Date for Cumulative Cash Flow				Month 38	Feb-2020		
Footnotes:							
1. Development Profit: is total revenue less total cost including interest paid and received							
2. Note: No redistribution of Developer's Gross Profit							
3. Development Margin: is profit divided by total costs (exc selling & leasing costs)							
4. Residual Land Value: is the maximum purchase price for the land whilst achieving the target development margin.							
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8. Residual Land Value (based on NPV): is the purchase price for the land to achieve a zero NPV.							
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10. Breakeven date for Cumulative Cash Flow: is the last date when total debt and equity is repaid (ie when profit is realised).							



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## PART 2 – TRAFFIC INVESTIGATIONS

### **Former Channel 9 Site, North Adelaide**

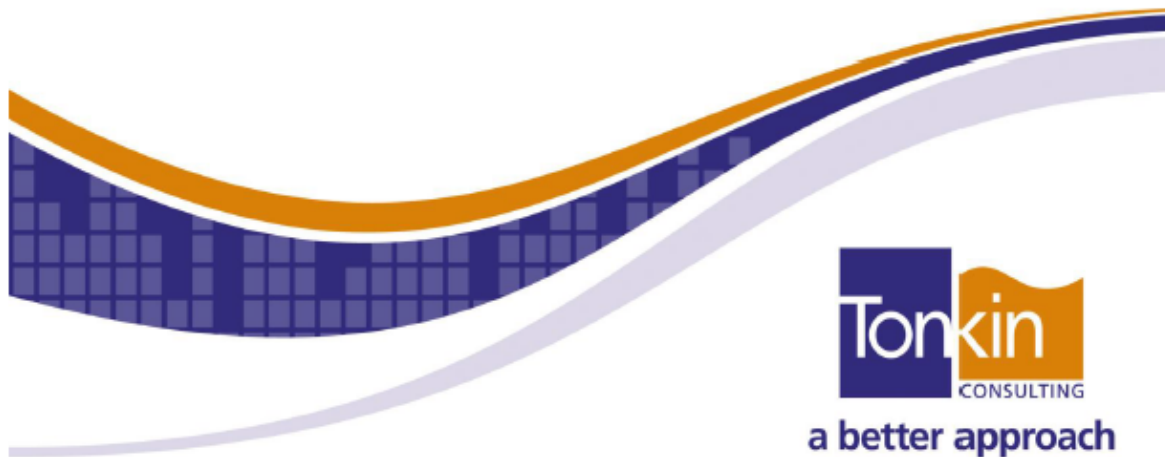
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### **Development Plan Amendment, Traffic Review**

Adelaide City Council

January 2017

Ref No. 20161616R001B





## Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	For Client Comment	PZ	RB	RB	13 January 2017
B	Final	PZ	RB	RB	30 January 2017

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# 1 General Discussion

## 1.1 Background

Tonkin Consulting have been engaged by Adelaide City Council (Council) to undertake traffic analysis of a Development Plan Amendment (DPA) for the site in North Adelaide formerly occupied by the NWS Channel 9 television studios.

The draft DPA being undertaken by Council proposes the following changes.

- Place the whole of the site in the Tynte Street Policy Area (Policy Area 4) to facilitate integrated and higher density living development;
- Except on the northern leg of the site (fronting Gover Street) raise the building height non-complying trigger to 6 (from 2) building levels;
- Limit height near the western, eastern and northern edges of the site to respect the scale of the existing cottages fronting Wellington Square, Gover Street and Mansfield Street and position the tallest buildings in the centre of the site to limit visual impact.

This report outlines the traffic review of the proposed development based on four development scenarios provided by Council. The generated traffic of the proposed development, impact to the surrounding road network and traffic control options will be investigated.

## 2 Existing Conditions

### 2.1 Subject Site

The subject site was formerly used as the Channel 9 studios and associated offices. The site is now unoccupied due to Channel 9 relocating its studio and offices to the CBD in Adelaide.

The site is located to the west of Mansfield Street in North Adelaide. It is bounded by residential dwellings, Tynte Street to the south, Wellington Square to the west and small section of Gover Street to the north.

Figure 2.1 below shows the location of the site.



**Figure 2.1** Subject site

Access to the site from the surrounding road network is provided at seven crossover locations; four of which are from Mansfield Street, one from Wellington Square, one from Tynte Street and one from Gover Street.

It is considered reasonable to assume the traffic volumes generated from operation of the Channel 9 site may have been in the order of 50 to 60 vehicle trips per day.

## 2.2 Surrounding Road Network

### 2.2.1 Adjoining Roads

#### Mansfield Street

Mansfield Street functions as a local road under the care and control of Council. The road is one-way southbound from Gover Street for approximately 70m. The road then widens and allows for two-way traffic for the remainder of the road to Tynte Street.

The one-way section of Mansfield Street is bordered by residential dwellings on both the east and west sides. The two-way section of Mansfield Street is bordered by the former Channel 9 site to the west, and mixed land use to the east.

On street parking is provided at various locations comprising of unrestricted indented parking, residential permit parking and time controlled parking.

The width and geometry of the road provides for a natural low speed environment. Traffic data supplied by Council indicates an 85<sup>th</sup> percentile speed of 30km/h. Traffic volumes indicate that daily volumes are approximately 310 vehicles per day. There is a higher percentage of southbound traffic, likely due to the southbound one-way access from Gover Street onto Mansfield Street. There are maximum peak volumes of 25 vehicles per hour in both the AM and PM peak periods.

It is noted the traffic volumes on Mansfield Street would usually be higher than the recent traffic survey due to the operation of the Channel 9 studio and offices. Assuming when the site was operational that it generated approximately 50 to 60 vehicle trips per day, then Mansfield Street would accommodate a total of approximately 360 to 370 vehicle trips per day.

#### Tynte Street

Tynte Street functions as a local collector road under the care and control of Council. It is a two way divided road aligned in the east-west direction with a widened painted median and speed limit of 50km/h. Angled kerbside parking is permitted along the majority of the road.

#### Gover Street

Gover Street functions as a local collector road under the care and control of Council. It is a two-way undivided road aligned in the east-west direction and has a speed limit of 50km/h. Parallel kerbside parking is permitted along the majority of the road and is predominantly bordered by residential dwellings.

### 2.2.2 Crash Statistics

LocationSA was used to identify crash data surrounding the subject site within the last 5 years (2011 – 2015). This indicates the following:

- No crashes occurred on Mansfield Street or at the Mansfield Street junctions to Gover Street and Tynte Street;
- One casualty crash occurred at the Wellington Square access point to the former Channel 9 site. The crash was defined as 'hit fixed object'.

### 2.2.3 Public Transport

The site is close to major bus routes (Wellington Square), with the free City Loop bus service (98A and 98C) also passing the site.



#### 2.2.4 Pedestrian Connectivity

Footpaths are located on both sides of Mansfield Street providing access to Tynte Street and Gover Street.



Figure 2.2 Mansfield Street leg at the junction with Tynte Street, looking north



Figure 2.3 Southern section of Mansfield Street, looking north



**Figure 2.4** Northern section of Mansfield Street allowing one way southbound movements, looking north



**Figure 2.5** Two of the four access points from the west side of Mansfield Street to the former Channel 9 site



Figure 2.6 Sight distance from the Mansfield Street onto Gover Street, looking west



Figure 2.7 Sight distance from the Mansfield Street onto Gover Street, looking east





*Figure 2.8 Access point between Wellington Square and the former Channel 9 site, looking east*





## 3 Development Proposal Amendment

### 3.1 Land Uses

The draft DPA proposes the whole of the site to be changed to the Tynte Street Policy Area (Policy Area 4) to facilitate integrated and higher density living development.

Council has provided four potential development scenarios for the site which are outlined below. Scenario A is based on the current Development Plan policy, with Scenarios B to D based on various height options Council have been investigating as part of the DPA.

*Table 3.1 Development scenarios and number of proposed dwellings*

Residential Mix	Scenario A (2 levels)	Scenario B (4 levels)	Scenario C (5 levels)	Scenario D (6 levels)
1 bedroom	-	10	12	13
2 bedroom	3	29	35	38
3 bedroom	6	9	11	13
Townhouse	3	6	6	6
<b>TOTAL - Dwellings</b>	<b>12</b>	<b>54</b>	<b>64</b>	<b>69</b>

### 3.2 Vehicle Access

Vehicle access to the development is proposed at two locations.

1. Two-way vehicle access point from an existing or new crossover on Mansfield Street to the proposed development. This will provide access to the proposed site off street car parking facilities;
2. The existing access point from Wellington Square to the site will allow for service vehicle access.

## 4 Traffic Impact Assessment

### 4.1 Traffic Generation

The traffic generation rates used for this development have been estimated using the then known RTA (now RMS) NSW "Guide to Traffic Generating Developments" (2002) as well as the August 2013 update.

Table 4.1 outlines the traffic generation rates used for this assessment, and Table 4.2 and 4.3 indicate the anticipated daily traffic generation and peak hour traffic generation respectively from the proposed development scenarios.

*Table 4.1 Traffic generation rates*

Use	Peak Hour Generation Rate	Daily Traffic Generation Rate
1 bedroom	0.5 per dwelling	5 per dwelling
2 bedroom	0.5 per dwelling	5 per dwelling
3 bedroom	0.6 per dwelling	6 per dwelling
Townhouse	0.6 per dwelling	6 per dwelling

*Table 4.2 Daily generated traffic (vehicles per day)*

Residential Mix	Scenario A (2 levels)	Scenario B (4 levels)	Scenario C (5 levels)	Scenario D (6 levels)
1 bedroom	-	50	60	65
2 bedroom	15	145	175	190
3 bedroom	36	54	66	78
Townhouse	18	36	36	36
<b>TOTAL DAILY TRAFFIC</b>	<b>69</b>	<b>285</b>	<b>337</b>	<b>369</b>

*Table 4.3 Peak hour generated traffic (vehicles per hour)*

Residential Mix	Scenario A (2 levels)	Scenario B (4 levels)	Scenario C (5 levels)	Scenario D (6 levels)
1 bedroom	-	5	6	7
2 bedroom	2	15	18	19
3 bedroom	4	6	7	8
Townhouse	2	4	4	4
<b>TOTAL PEAK HOUR TRAFFIC</b>	<b>8</b>	<b>30</b>	<b>35</b>	<b>38</b>

Table 4.2 and Table 4.3 indicates the site may potentially generate in the order of 69 to 369 vehicle trips per day with 8 to 38 vehicle trips in the peak hour (depending on the chosen scenario). It is noted the generated traffic volumes are two way trips.



## 4.2 Traffic Distribution and Assignment

The traffic assignment and distribution of the proposed development take into consideration the potential modification of traffic controls on Mansfield Street. Three traffic control options for Mansfield Street were assessed.

- Traffic controls to remain as existing;
- One-way southbound movements only;
- One-way northbound movements only.

Scenario D was used for the distribution assessment as this is the worst case scenario for generated traffic volumes.

Table 4.4 below indicates an approximate distribution of the generated traffic volumes, depending on the traffic controls that may be implemented on Mansfield Street.

**Table 4.4** Distribution of generated traffic based on Mansfield Street traffic controls

Traffic Controls on Mansfield Street	Tynte Street Junction (vpd)		Gover Street Junction (vpd)	
	Exiting	Entering	Exiting	Entering
Existing	185	130	-	55
One-way southbound	185	-	-	185
One-way northbound	-	185	185	-

Based on the above, the expected increase in daily traffic on the road network is indicated below:

- Mansfield Street may be in the order of up to 370 vehicles per day;
- Depending on the traffic controls implemented, Tynte Street may be in the order of 185 to 315 vehicles per day;
- Depending on the traffic controls implemented, Gover Street may be in the order of 55 to 185 vehicles per day.

## 4.3 Traffic Impact

The existing traffic volumes on Mansfield Street of approximately 310 vehicles per day do not account for traffic volumes associated with the Channel 9 site when it was operational. Therefore, it can be assumed the traffic volumes on Mansfield Street over a year ago (prior to 2016), were in the order of 360 to 370 vehicles per day (additional 50 to 60 vehicles per day from operation of the Channel 9 site).

Comparing previous years' expected traffic volumes to the existing traffic volumes combined with the expected generated traffic from the redevelopment (using volumes from the worst case Scenario D), the potential traffic volumes on Mansfield Street may be in the order of 650 to 700 vehicles per day. Therefore, there is an increase in the order of 300 vehicles per day compared to the previous traffic operation on Mansfield Street when the Channel 9 site was operational. Traffic volumes of this number are typical for local streets such as Mansfield Street. Traffic volumes for local roads can vary between 500 to 1,000 vehicles per day, depending on the nature of the road. For example, a cul-de-sac road may expect less than 500 vehicles per day, whereas a local road providing a connection between two other roads may experience traffic volumes in the order of 500 to 1,000 vehicles per day. Therefore, the expected increase in traffic volumes is not expected to change the function of Mansfield Street or have a disruptive impact.

## 4.4 Mansfield Street Traffic Controls

The traffic assignment and distribution will be influenced by the traffic controls implemented on Mansfield Street. As previously outlined, the three traffic control scenarios for Mansfield Street were assessed are as follows:

- Traffic controls to remain as existing;
- One-way southbound movements only;
- One-way northbound movements only.

### 4.4.1 Existing Traffic Controls

The existing traffic controls on Mansfield Street allow for two access to Tynte Street and one-way access from Gover Street into Mansfield Street.

Table 4.5 outlines the advantages and disadvantages of this option.

*Table 4.5 Advantages and disadvantages of existing traffic controls on Mansfield Street*

Advantages	Disadvantages
No change to the existing traffic controls will avoid potential confusion to motorists from new traffic controls;	Unable to narrow the road width to allow for widening of the footpath, particularly on the western side of Mansfield Street to improve pedestrian connectivity;
There will be two locations to access Mansfield Street; which are from Tynte Street and Gover Street;	Reduced control over traffic movements through Mansfield Street
Generated traffic directed past the residential dwellings at the north section of Mansfield Street will be reduced;	
No change to kerbing alignment and/or road geometry will result in a cost saving.	

### 4.4.2 One-way Southbound

This option adopts one-way traffic movements in the southbound direction. The traffic controls at the northern section of Mansfield Street would remain as existing, however the two-way section would become one-way.

*Table 4.6 Advantages and disadvantages of one-way southbound traffic movement controls*

Advantages	Disadvantages
Increased control of traffic movements through Mansfield Street;	Increased traffic directed past the northern section of Mansfield Street compared to adopting the existing traffic controls;
The road alignment can be altered (narrower road width) to allow for increased pedestrian space and improving pedestrian connectivity.	There is one location for entering Mansfield Street rather than the two existing.

#### 4.4.3 One-way Northbound

This option only allows one-way northbound traffic movements through Mansfield Street. Table 4.7 outlines the advantages and disadvantages of this option.

**Table 4.7** *Advantages and disadvantages of one-way northbound traffic movement controls*

Advantages	Disadvantages
Greater control of traffic movements through Mansfield Street;	Increased traffic directed past the northern section of Mansfield Street compared to adopting existing traffic controls;
The road alignment can be altered to allow for increased pedestrian space and improving pedestrian connectivity.	There is one location for entering Mansfield Street rather than the two existing;
	Reverses the existing one-way movement on Mansfield Street, which may result in some confusion;
	Sight distance from Mansfield Street to Gover Street is restricted to the east by a stobie pole and street trees (refer Figure 4.1).



**Figure 4.1** *Sight distance from Mansfield Street onto Gover Street, looking east*

#### 4.5 Mansfield Street Traffic Controls and Layout Options

The following traffic controls on Mansfield Street may be implemented as a potential option if a large development were to occur at the former Channel 9 site.

- Change the existing traffic controls to one-way southbound movements;
- Decrease the road width at the middle section to a 5m road width;



- Decreasing the road width may allow widening of the footpath, particularly on the western side adjacent to the proposed development. This will improve and encourage pedestrian connectivity;
- Narrowing Mansfield Street to 5m wide assumes all service vehicle access will occur at the Wellington Square access point. If service vehicle access is to also occur on Mansfield Street, then the road width should be at least 5.5m;

This option would provide the following the following benefits to traffic and pedestrian controls on Mansfield Street.

- The existing one-way control on the northern half of Mansfield Street is maintained;
- Greater control of traffic movements through Mansfield Street;
- The footpath would be widened to improve pedestrian connectivity;
- On-street parking would be retained.

#### 4.6 Proposed Access Arrangements

The proposed access points are based on the sketches provided in the DPA (refer Figure 3.1). Figure 4.2 below indicates the access point locations to the proposed development.



Figure 4.2 Access point locations



It is not recommended to utilise the northern existing crossover on Mansfield Street for the proposed access point due to sight line restrictions to the north. Figure 4.3 provides an indication of the sight line from the existing northern most crossover. It is recommended to use any other of the existing crossovers, or create a new crossover.



**Figure 4.3** Sight distance from the existing northern crossover on Mansfield Street, looking north

Sight lines from the proposed access point on Wellington Square are adequate. The access point is not expected to disrupt existing traffic flows on Wellington Square. It is recommended service vehicles approach the access point from the north (Jeffcott Street) rather than the west, in order to avoid merging and crossing the two lanes to access the site (refer Figure 4.4).



**Figure 4.4** Vehicles approaching the access point from the west are required to merge across the two lanes shown







## 5 Conclusion

Based on the examination and discussions offered within this report, the following conclusions have been made:

- Redevelopment of the former Channel 9 site may involve four different scenarios:
  - Scenario A (2 levels) – 12 total dwellings;
  - Scenario B (4 levels) – 54 total dwellings;
  - Scenario C (5 levels) – 64 total dwellings;
  - Scenario D (6 levels) – 69 total dwellings.
- The redevelopment of the site is expected to generate approximately 69 to 369 vehicles per day onto the surrounding road network depending on the development scenario;
- The increase in traffic is not expected to result in a change in the function or have a negative impact to the surrounding road network, particularly Mansfield Street;
- One-way southbound traffic movements on Mansfield Street may be implemented if a large development was to occur;
- Service vehicle access to the site should utilise the existing crossover from Wellington Square.