



PROPOSED MAJOR TOURIST
HOTEL REDEVELOPMENT

‘MARINA REGENCY HOTEL’

6-10 ADELPHI TERRACE

Prepared for:
Q Developments

Date:
September 2015

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1. Summary

Proposal overview

This Development Report is prepared in respect to a proposal to redevelop the Comfort Haven Inn Marina Motel site at 6 – 10 Adelphi Terrace with a new 12 storey, four and a half star hotel and conference facilities, associated retail, residential apartments and car parking and comprises:

- The Marina Regency Hotel a 4.5 star hotel with 73 one bedroom hotel suites and 73 two bedroom hotel suites, hotel lobby and facilities.
- a conference facility and meeting rooms comprising 737m² floor space
- 60 apartments
- an associated café/bar of 200m²
- associated retail tenancies comprising a total 767m²
- associated car parking providing a total of 204 car parks
- an outdoor recreation deck including a swimming pool, sun deck, casual outdoor lounge, and bar facilities; and
- associated loading and unloading facilities.

The hotel is intended to add to the product at Glenelg, which is one of the top tourist destinations in Adelaide, and to provide a product that is especially desirable to the growing Chinese market and for which there are current market gaps.

The proposal will bring the benefits to the State:

Item	Value	Commentary
Project Value	\$110M	
Construction Value (including fit out costs)	\$75M	Provided by CoombsBarei Construction
Direct employment associated with project delivery	518	Over a project delivery period of 2.5 years, this equates with 207 employees per annum
Total employment including multiplier effects	1050	Over a project delivery period of 2.5 years, this equates with 420 employees per annum
Direct State and Federal Taxes generated by \$75M construction	\$4.7M	
Total State and Federal Taxes including multiplier effects	\$10.7M	
Direct permanent employment at new facility	65FTE	High proportion of local employment anticipated. Provided by Comfort Inn management
Total employment from tourist expenditure	231 FTE	High proportion of local employment anticipated. 187 FTE based in Glenelg area.
Total visitor nights at the new facility	134,000	95,000 visitor nights at the hotel and 29,000 permanent resident nights
Total expenditure on hotel accommodation, conferences, functions and tourism spending	\$37M p.a.	\$30M spending within Glenelg, including \$11.5M in facilities and services other than the Marina Regency Hotel. A further \$7M spending outside of the Glenelg area.

This increased activity will provide a critical mass for a general increase in the level of services within the locality including opportunities for increased retail and services including potentially a convenience store.

This proposed project accords closely with South Australia's Strategic Plan, the Planning Strategy – 30 Year Plan for Greater Adelaide, the South Australian Tourism Plan 2020, the Activating China 2020 tourism strategy and the Holdfast Bay Development Plan (except in respect to height) and is recommended for consideration for approval.

Assessment Process

This proposal has been declared by the Minister as a Major Development pursuant to Section 46 of the Development Act 1993.

Section 46 allows for a declaration to enable a specific and rigorous assessment of the proposal against a series of purposefully developed assessment guidelines set by the independent Development Assessment Commission. The assessment must also have regard to the Development Plan and other relevant policies.

Following an assessment by the DAC this project was recommend for a Development Report Level assessment pursuant to Section 46D and Guidelines for the assessment were set.

The Authority that will ultimately grant consent or refuse the application is the Governor.

The process to be followed for this project pursuant to Section 46D in accord with this declaration is set out below:

1. The proponent lodges an application with the Minister
2. The application is referred to the Development Assessment Commission (DAC) to establish the level of assessment required and the guidelines for the assessment.
3. The Minister must provide the report of the DAC to the proponent and give public notice of the DAC's determination.
4. The proponent will then prepare a report addressing the guidelines and all other relevant information.

The Development Report must specifically include:

- a statement of the expected environmental, social and economic effects of the development;
- the extent to which the expected effects are consistent with the provisions of any relevant Development Plan (in this case the City of Holdfast Bay Development Plan and specifically the Residential (High Density) Zone and within this Policy Area 15);
- the Planning Strategy;
- the proponents commitment to meeting conditions if any that should be observed in order to avoid, mitigate or satisfactorily manage and control any potential adverse effects of the development on the environment; and
- any other matters required by the regulations or the Minister.

5. The proponent then submits this Development Report to the Minister who will refer it to the Council, other agencies and place it on public exhibition for 15 business days.
6. Following exhibition the proponent is invited to respond to any public, Council or agency submissions and any other matters raised by the Minister in writing. Typically this will take the form of a “Response Report”
7. The Response Report is submitted to the Minister and the Minister will then prepare an Assessment Report. This report will be an assessment of the project considering any submissions, the proponent’s response, comments from the Council and agencies and any other matters that the Minister thinks fit.
8. The reports are referred to the Governor for a Decision pursuant to Section 48 of the *Development Act, 1993*. The Governor may then approve, approve with conditions and/or reserve matters or, refuse consent to the project and gives notice of his decision by a notice in the Government Gazette.
9. All of these reports ie the Development Report, the Response Report and the Assessment Report are kept as publicly available documents for a time period determined by the Minister.

Assessment Guidelines

The Development Report must be presented in terms that are readily understood by the general reader; technical details should be included as appendices. The report must provide all of the information sought by the Guidelines. The following sets out each guideline and refers the reader to the section of the Development Report where this Guideline is addressed.

Guideline	Reference
The report must set out the consistency of the proposal with respect to the relevant Development Plan, Planning Strategy and other key policies and or legislation specified	Refer sections 8.1 and 8.2
The report must state the proponent’s commitment to meet conditions to manage any impacts from the development	Refer section 2.4.3
The report must include a summary and introduction and, detail the need for the proposal. The summary must cover all of the matters raised by Section 46D of the Development Act 1993	Refer Summary and Sections 2.1, 2.2, 3.1, 3.2, 3.3, 7.1, 7.2 and 7.3.
A critical level assessment must be made in respect of:	
The economic impact of the proposal and specifically evaluate the economic contribution of the proposal on the Glenelg and Holdfast Shores precincts, taking into account the existing commercial, retail and tourist accommodation circumstances of the area.	Refer Section 6.1
The strategic precinct nature of the area. This assessment is to look at why the precinct is a logical extension of the wider Holdfast Bay precinct, specifically evaluating the nature and use of the offering in a precinct wide sense and taking into account matters of alternative site availability, the urban form and relationship to development of scale, and, the relationship and proximity of the proposal to the commercial precincts of Jetty Road and the Holdfast Shores environs.	Refer Sections 6.2, 6.2.1, 6.2.2, 6.2.3 and 6.5.2
The interface with the neighbourhood. This will consider matters such as overlooking, overshadowing, and visual impact upon adjoining and nearby neighbours and ensuring that these interface matters are	Refer Sections 4.2.1, 5.7,5.13,

Guideline	Reference
appropriately managed in the context of the project's height and scale neighbouring development and, the expectation of increased development intensity	5.14, 6.3, 6.3.1, 6.3.2, 6.3.3, 6.3.4 and 6.3.5
The tourism impacts of the proposal is required. This will require an assessment of the proposal's contribution to the economy and tourism and in particular how it may assist with the achievement of the Government's Tourism Policy.	Refer Sections 6.5, 6.5.1, 6.5.2 and 6.5.3
A medium level assessment is required in respect of:	
Design quality. The proposal must be evaluated against the principles of Good Design by the Office for Design and Architecture SA, along with continued participation in the Government Architect led design review process	Refer Sections 5.1, 5.2, 5.3, 5.4, 5.5 5.6, 5.7
The public realm interface and open space areas within the local area including particularly the street frontage and the park across Adelphi Terrace.	Refer Sections 5.6, 5.7, 6.4, 6.4.1 and 6.4.2
The proposal's contribution to employment. In this respect the report must outline how the proposal will foster employment both short term and ongoing. This should include an assessment of any multiplier effect that proposal will generate	Refer Sections 6.1, 6.5, 6.5.1, 6.5.2, 6.5.3, and 6.6
A standard level assessment is required in respect of	
Location including provision of Certificates of Title	Refer Section 2.1 and Appendix 1
A completed and signed electricity declaration form	Waiting on BCA
The following typical plans as required: <ul style="list-style-type: none"> Context and locality plans showing the site in the context of its surrounds Shadow diagrams demonstrating the extent of shadows cast by the proposal as 9am, 12pm and 3pm during the solstice and the equinox. A landscaping plan showing any regulated or significant trees on the site. Coloured high resolution perspectives showing the proposal in context from various locations including a streetscape perspective, human pedestrian scale and some longer view from strategic approaches. Site plan at a scale of 1:100 or 1:200 clearly indicating the proposed building works including demolition. Elevations at a scale of 1:100 or 1:200 are required for each side of the building with levels and height's shown in AHD. Cross sections of the building including ground level, floor levels, ceiling heights and maximum height expressed AHD. Floor Plans at a scale of 1:100 or 1:200 for each level of the building demonstrating what is proposed at each floor with indicative internal layouts. A site survey demonstrating that the proposal will be contained within the allotment(s) boundary(ies). A sequencing and staging plan showing stages as may be relevant to any staged building rules consent. A schedule of materials, finishes and colours. The location and dimensions of any external adverting displays noting specifically if there is to be illumination or moving elements. 	Refer Appendix 4 and Appendix 5
The following specialist reports and details are required:	
A design statement outlining the evolution of the proposal from concept to final design.	Refer Section 5.2 and Appendix 5
Transport, access and pedestrian impact assessment that evaluates the current and proposed access arrangements, car parking, as well as pedestrian and vehicular interfaces at the street and within the local road network	Refer Sections 5.9, 5.9.1, 5.9.2, 5.9.3, 5.9.4 and

Guideline	Reference
Waste management and minimisation (for demolition, construction and operation) demonstrating the location of waste storage (including the separation of recyclables, hard waste and e-waste) and disposal facilities on the site and provide details of how these facilities will be serviced	Appendix 7 Refer Sections 5.11, 5.11.1, 5.11.2, 5.11.3, 5.11.4, 5.11.5, 5.11.6, 5.11.7, 5.11.8, 5.11.9, and Appendix 9
In the event that the Obstacle Limitation Surface (OLS) as determined by Adelaide Airport Limited, and aeronautical impact assessment demonstrating that there will be no unreasonable impact on the operations of the Adelaide Airport.	Refer Section 5.12 and Appendix 10 and Appendix 11
A noise impact assessment identifying potential noise impacts and demonstrating how noise impacts will be managed.	Refer Sections 5.13, 5.13.1, 5.13.2, 5.13.3, 5.13.4 and Appendix 12
Details of the proposed stormwater and flood impact mitigation measures as well as any proposed retention and or reuse as part of the development. This should include details about connections into the street or council drain	Refer Sections 5.17, 5.17.1, 5.17.2 and Appendix 15
A wind impact assessment of the micro climatic impacts such as any wind tunneling or downward draft on pedestrian comfort and amenity within both the public realm and private recreational areas.	Refer Section 5.14 and Appendix 13
A sustainability assessment must be provided that will outline the environmental sustainability measures incorporated into the proposal.	Refer Sections 5.8, 5.8.1 and 5.8.2 and Appendix 6
Details of Crime Prevention through Environmental Design	Refer Section 5.10 and Appendix 8
A site history assessment.	Refer Section 5.15 and Appendix 14
Details of site services and infrastructure including all utilities and locations of plant and equipment.	Refer Sections 5.16, 5.16.1, 5.16.2, 5.16.3, 5.16.4, 5.16.5, and 5.16.6 and Appendix 15

2. Introduction

2.1 Background

This Development Report is prepared in respect to a proposal to redevelop the Comfort Haven Inn Marina Motel site at 6 – 10 Adelphi Terrace with a new 12 storey, four and a half star hotel and conference facilities, associated retail, residential apartments and car parking.

The current Comfort Inn Haven Marina Motel was built in the 1970s and the existing property, whilst renovated and neatly maintained, is nevertheless underperforming. This underperformance is solely in the context of its waterfront location and potential, not in real terms. In real terms the motel trades at an average 90% occupancy; higher than industry standards and, in the summer months must turn away potential patrons on the basis that it is operating at full capacity. It is therefore, no longer feasible to simply continue to refurbish or extend the current property; a total redevelopment of the site is therefore intended.

The subject site comprises three Certificates of Title CT 5085/557, CT 5085/558 and CT 5085/559 (see Appendix 1) and is approximately 5,175m² in area with a west facing (Adelphi Terrace) frontage of 131m. The site overlooks the Patawalonga Basin and the Holdfast Shores Marina and runs between Canning Street in the south and George Street in the north. To the east, the site variously abuts the Glenelg Lake Holiday Units (St Anne’s Court), a ring bowls clubhouse and green and, a dwelling.

Figure 2.1 below shows the subject site and surrounding development.



Figure 2.1 Study Area

The proposed development is for a 12 storey, four and a half star hotel and conference facilities, associated retail, residential apartments and car parking and comprises:

- The Marina Regency Hotel a 4.5 star hotel with 73 one bedroom hotel suites and 73 two bedroom hotel suites, hotel lobby and facilities;
- a conference facility and meeting rooms comprising 737m² floor space;
- 60 apartments;
- an associated café/bar of 200m²;
- associated retail tenancies comprising a total 767 m²;
- associated car parking providing a total of 204 car parks;
- an outdoor recreation deck including a swimming pool, sun deck, casual outdoor lounge, and bar facilities; and
- associated loading and unloading facilities.

Figure 2.2 below illustrates the proposal.



Figure 2.2 Artist Impression of Proposed Development

The hotel is intended to add to the product at Glenelg, which is one of the top tourist destinations in Adelaide, and to provide a product that is especially desirable to the growing Chinese market and for which there are current market gaps.

The City of Holdfast Bay and, Glenelg in particular is the premier tourist destination outside the CBD. Anchored by the Beach, it offers myriad leisure activities and attractions, along with the highest levels and quality of accommodation outside the CBD. Glenelg is well positioned to complement the convention, incentives and events markets, along with the cultural tourism and leisure markets.

Glenelg is also well located with respect to the CBD, the airport and other key tourism destinations with high day trip numbers such as the Adelaide Hills, the Fleurieu Peninsula, Kangaroo Island and, the Barossa; making it an ideal base for visitors to Adelaide.

For Glenelg to continue to contribute at significant levels to the State's tourism industry there is a need for continued product development. This is recognised in the State's Tourism Plan and recent public statements by the Government.

The accommodation stock in Glenelg, whilst some of the best outside the CBD, has not been significantly added to in the last 15 years (with much of the stock much older than this) and there is current market demand for additional product in the four plus star range.

The State Government, through the Premier and the Minister for Tourism, has recently articulated a renewed and expanded focus on the tourism industry as a priority for South Australia and its economic wellbeing.

Furthermore, the Governor in recent comments, has reinforced the importance of this sector to the State.

Tourism consumption currently contributes some \$6.3 billion (2.3% of GSP) to the South Australian economy¹. This figure has been steadily increasing over time in line with successive South Australian Tourism Plans, dating back to the mid-1990s.

South Australia attracts 381,000 international visitors per annum, and 5.6 million domestic visitors. Together these visitors contribute 29.3 million visitor nights² and 11.5 million domestic day trips. The tourism sector accounts for 31,000 direct jobs and a further 24,000 indirect jobs³; equating to three times the number of jobs generated compared with the mining sector⁴. One in 15 people in South Australia is employed as a result of tourism and for every \$160,000 spent by visitors one additional job is created.

The South Australian Tourism Commission ('Activating China 2020') is presently targeting 57,000⁵ visitors from China alone (currently South Australia receives 18,000 Chinese visitors). This target represents an expenditure of \$370-\$450 million per annum. This is actually modest in comparison to the Tourism Australia forecasts and, if South Australia could increase its proportionate share of visitors from China, there is scope for even greater benefits from this market sector. With the provision of appropriate product an increased market share of the high yielding independent middle class Chinese visitor should be achievable. This market segment is seeking a high end tourism experience in Australia and the experiences sought align closely with the experience offered by South Australia with its core products of food, wine and nature.

1 South Australian Tourism Commission Tourism Research series Issue 98 September 2014

2 South Australian Tourism Commission Research Economic Benefit of the South Australian Tourism Industry undated sources to March Quarter 2013

3 IBID

4 IBID

5 South Australian Tourism Commission "Activating China 2020"

This proposal is therefore in accord with the Government's current tourism policies and directions.

The site of the proposal in effect has absolute waterfrontage to the Patawalonga; being separated only by a public reserve.

The site has been developed and used for many years for tourism accommodation and is surrounded by a number of other short term tourist accommodation premises and is a prime and logical location for the expansion of tourism accommodation and facilities to support and enhance the destination appeal of Glenelg. Indeed iterations of planning policy has consistently identified tourist accommodation as an appropriate land use in this location.

In addition to its contribution to the tourism product in South Australia this proposal will contribute some \$37M to the State's economy, including \$30M to the local Glenelg economy per annum. It will contribute 65 permanent direct jobs within the new development and a total of 231 permanent jobs in the wider tourism and services sector. During the development phase a total of 1050 direct construction jobs and associated indirect jobs (420 per annum for the duration of the project) will be created.

This proposal accords closely with all key Government policy. The site however is one that has a height limit pursuant to the Development Plan of three storeys and this creates tension with the planning assessment. The Minister's declaration and the Assessment Guidelines set by the Development Assessment Commission enables a full and extensive assessment of the project to be undertaken to assist the Governor to determine whether or not the proposal is worthy of approval.

2.2 Objectives

The proposal is put forward with the following objectives:

- To provide a high quality 4.5 star hotel to fill an identified gap in the tourist accommodation offerings in Glenelg.
- To provide a facility of sufficient size to accommodate future demand in the identified target market.
- To increase the depth and breadth of services and facilities in Glenelg for visitors and the local community.
- To provide an increased critical mass for tourism in Glenelg.
- To activate the Patawalonga foreshore and provide for increased connectivity between the Patawalonga, Holdfast Shores, Colley Reserve and Jetty Road.
- To support the Government's marketing and policy initiatives to increase the number of visitors from China by developing accommodation and facilities that meet the needs and expectations of this market segment.
- Attract foreign investment into the State's economy.
- Add to the critical mass of South Australia as a Convention and Incentive destination by providing additional modern convention and meeting facilities.

- To create jobs by assisting South Australia to establish a sufficient scale to compete with other Tourism destinations by supporting South Australia as a top of mind destination.

2.3 Staging and timing

The client advises that the proposal is funded as a joint venture with the joint venture partners supplying the capital required to develop the project. The project is on this basis therefore, subject to development approval “shovel ready” and work on the site can commence as soon as approvals are in place.

The development will be undertaken as one project, however, staged approvals for demolition (Stage 1), earthwork (Stage 2), footings/foundation (Stage 3), and structure (Stage 4) will be sought to enable the logical continual program of the development.

The owner of the Comfort Inn Haven Marina motel has secured a lease on alternative premises and will relocate staff and clientele from the current hotel site to the alternative site to enable construction to commence.

The timeframe for commencing the project is 1 February 2016. This timing is scheduled to enable approvals to be obtained and to undertake the relevant building start-ups, allowing for Christmas.

2.4 Legislative requirements and process

This proposal has been declared by the Minister as a Major Development pursuant to Section 46 of the Development Act 1993.

Section 46 allows for a declaration to enable a specific and rigorous assessment of the proposal against a series of purposefully developed assessment guidelines set by the independent Development Assessment Commission. The assessment must also have regard to the Development Plan and other relevant policies.

The Authority that will ultimately grant consent or refuse the application is the Governor.

The process to be followed for this project in accord with this declaration is set out below:

1. The proponent lodges an application with the Minister (completed)
2. The application is referred to the Development Assessment Commission (DAC) to establish the level of assessment required and the guidelines for the assessment. (Completed)
3. The Minister must provide the report of the DAC to the proponent and give public notice of the DAC’s determination. (Completed the following link will take you to the Government website where information can be found <https://www.sa.gov.au/topics/housing-property-and-land/building-and-development/building-and-development-applications/major-development-applications-and-assessments/major-development-proposals/adelphi-terrace,-glenelg-integrated-hotel-development>)
4. The proponent will then prepare a report (in this case this Development Report) addressing the guidelines and all other relevant information. The Development Report must specifically include:
 - a statement of the expected environmental, social and economic effects of the development;

- the extent to which the expected effects are consistent with the provisions of any relevant Development Plan (in this case the City of Holdfast Bay Development Plan and specifically the Residential (High Density) Zone and within this Policy Area 15;
 - the Planning Strategy;
 - the proponents commitment to meeting conditions if any that should be observed in order to avoid, mitigate or satisfactorily manage and control any potential adverse effects of the development on the environment; and
 - any other matters required by the regulations or the Minister.
5. The proponent then submits this Development Report to the Minister who will refer it to the Council, other agencies and place it on public exhibition for 15 business days.
 6. Following exhibition the proponent is invited to respond to any public, Council or agency submissions and any other matters raised by the Minister in writing. Typically this will take the form of a “Response Report”
 7. The Response Report is submitted to the Minister and the Minister will then prepare an Assessment Report. This report will be an assessment of the project considering any submissions, the proponent’s response, comments from the Council and agencies and any other matters that the Minister thinks fit.
 8. The reports are referred to the Governor for a Decision pursuant to Section 48 of the *Development Act, 1993*. The Governor may then approve, approve with conditions and/or reserve matters or, refuse consent to the project and gives notice of his decision by a notice in the Government Gazette.
 9. All of these reports ie the Development Report, the Response Report and the Assessment Report are kept as publicly available documents for a time period determined by the Minister.

2.4.1 Section 46 declaration

By Notice in the Gazette dated 7 May 2015 the Minister for Planning declared the land at 6 – 10 Adelphi Terrace (CT 5085/557, CT 5085, 558 and CT 5085/559) be subject to Section 46 of the *Development Act 1993* for the purposes of the development of the land for:

- a) the construction of a building *within the site specified*⁶ for one of more of the following purposes:
 - i. Residential accommodation;
 - ii. Tourist accommodation;
 - iii. Retail premises;
 - iv. Commercial premises; and
 - v. Function centre;
- b) the demolition of a building *within the site specified*;

⁶ The italics is paraphrased. The Gazette notice clearly and specifically defines the site in Schedule 2 to the Gazette notice.

- c) the undertaking of works for the purposes of, or otherwise related to; roads, stormwater and effluent treatment in connection with the development whether undertaken *within the site specified* or on other adjacent land;
- d) the change in use of land associated with any development within the ambit of the a preceding paragraphs;
- e) the division of an allotment associated with any development within the ambit of a preceding paragraph; and
- f) any related or ancillary development associated with development within the ambit of a preceding paragraph.

A copy of the full notice is included as Appendix 2.

2.4.2 Guidelines

In accord with the requirements of Section 46(7) of the *Development Act 1993* the matter was referred to the Development Assessment Commission to determine the level of assessment and guidelines to apply to the assessment.

The Development Assessment Commission duly established that the proposal should be the subject of a Development Report level assessment. The guidelines against which the proposal is to be assessed are included in full copy in Appendix 3.

In summary these guidelines require the following:

- The Development Report must be presented in terms that are readily understood by the general reader; technical details should be included as appendices.
- The report must provide all of the information sought by the Guidelines.
- The report must set out the consistency of the proposal with respect to the relevant Development Plan, Planning Strategy and other key policies and/or legislation specified.
- The report must state the proponent's commitment to meet conditions to manage any impacts from the development.
- The report must include a summary and introduction and, detail the need for the proposal. The summary must cover all of the matters raised by Section 46D of the *Development Act 1993*.
- A critical level assessment must be made in respect of:
 - » The economic impact of the proposal and this assessment must specifically evaluate the economic contribution of the proposal on the Glenelg and Holdfast Shores precincts, taking into account the existing commercial, retail and tourist accommodation circumstances of the area.
 - » The strategic precinct nature of the area. This assessment is to look at why the precinct is a logical extension of the wider Holdfast Bay precinct, specifically evaluating the nature and use of the offering in a precinct wide sense and taking into account matters of alternative site availability, the urban form

and relationship to development of scale, and, the relationship and proximity of the proposal to the commercial precincts of Jetty Road and the Holdfast Shores environs.

- » The interface with the neighbourhood. This will consider matters such as overlooking, overshadowing, and visual impact upon adjoining and nearby neighbours and ensuring that these interface matters are appropriately managed in the context of the project's height and scale neighbouring development and, the expectation of increased development intensity.
- » The tourism impacts of the proposal. This will require an assessment of the proposal's contribution to the economy and tourism and in particular how it may assist with the achievement of the Government's Tourism Policy.
- A medium level assessment is required in respect of:
 - » Design quality. The proposal must be evaluated against the principles of Good Design by the Office for Design and Architecture SA (ODASA) along with continued participation in the Government Architect led design review process.
 - » The public realm interface and open space areas within the local area including particularly the street frontage and the park across Adelphi Terrace.
 - » The proposal's contribution to employment. In this respect the report must outline how the proposal will foster employment both short term and ongoing. This should include an assessment of any multiplier effect that proposal will generate.
- A standard level assessment is required in respect of:
 - » Location including provision of Certificates of Title.
 - » A completed and signed electricity declaration form.
- The following typical plans as required:
 - » Context and locality plans showing the site in the context of its surrounds
 - » Shadow diagrams demonstrating the extent of shadows cast by the proposal at 9am, 12pm and 3pm during the solstice and the equinox.
 - » A landscaping plan showing any regulated or significant trees on the site.
 - » Coloured high resolution perspectives showing the proposal in context from various locations including a streetscape perspective, human pedestrian scale and some longer views from strategic approaches.
 - » Site plan at a scale of 1:100 or 1:200 clearly indicating the proposed building works including demolition.
 - » Elevations at a scale of 1:100 or 1:200 are required for each side of the building with levels and height's shown in AHD.
 - » Cross sections of the building including ground level, floor levels, ceiling heights and maximum height expressed AHD.

- » Floor Plans at a scale of 1:100 or 1:200 for each level of the building demonstrating what is proposed at each floor with indicative internal layouts.
- » A site survey demonstrating that the proposal will be contained within the allotment(s) boundary(ies).
- » A sequencing and staging plan showing stages as may be relevant to any staged building rules consent.
- » A schedule of materials, finishes and colours.
- » The location and dimensions of any external advertising displays noting specifically if there is to be illumination or moving elements.
- The following specialist reports and details are required:
 - » A design statement outlining the evolution of the proposal from concept to final design.
 - » Transport, access and pedestrian impact assessment that evaluates the current and proposed access arrangements, car parking, as well as pedestrian and vehicular interfaces at the street and within the local road network.
 - » Waste management and minimisation (for demolition, construction and operation) demonstrating the location of waste storage (including the separation of recyclables, hard waste and e-waste) and disposal facilities on the site and provide details of how these facilities will be serviced.
 - » In the event that the Obstacle Limitation Surface (OLS) as determined by Adelaide Airport Limited, and aeronautical impact assessment demonstrating that there will be no unreasonable impact on the operations of the Adelaide Airport.
 - » A noise impact assessment identifying potential noise impacts and demonstrating how noise impacts will be managed.
 - » Details of the proposed stormwater and flood impact mitigation measures as well as any proposed retention and or reuse as part of the development. This should include details about connections into the street or council drain.
 - » A wind impact assessment of the micro climatic impacts such as any wind tunnelling or downward draft on pedestrian comfort and amenity within both the public realm and private recreational areas.
 - » A sustainability assessment must be provided that will outline the environmental sustainability measures incorporated into the proposal.
 - » Details of Crime Prevention through Environmental Design.
 - » A site history assessment.
 - » Details of site services and infrastructure including all utilities and locations of plant and equipment.

2.4.3 Undertaking to abide Conditions

In accord with Section 46D(d) the proponent agrees to meet conditions, if any, that should be observed in order to avoid, mitigate or satisfactorily manage and control any potential adverse effects of the development on the environment.

3. Need for the Proposal

Tourism is an important contributor to the South Australian economy and an industry identified by the Government for growth.

Quite specifically, the Government is targeting growth in tourism generally and specifically in international visitors and international visitor nights. The growing tourism market out of China, although not exclusive, is a key element of the Government's strategy and a target market.

The tourism industry, whilst always an important component of the South Australian economy, takes on an increasing level of importance given the current economic malaise, high levels of unemployment and the need to substantially restructure the State's economy away from its traditional manufacturing base towards new and sustainable industries.

According to a recent article by Professor Richard Blandy⁷, (an eminent South Australian economist) South Australia's Gross State Product (GSP) as a percent of the Nation's Gross Domestic Product has declined from 7 per cent to 6.1 per cent since 2001/02. This equates to a shrinking of South Australia's share of the national economy of 0.075 per cent per annum. If this trend continues, by 2030, South Australia will contribute only 5 per cent to the Nation's GDP.

South Australia has recorded contractions in almost all industry sectors with the exception of health and welfare, public administration and utilities. In the accommodation and food services sector the fall is 1.4 per cent, from 7.1 per cent in 2001/02 to 5.7 per cent now. This highlights the need to revitalise this industry sector.

Providing new and relevant product into the sector (such as will be provided by this proposal) is therefore critical to achieve this revitalisation.

3.1 Project objectives

The genesis of this project is the need to redevelop the site of the current motel with a facility that will fill a demonstrated actual demand and address a current gap in the Glenelg accommodation market.

Working from this starting point, the proposal to redevelop the site has been designed and progressed in a strategic, forward planning manner to provide a high quality 4.5 star hotel, conference facility and ancillary retail/dining not only to address the current situation but to:

- Provide a facility of sufficient size to accommodate future demand in the identified target market;
- Provide a catalyst project that will accelerate the desired growth in this market;
- To increase the depth and breadth of services and facilities in Glenelg for visitors and the local community;

⁷ "South Australian's must take back the economy" Profession Richard Blandy published in "In Daily" 30 July 2015.

- To activate the Patawalonga foreshore and provide for increased connectivity between the Patawalonga, Holdfast Shores, Colley Reserve and Jetty Road;
- Attract foreign investment into the State's economy;
- To provide an increased critical mass for tourism in Glenelg;
- Add to the critical mass of South Australia as a Convention and Incentive destination by providing additional modern convention and meeting facilities; and
- To create jobs by assisting South Australia to establish a sufficient scale to compete with other Tourism destinations by supporting South Australia as a top of mind destination.

These objectives support and are supported by broader Government policy both economic and planning including through the South Australia Strategic Plan, the Government's seven key priorities, the 30 Year Plan for Greater Adelaide, the South Australian Tourism Plan 2020 and the South Australian Tourism Commission's "Activating China 2020" strategy.

3.2 Project justification

The proposal can be justified on the basis that the significant advantages of the proposal greatly outweigh the modest disadvantages expected to be experienced by a small number of local residents.

The benefits of the proposal can be summarized as follows:

- Meeting a recognised significant need for tourism accommodation at South Australia's premier beach side locality;
- Providing tourist accommodation in specific response to the major objectives of the State's key tourism targets;
- The economic activity generated by the construction and operation of a major facility, including \$75M investment in the State's construction industry and the generation of up to \$37M of annum tourism, convention, function and retail expenditure;
- The generation of significant employment during the development and construction phase (estimated at 207 direct and 420 total employees per annum over 2.5 years) and a permanent workforce of up to 231 FTE's (full time equivalents) derived from ongoing visitor and residential expenditure;
- Support for the local Glenelg economy with a potential spend of \$11.5M per annum on local businesses outside of the Marina Regency Hotel;
- Generation of significant taxation benefits for Federal and State Government and an expanded rate base for Holdfast Bay Council with consequent potential for improved service delivery and/or cost efficiencies in the area;
- Generation of a sufficient expenditure base to support the delivery of additional tourist and non-tourist services and facilities in the local area, which will be of benefit to visitors and local residents;

- Delivery of a landmark architectural statement that contributes to the quality of built form in Glenelg and lifts the design standards targeted for the area;
- Delivery of an enhanced public realm that is visually attractive, provides for improved landscaping and additional tree planting, seating for pedestrians, additional on-street parking and creates a vibrancy and activation of this section of Adelphi Terrace and provides a wider footpath area available for use by the public;
- Delivery of environmentally responsible construction and operational outcomes which address sun control, glazing type, shading of facades, natural ventilation, low embodied energy materials usage, efficient mechanical, hydrological and electrical systems, rainwater capture and reuse, water efficiency, computerized building management systems and waste management;
- Improved crime prevention and public safety through increased activation and surveillance, improved lighting and CCTV usage.

The potential dis-benefits can be summarized as follows:

- The afternoon shadowing of properties to the east and south-east of the subject site;
- The limited overlooking of properties to the east;
- For some, the visual presence of the building;
- The minor impact on views for some residents;
- The minor increase in vehicular traffic.

Each of the potential dis-benefits have been addressed through the proposed building's design response to those issues. These issues are discussed in more detail later in the report and in Design Principles in Appendix 5.

3.3 Consequences of not proceeding

The consequences of not proceeding with this project are significant not only for the owner/operator but for the economy of the State.

The State's suite of Strategic Plans are predicated on successful working partnerships between State and Local Government and the private sector. These Plans acknowledge that without the commitment, investment and support of the private sector much of the 'Vision' for the State will not be realised.

To realise the State's tourism potential requires significant levels of coordinated investment in the supporting infrastructure. This includes accommodation, conference facilities and attractions, all of which are in the main supplied by the private sector.

In addition, a supply that is able to accommodate growth is essential. As the target market grows, the State must be in a position to service it immediately. Any lag in facilities is likely to jeopardise further growth in the sector as visitor expectations are not met and, the appeal and top of mind status of the State as a destination is diminished. Any diminution of the destination appeal is critical as it will have long term repercussions as the market not only does not grow in South Australia but moves away from the State and becomes entrenched in alternate destinations.

The successful delivery of the project will provides jobs and thus will create confidence in the economy that is likely have a catalytic effect in terms of encouraging further investment in the sector, through additional operators, new developments and the refurbishment of existing facilities.

Should this proposal not succeed, not only will there be the loss of \$75M in construction activity as well as a loss of additional revenue of a projected \$37M per annum but, there will be the slow and gradual decline in the ability of the current established facilitates to hold market share and this is likely to significantly diminish the overall value of Glenelg as a tourism destination.

4. The Site and Locality

4.1 Site details

The subject site is located at 6-10 Adelphi Terrace, Glenelg North, some 140m north of the Anzac Highway Adelphi Terrace intersection.

The site has a 131.01m frontage to Adelphi Terrace, a 47.37m frontage to George Street and a 39.09m frontage to Canning Street. The site also has a small frontage to Queen Street at the rear of the property.

The site is generally about 35-39m deep, but is more than 57m deep for part of its length.

The total site area is approximately 5175m².

The long axis of the property is approximately in a north-south direction.

The site is currently occupied by the Comfort Inn Haven Marina Motel, a 1970's two storey construction comprising motel rooms, motel reception, a restaurant/bar, a small function area, an outdoor swimming pool and open car parking to the front and rear of the site.

The site has an almost continuous cross over to Adelphi Terrace and includes cross overs to Canning Street and George Street. Deliveries are currently via Queen Street at the rear.

The site comprises three titles:

- CT 4126/626
- CT 4126/627
- CT 4126/628

There are no easements or rights of way over the subject titles.

Copies of the Certificates of title can be referenced in Appendix 1.

4.2 Description of locality

4.2.1 *Neighbourhood*

The subject site fronts Adelphi Terrace to the west and thence the grassed Patawalonga Reserve and the Patawalonga Basin. The Buffalo Restaurant, a replica of the original ship which brought the first settlers to Holdfast Bay, is located almost opposite the subject site within the Patawalonga/Wigley Reserve. A historic tramcar exhibit is also located in this precinct.

The Patawalonga Basin includes boat moorings. Basin levels are maintained by the Lock and access to the ocean is via the boat lock.

The western side of the Patawalonga Basin is flanked by large detached residences with direct water frontage and individual boat moorings. The Glenelg Marine facility and associated car parking is located to the north of these residences.

Canning Street is located to the south of the subject property, beyond which are Aquarius Apartments, a twelve storey apartment building constructed in the 1980's, the two storey Golden Chain motel and the Watermark Hotel, a large suburban hotel with at grade car parking and significant frontages to Adelphi Terrace (c65m), Anzac Highway (c121m) and Sturt Street (c58m). Note that Sturt Street connects with Canning Street and George Street from the east.

George Street is located to the north of the subject property, beyond which are the two storey Haven Court apartments, the three storey Adelphi Waters apartments and the three storey Baywater Holiday Units, all of which front Adelphi Terrace. Two storey apartments front George Street north of the subject site.

To the east of the subject site is a combination of the two storey Glenelg Lakes holiday units, the ring bowls club, and a number of single and two storey dwellings along Canning and Sturt Streets. Dwellings range from older villas and cottages to post war units and recent two storey semi-detached houses.

4.2.2 Wider Glenelg context

Glenelg is South Australia's premier beach resort and, as such, has attracted significant tourist accommodation and facilities and the most significant high rise development outside of the City of Adelaide. All key water frontages have been developed with high rise apartment buildings, serviced apartments and/or hotels, from North Esplanade, Adelphi Terrace, Anzac Highway, Colley Terrace and Holdfast Promenade to South Esplanade, as far as Pier Street. The tallest of these buildings include Atlantic Tower Motor Inn (14 levels), Oaks Liberty Tower (12), Grand Hotel (13), 13 North Esplanade (12) and Aquarius Apartments (12).

Glenelg includes a range of marinas and water based facilities, including Holdfast Shores marina, entertainment venues, tourist facilities, including the Discovery Centre and a significant main street, Jetty Road, which provides for a range of convenience and comparison shopping. A new cinema complex is under construction.

Glenelg is a popular residential suburb and combines colonial era housing with contemporary housing and apartments. Most parts of Glenelg are built to the existing site height and density capacity, reflecting the popularity of the locality.

5. The Proposal

5.1 Description of proposal

The proposal is to redevelop the site with a modern residential and tourist accommodation development to address unmet demand within Glenelg.

The proposal is for the construction of a 12 storey, 4.5 star hotel comprising 146 one and two bedroom hotel suites delivering 219 bedrooms and 60 apartments and penthouses. The hotel will also comprise a 737m² function centre, including a range of smaller and larger function rooms, a café and bar of some 230m², retailing and tourist services of around 767m², car parking for 204 vehicles, an outdoor recreation deck and loading/unloading facilities.

The development value of the project is well in excess of \$100M with a construction value (including fitout) of around \$75M.

A 'replacement' for the current facility elsewhere in the has been achieved by the proponent as a means of providing ongoing accommodation opportunities during the construction phase of the subject development.

The design elements of the proposal continue to evolve in response to the 'Design Review' process, but key elements of the scheme can be summarised as follows:

- high quality architectural design and finishes befitting a 4.5 star international hotel;
- uninterrupted views from every suite and apartment to The Patawalonga and the ocean or to the City skyline and the Adelaide Hills;
- a 3 level podium to the street frontage that replicates the scale of surrounding low rise development;
- a tower element set back from the podium to provide the bulk of the hotel suites;
- provision of a hotel lobby onto the south western corner of the site, addressing Adelphi Terrace, and a range of retail commercial and restaurant/café options fronting Adelphi Terrace and together providing an active interface to that public frontage;
- car parking at the first three hotel levels (representing 4 levels of parking because of the lower floor to floor height), located to the rear of the site and accessed off of George Street;
- a recreation deck on the roof of the podium featuring a 25m pool, sun deck, casual outdoor lounge and bar facilities; and
- introduction of sustainability elements that may variously include, low E glazing, large balcony overhangs, rainwater capture and reuse, green walls to car parks, plantation timber and low embodied energy materials.

The following artist's impressions (Figures 5.1 & 5.2 on the facing page) illustrate the preliminary concept, viewed from both the King Street Bridge and from Anzac Highway.

Plans, elevations and related design documents are attached in Appendix 4 titled Architectural Drawings.



Figure 5.1 Proposal from King Street Bridge



Figure 5.2 Proposal from Anzac Highway

5.2 Design Philosophy

The context of the site provides a unique opportunity for this project, with views, aspect and amenity becoming the influential forces for the design. As such, the design is a contemporary response to place, public identity and a new tourism opportunity.

The design intent for the site seeks to:

- Create a high quality living experience for residents and guests by providing internal and external spaces which take full advantage of the 360 degree ocean, hills and city views.
- Create an inviting and exciting environment which embraces and adds to the vibrancy of the beachside precinct.
- Create an architectural response that derives its form from consideration of its site and local context.

The building responds to its site by exhibiting a singular and cohesive character with horizontal expression drawing from its coastal context and that is appropriate to its residential nature.

The building form evolved through a merging of external and internal drivers. The streetscape and coastal setting saw a 'landscape' response as appropriate over a tower or series of vertical masses. The main building sits atop a podium which extends towards the site boundaries and provides an active 3 level street frontage comprised of retail tenancies, cafes and the hotel lobby. Above are domestic scale hotel rooms and apartments with balconies providing further engagement with the street. The building above is set back from boundaries, reducing its scale from the surrounding streets. It appears suspended and separate from the podium levels, assisted by an open air swimming pool at the podium rooftop, allowing views through and further lightening the building's overall visual mass. The internal planning prioritised each living space and bedroom to have full height windows with views of the hills and/or ocean. The linear arrangement of accommodation creates no overlooking between apartments and no compromised outlooks. The floor plate is simple in its response with accommodation either side of a central corridor, an elegant plan which sits comfortably within the site boundaries.

A far more comprehensive discussion of the building's design principles is contained in Appendix 5 entitled "Marina Regency Hotel Design Principles".

5.3 Principles of good design

The proposal responds to ODASA's Principles of Good Design in the following ways.

Context

"Good Design is contextual because it produces developments that respond to their surroundings. Good design responds to adjacent built and natural elements negotiating the interface between development and public realm, and contributes to the quality and character of a place or precinct."

The unique site context on Adelphi Terrace provides the basis for the main design ideas for the Marina Regency Hotel. The long sweeping curve of the building respond to the broad street frontage and unending views to the

Adelaide Hills, Patawalonga River, the ocean and the horizon beyond. The tower is set atop a lower scale podium which responds to the local residential context and is inclusive of the local community providing a quality public realm, retail offerings and unique cafes. The enhanced public spaces coupled with the increased population will increase the safety and security of the community and contribute to the character of the precinct.

Durability

“Good Design is durable because it creates buildings and spaces that are fit for purpose, adaptable and long lasting. A durable new building should be designed in a way that carefully considers the existing development around it and also promotes the desired future character of the area.”

Robust but simple materials aim to be long-lasting and age gracefully. A restrained, carefully selected and sustainable material palette coupled with sustainable passive design strategies seek to reduce the ecological footprint and increase the building’s lifespan.

Inclusivity

“Good Design is inclusive because it creates places for everyone to use and enjoy, which promotes community cohesion. New buildings that integrate landscape design can optimise useability, privacy, social opportunity, equitable access and respect for neighbours’ amenity. Development that provide quality public spaces cater for desired recreational uses, will help to optimise safety and security both internally to the development and to the public realm.”

The project seeks to deliver an attractive building and environment that resonates with prospective hotel clients and the existing residents of the area through the quality of the design and visitor experience and the vastly improved public realm that will become a gathering point for visitor, tourists and local residents. The enhanced public spaces and increased activity levels will improve surveillance, safety and security in the locality.

Sustainability

“Good Design is sustainable because it produces buildings that meet the highest environmental imperatives and minimises embodied energy. New buildings should contribute to social sustainability by developing appropriate densities. Integrating sustainable systems in new buildings and surrounding landscape design will help improve quality and amenity for occupants.”

The development includes many sustainable building elements including smart air conditioning systems, use of non-ozone depleting refrigerants, LED lighting and motion-sensors, rainwater reuse, water efficient flow management, use of a computerized building management system, energy efficient lift system, deep balconies for sun shading, use of high performance tinted glazing, shading fins at podium level, internal blind systems, natural ventilation to all hotel suites and apartments, operable glazing adjacent to the lift cove, an automated mechanical ventilation system, preference for use of materials with low embodied energy, low formaldehyde emissions and low volatile organic compound content.

Value

“Good Design adds value because it creates desirable places that promote local investment. New buildings that respond to the needs of the local community, promote social diversity and encourage desired future communities.”

The hotel can be expected to generate additional local investment in response to the spending activity of tourists, visitors and residents and can be expected to generate further economic multipliers through the increase in critical mass and the consequent attraction of complementary activities. The local community will be advantaged by access to additional services and facilities and the opportunity for a wider diversity of people and activities.

Performance

“Good Design performs well because it delivers on the objectives of the client’s brief to the benefit of all its users. A new building that performs well promotes the well-being of its occupants and enables people to live and work comfortably. New buildings with successfully integrated and sustainable systems support precincts to operate effectively and efficiently.”

The building performs on a number of levels, notably in delivering the requisite number of hotel beds and range of facilities required of an international hotel, providing a spread of development opportunities (retail and apartments) which underpins the viability of the project, in delivering a quality and sustainable environment for staff and visitors and in managing its relationships with its locality.

5.4 Design Review Panel Process, advice and response

As an additional measure in the evaluation of the proposal, the proponent has agreed to participate in the Design Review process conducted by ODASA. This has involved the submission of the original concept ideas for discussion and review by the Design Review Panel, which comprises eminent architectural practitioners drawn from across the country who provide advice and guidance on the evolution of the design solution for the site. This design development process involves a number of meetings with the Panel and the discussion validation and review of the design concept, initially from first principles and as the panel process progresses, evolves into increasing levels of detail regarding the design response to a range of more specific design elements.

At this stage, two Design Review Panel meetings have been conducted and issues under discussion have included, the logic of a podium and tower over a tower only approach and clarity about the organisation of and access to different land uses, to more detailed design issues such as the approach to the public realm and to the building’s relationship to that public realm, building materials selection, façade details, detailing of the Level 3 podium, hotel suite and apartment designs, circulation and building operation, access to light and air within hotel corridors, interface relationships with adjoining properties, car parking, traffic movement and waste management. The evolution of the design has addressed each of these issues and is comprehensively documented in the Marina Regency Hotel Design Principles (Appendix 5) and its current status is reflected in the Architectural Drawings contained in Appendix 4.

Notwithstanding these documents, it is acknowledged that further refinement of the design may be anticipated as a result of the Development Report public consultation process as well as arising from further design debate with the Design Review Panel. It is expected that at least one further meeting with the Panel will take place following receipt of public comments.

5.5 Materials, colours and finishes

The Architectural Drawings identify proposed materials, colours and finishes for each element of the building and provide colour illustrations of materials, landscaping and public realm elements. These elements are recorded on Drawings SK-5001, SK-5002 and SK-9000 and are referenced back to the building elevations on Drawings SK-2000, SK-2001, SK-2002 and SK-2003. Refer to Appendix 4.

5.6 Landscape concept and public realm

The landscape concept for the proposal contains three main elements:

- The ground plane and public realm;
- The podium deck (Level 3); and
- The green walls.

The ground plane creates an enlarged paved accessible public space by setting the building back from the property boundary and proposing the extension of pedestrian islands into the parking lane of Adelphi Terrace. The area is punctuated with areas of ground planting and shade trees to soften the space and provide separation from the road. Street trees extend into both George and Canning Streets. Street furniture in the form of casual seating and bicycle racks will encourage activity and life in the area. This will be supplemented by the outdoor spillover of the hotel café and the visual interaction between the hotel, café and shops and the first floor function space and the footpath area. A canopy overhang will provide additional shade and weather protection along the building frontage.

The podium deck includes a swimming pool, bar, casual dining and sun lounges. It will be available to hotel patrons, residents and the general public via membership of the hotel. The public area will be separated from the private balconies of hotel suites and apartments by raised planter boxes which will provide physical separation, privacy and security.

Much of the podium will comprise a landscaped roof garden which will capture and use rainwater and provide a picturesque setting for suites that look across and upon the garden. This is not intended to be accessible other than for maintenance staff.

Extensive green walling is proposed for the eastern podium interface with neighbouring properties. The green walling will soften the building form and break up the mass of the eastern building elevation. The minor setback of the building from these boundaries will provide space for ground level planting.

Drawings SK-2003, SK-3002, SK-5000, SK-5001 and SK-9002 provide details of the ground plane and public realm, drawing SK-5002 details the podium level and drawing SK-4001 details the green wall concept.

5.7 Sustainability

The proposal has been designed with an emphasis on environmental sustainability. An ESD Report has been prepared by bca engineers with input from Hassell Architects and this is included in full as Appendix 6.

5.7.1 *Passive Design Elements*

Sun Control

The levels of the building above the podium are all provided with minimum 1200mm deep balcony spaces around the perimeter of the building. These balcony spaces provide shading to the glazed facades on the level below. Pocket balconies in each apartment and hotel room are set back 2400mm from the edge offering further shading for the occupants. Offset floor plates at the North and South ends of the building provide further means of solar control and provide deeper overhangs at these ends.

Glazing and shading

High performance tinted glazing will be used throughout the building to further reduce solar heat gains. This glazing coupled with horizontal shading fins provide the podium levels with further protection from the sun.

Additionally the apartments are provided with deep perimeter balconies designed to address the western sun. Internal blinds will allow occupants to further control sun and glare at a user level.

Further shading will be provided by the proposed street planting.

Natural ventilation

All apartments and hotel rooms have large operable façade panels allowing them to be opened up and become naturally ventilated. The coupling of operable facades, broad private balconies and open plan layouts allows occupants to take advantage of naturally cooling sea breezes unique to the site.

Operable glazing adjacent each lift core allows for the internal corridor to be naturally cross ventilated. Automated control will be incorporated to work with the mechanical ventilation system.

Materials

A restrained material palette allows for careful material selection considerations. Where possible preference will be given to materials that have low embodied energy, low formaldehyde emissions and low volatile organic compound content.

5.7.2 *Mechanical, Electrical and Hydraulic elements.*

The building services shall be designed to meet the 'Deemed to Satisfy' requirements prescribed within the National Construction Code. All aspects of the systems and infrastructure will be designed in accord with industry best practice for principles of environmentally sustainable development.

Air-conditioning Systems

Air-conditioning systems will be equipped with inverter driven or digital scroll compressor technology to maximise energy efficiency at part loads.

Temperature control bands and run time shut downs will be programmed to minimise excessive use. This is particularly relevant to the hotel rooms.

Non-ozone depleting refrigerants

Non-ozone depleting refrigerants (ODP-0) will be used in this project.

Ventilation Systems

All ventilation systems serving public areas are proposed to be interlocked to the associated lighting motion sensors such that unnecessary energy use is limited.

Interior lighting

Interior lighting will generally comprise LED technology and T5 fluorescent solution to maximise energy efficiency balanced with aesthetics, function and cost.

Exterior lighting

Exterior lighting will generally comprise LED technology and T5 fluorescent solution to maximise energy efficiency balanced with aesthetics, function and cost.

All exterior lighting will be impact resistant and weather proof.

Controls

Lighting controls will fundamentally comprise motion-sensor-on with delay-timer-off facilities where practicable to prevent lighting fixtures to remain on for extended periods when not in use. Manual over-rides will be provide at distribution boards or other places convenient to staff.

Lighting controls will also be set to take into account natural illumination conditions.

Rainwater re-use

Onsite rain water collection will be used to reduce demand on the cold water supply. It is intended that water collected from the roof will be reused for toilet flushing and laundry facilities for the first two floors of the development.

A total of 75kl of water will be stored for reuse.

Water will be treated via an ultra violet steriliser prior to redistribution.

An automatic changeover to mains will be installed to swap water sources in the event of insufficient rainwater collection.

Water efficiency

Water efficient tapware will be selected for inclusion in this project. Tapware is to operate at less than 4.5l per minute. Laundry outlets will operate at 4.5l to 6l per minute, showers will operate between 7.5l and 9l per minute and toilets at an average 3.5l per flush.

Building Management System

Data readings from water meters will be integrated into a mini building management system in order to record data, monitor trends and identify any leaks.

Lifts

All passenger lifts will be designed to meet or exceed the best practice requirements for apartment buildings in South Australia.

Energy saving initiatives include:

- Energy recovery systems to take advantage of braking systems;
- Variable frequency lift drive motors;
- Timer controls to ensure lights turn off;
- Digital control systems to maximise traffic control and limit the number of lifts in operation during peak and off-peak times; and
- LED lighting in cars.

5.8 Traffic and parking

MFY has been engaged to provide advice in respect of the parking and traffic arrangements for the proposed development. As a result of this review a number of changes were undertaken during the design phase and accordingly the proposal will comply with the recommendations of MFY and the relevant standards.

A copy of the MFY traffic and parking report is included as Appendix 7.

5.8.1 Parking Design

The building is provided with secure car parking for the residential apartments and an accessible car park for other patrons. The facility is also provided with dedicated bicycle and motorcycle parking.

Secure parking areas

Seventy seven secure parks are provided for the residential apartments. Spaces and turning aisles comply with the relevant standard, AS/NZS 2890.1:2004.

To this end:

- All bays will be a minimum of 2.4m by 5.4m.
- Aisle widths will be 5.8m wide with at least a 300mm clearance to obstructions.
- Columns will be located outside of the car opening and manoeuvring as per Figure 5.2 in the Standard.

- Blind aisles will extend 1.0m beyond the last space.

In accord with the standard in respect of allocated bays, there is no need for a turnaround space at the end of the parking aisle.

There will be one set of six stacked spaces each on level 1 and level 2.

The secure bays will be separated from the public bays by transparent internal roller doors.

Public parking areas

The publicly accessible section of the car park will comply with the requirements of the relevant Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZ 2890.1:2004)*

Specifically:

- All bays will be a minimum of 2.4m by 5.4m.
- Aisle widths will be 5.8m wide with at least a 300mm clearance to obstructions.
- Columns will be located outside of the car opening and manoeuvring as per Figure 5.2 in the Standard.
- A minimum head height of 2.2m will be provided above aisles and parking spaces (with an additional 300mm clearance provided above the disabled access parking spaces).
- The internal ramp grades will not exceed a gradient of 1:5 and will have appropriate transitions at the top (3m at 1:8) and bottom (3m at 1:6:7) for car clearances.
- A turn around area will be provided at the end of any blind aisles (greater than six spaces in length).

The publicly accessible spaces will also comply with the Standard in respect of disabled facilities in that these spaces will be 2.4m wide and 5.4m long with an adjacent 2.4m shared space.

Bicycle parking

Bike parking for both pedal and motorised bikes, is provided within the ground level car parking area.

Bicycle parking is also proposed within protrusions along Adelphi Terrace in close proximity to the main entrances.

Approximately 40 bicycle parks will be provided as part of the proposal.

5.8.2 Delivery and refuse collection

Deliveries and refuse collection is proposed from Canning Street. It is expected that movements in this area will be low with the number of trips generated through deliveries and waste collection estimated to be in the order of five per day.

The largest expected delivery vehicle to service the site is an 8.8m medium rigid vehicle (MVR). There will be a minimum head height clearance of 4.5m. The loading area is approximately 8m wide. This complies with AS 2890.2:2002. Trucks will be able to enter and exit the site in a forward direction.

Refuse collection will be undertaken from the loading area. Waste collection will be via a vehicle of a similar size to the delivery vehicles and thus access is as per the above.

5.8.3 Parking assessment

An assessment of the parking provided for the proposed development was undertaken having regard to the requirements of the Council’s Development Plan (including the observation in the Plan that the zone is “...accessible by public transport (in the form of buses and tram)”... and that “accordingly there is a recognised reduced need for provision of private car parking”), current trends in car parking and the consequent current recommended parking rates for the various uses on the site, existing provision rates and importantly the proximity of the proposal to public transport. A sensitivity analysis of parking scenarios was also undertaken.

A total of 204 car parking spaces are proposed as part of this development. This comprises 77 dedicated residential parking spaces and 127 public spaces for use across the development.

Table 5.1 below shows the parking adopted for this assessment:

Use	Parking rate
Retail	4.5 spaces per 100m ²
Residential	0.75 spaces per 1 bedroom independent habitable unit
	1.0 spaces per 2 bedroom independent habitable unit
	1.5 spaces per 3 bedroom independent habitable unit
	1 space per 5 units for visitors
Hotel	1 space per four units
Café/functions	1 per 5 seats
Meeting hall	1 per 5 seats

Table 5.1 Car parking rates

Based on the above rates the proposal would require a theoretical 208 parking spaces as shown in Table 5.2 below.

Use	Quantity	Rate	Spaces
Hotel Room	146 rooms	0.25 per unit	36
2 Br Apartment/Penthouse	16 apartments	1.0 per unit	16
3 Br Apartment/Penthouse	44 apartments	1.5 per unit	66
Apartment/Penthouse visitor		0.2 per unit	12
Retail	768m ²	4.5 per 100m ²	35
Café/function	174 seats	0.2 per seat	35
Meeting	40 seats	0.2 per seat	8
Total			208

Table 5.2 Theoretical car parking demand

Based on this theoretical demand the development as proposed is four car parking spaces under-provided.

This requirement for 208 car parks is however, considered to be a theoretical demand based on the peak parking demand for all uses on site occurring simultaneously. A sensitivity analysis of three scenarios scenario 1 - a weekday lunchtime period, scenario 2 - a weekend lunchtime period and scenario 3 - a weekday/weekend evening period after 7pm was undertaken. In respect of scenario 1 typically the café would only be at 50% capacity, pursuant to scenario 2 the meeting rooms are unlikely to be in operation during the lunch period and it is likely that about 50% of the hotel guests with vehicles would be out in the vehicles and in relation to the third scenario the meeting rooms are unlikely to be occupied and the retail would be operating at no more than 70% of the peak parking demand.

On this basis the sensitivity analysis concluded that there would be a maximum demand at any one time of 186 car parking spaces. This is shown in Table 5.3 below.

Use	Theoretical space requirement	Percentage of peak demand	Weekday lunchtime	Percentage of peak demand	Weekend lunch scenario	Percentage of peak demand	Evening scenario
Hotel room	36	50%	18	50%	18	100%	36
2 bed. Apartment*	16	N/A	16	N/A	16	N/A	16
3 bed. Apartment*	66	N/A	66	N/A	66	N/A	66
Visitors apartments	12	25%	3	100%	12	100%	12
Retail	35	90%	32	100%	35	60%	21
Café/ function	35	50%	17	100%	35	100%	
Meeting	8	100%	8	100%	35	0%	
Total	208		160		182		186

Table 5.3 Sensitivity analysis

*These are dedicated spaces

On the basis of this analysis MFY concludes that the parking to be provided as part of the proposal will be adequate to supply the development.

Disabled spaces are provided at a rate of 2% to meet the Building Code of Australia.

5.8.4 Traffic Assessment

A traffic assessment was undertaken by MFY to determine the impact if any that the proposal will have on the surrounding streets.

Vehicle access to the site for domestic vehicles will be from the existing George Street access. Service vehicles will access the site via Canning Street. This access way to Canning Street will be the result of relocating the existing crossover to the east. As part of the proposal all five existing crossovers to Adelphi Street, approximately 80m, will be closed. This will improve pedestrian safety and will also improve the amenity of the public realm.

The existing crossover to Queen Street will also be closed.

For the purposes of traffic generation MFY has used the following traffic generation rates.

- Café and function rooms 5 trips per 100m²;
- Meeting rooms 1.2 trips per 100m²;
- Hotel accommodation 0.4 trips per unit;
- Retail 9 trips per 100m²; and
- Residential 0.32 trips per unit.

This equates to a total of 182 trips per day, which is 125 more trips than is currently generated by the existing Comfort Inn Haven Marina Motel.

It is expected that these trips will be distributed as follows:

- 20 trips at the car park access will go east and west along George Street respectively;
- 60 trips to the site will be from George Street from the west; and
- 25 trips to the site will be from George Street from the east.

MFY concludes this access to be suitable and the additional number of trips will not put any pressure on the surrounding road network.

5.9 Crime prevention through environmental design

Principles of Crime Prevention through Environmental Design (CPTED) have been integrated into the design of the Building.

Passive surveillance over public areas is provided through the location of highly trafficked land uses with extended hours of operation such as cafes and retail fronting onto and overlooking ground level public spaces. Balconies from the hotel rooms and apartments will supplement this casual surveillance and due to the additional height will provide opportunities for casual surveillance over Wigley Reserve.

The building has been designed and particularly in respect to the public spaces such as corridors, the outdoor deck, the car park and footpaths to avoid areas that could provide for potential entrapment. Blind corners and dead ends have been avoided and clear lines of sight are provided. Pedestrian routes in these areas are typically straight and/or have good lines of sight.

Public spaces will also be appropriately illuminated at night.

CCTV surveillance is promoted by the City of Holdfast Bay. Whilst CCTV is not a fail safe mechanism to avoid crime, in conjunction with those other mechanisms, it is a clear deterrent.

Landscaping will be selected not only for its sustainable growing properties and green impact but also for CPTED properties and thus clean trunked trees and low scale vegetation prevail over bushes and shrubs that of themselves can provide opportunities for concealment.

Site legibility is promoted through clear design of entry points, stairwells, lifts and exit points and will be supplemented with signs.

Pedestrian and vehicular paths are largely separated for improved safety. A reduction in the number of crossing points to Adelphi Terrace will also assist with pedestrian safety.

The interface between the design of the building and key entry points and access to Wigley Reserve are proposed to align again to improve legibility and also to maximise safety and connectivity.

A copy of the CPTED report is enclosed in Appendix 8.

5.10 Waste management

A comprehensive waste management system is designed into the building to enable good waste management practices across the various uses on the site.

A copy of the waste management report and schematic are enclosed in Appendix 9.

5.10.1 Construction and demolition waste

During site works and construction, waste will be managed in accord with a construction environment management plan. Where possible materials will be recycled or reused. Litter and wash water will be stored on the site for appropriate disposal.

Construction waste will be managed by an external contractor.

5.10.2 Putrescible waste

Putrescible waste (other than green waste which will be dealt with in detail in the next section) will be managed through deposition in dedicated chutes provided on each level.

Residents will be able to place waste into the chute located near the cores of the building where it will transfer via gravity to holding bins in a waste room located in the car park. Based on typical waste generation rates, provision has been made for 5700 l of waste per week for the apartments.

Putrescible waste from the hotel rooms will be dealt with in a similar manner to the residential apartments with cleaners managing the waste to the chute that will be located near the hotel core of the building. A provision of 5110 l of waste per week has been allocated from the hotel apartments. This assumes 100% occupancy.

From the holding bins, waste will be removed regularly to the waste store and recycling room also into the car park near the loading area where it will be prepared for regular collection by a contractor.

Putrescible waste from the commercial premises will be taken by tenants to the holding bins in a retail waste room via convenient rear access paths. This will be transferred for storage and collection as per the hotel and apartment waste.

An allowance of 25,065 l per week is allocated for the commercial premises. This includes an allowance the commercial elements of the hotel.

Waste will be stored on site in bins of varying size but typically 660l, 1100l and 1500l. Collection will be undertaken by the contractor at least twice per week.

5.10.3 Green Waste

Green waste will be treated in the same way as the putrescible waste but via its own dedicated system to avoid contamination of waste streams.

Allowance of 1640 l per week of green waste has been allocated for the apartments, 1533 l per week for the hotel rooms and 29,281 l per weeks for the commercial areas including the hotel.

Management of the landscaped areas will be contracted to a gardening contractor. Green waste in the form of clippings and plants associated with the landscaping on the site will be removed from site and disposed of by the contractor at the time gardening.

5.10.4 Recyclables

A dedicated system will be provided for dry recyclables to encourage point of source recycling.

Residents' recyclables will be deposited by the resident in secured recycling cupboards on each level located near the waste chutes. This waste will be collected by staff with this as a dedicated task and transferred to the storage bins in the waste area.

Recyclables from the hotel rooms will be collected by staff and taken directly to the main waste and recycling room.

Recyclables from the commercial premises will be taken to central collection points as per waste and organic.

An on site provision of 16,591 l per week is allocated for combined recyclables.

5.10.5 Hard collection and e-waste

The City of Holdfast Bay operates an at call hard waste e-waste at-call collection service. Residents in the apartment will be able to avail themselves of this Council service.

Residents have access to individual storage areas that will accommodate this waste temporarily.

Hard waste and e-waste from the balance of uses on the site can be deposited in the waste and recyclables areas and will be removed by the contractor.

5.10.6 Hazardous waste

Beyond the construction phase hazardous waste is expected to be minimal. Residents will be able to dispose of any hazardous goods, paint etc, through currently available options at hazardous material depot collections points.

Contractors will be engaged to ensure elsewhere of the site hazardous waste is managed. This can be stored in a segregated section of the waste room for safety.

5.10.7 Non-hazardous liquid waste

Nonhazardous liquid waste generated from the hotel operations will be collected by specialist contractors as currently occurs on the site.

Grease from kitchen arrestors and the like, will be collected by an accredited contractor with regular pumping of sumps.

Such liquid waste will be collected via access from the loading dock.

5.10.8 Waste collection

All waste to be removed from the site by a contractor will be removed on a regular basis (minimum twice weekly). The contractor will remove waste via the loading dock area and this will be undertaken wholly within the site. Contractors will typically use a ridge vehicle up to 8.8m in length. The loading dock is designed to accommodate such a vehicle.

5.10.9 Waste room management

The waste rooms will be ventilated or under negative pressure to ensure any odour is managed. The rooms and bins will be cleaned (washed) regularly to minimise odour and grime. Each waste room will be fitted with a waste water trap that will transport the water to a holding facility.

5.11 Airport impact assessment

The proposal at a height of 50.4m AHD exceeds the Obstacle Surface Limitation applicable to the site and therefore will require approval from Adelaide Airports Limited (AAL).

The proposal has therefore been referred informally to AAL for comment.

AAL advises that as long as the proposal including the height of any cranes does not exceed the PANS-OPS surfaces limit for the site (approximately 74m AHD) then an airspace impact statement will not be required.

It is proposed to use a hammer head type crane. These cranes have a largely horizontal span as is shown on the plans in Appendix 11. Therefore the PANS-OPS surface will not be exceeded either during the development of the project or by the project upon completion.

A copy of the advice from AAL is included in Appendix 10.

Crane details are included in Appendix 11.

5.12 Noise assessment

Aurecon has been engaged to provide advice in respect of noise impacts, both sources of noise that may impact upon the development and sources of noise that may emanate from the development.

The key sources of noise external to the development that may impact the development are road traffic noise predominantly from Adelphi Terrace and aircraft noise in association with the operation of Adelaide Airport.

Key sources associated with the development that may provide impacts external to the development are identified as being Building Services and Plant and exhaust and/or ventilation systems and, the car park.

5.12.1 Road noise

Road traffic noise is considered to be the potential dominant offsite noise impact source. Adelphi Terrace is the major contributor to this noise source and accordingly the western façade facing this road is the most susceptible and potentially requires the highest levels of treatments.

Aurecon recommends that traffic noise impacts can be appropriately managed through façade design, glazing selection and insulation.

Aurecon recommends a variety of glass panel thicknesses to the various frontages with some double glazing options for the western façade. Furthermore any operable windows and doors facing Adelphi Terrace are recommended to have quality seals to supplement the noise attenuation properties when closed.

5.12.2 Aircraft noise

The site is located approximately 3.5km west of the Adelaide Airport.

Noise associated with aircraft is predominantly upon take-off and landing. This is an intermittent noise source and therefore is considered to have a lesser impact than the road noise.

A review of the Australian Noise Exposure Forecast (2034 ANEF) contour map for Adelaide Airport shows that the subject site is well outside the 20 ANEF Contour. In accord with Australian Standard AS 2001-2000 impacts from aircraft noise are considered to be acceptable without any specific attenuation treatments.

5.12.3 Building services and plant

The key sources of plant based noise are likely to be items such as roof mounted thermal plant and exhaust and ventilation systems.

Plant is proposed to be located within the building and thus screened from view and protected as a noise source by walls. Any roof mounted plant will be sourced with noise emission qualities in mind, and will be screened for visual and acoustic amenity.

Noise associated with the loading and unloading is considered to be no greater or less than the current situation given that it will be contained wholly within the building.

5.12.4 Car Park

The car park provides another potential noise source that has been investigated by Aurecon.

The primary access to the car park is along the northern boundary placing it in the most appropriate location with respect to potential sensitive receptor sites.

Aurecon's assessment is that the operation of the car park will have an insignificant impact on the potential receptor sites. Aurecon further concludes that the short term noise associated with the car park activities is

expected to be identical to the current situation. In any case background noise from road traffic is likely to be significantly higher and will mask any noise emanating from the car park.

The surface treatment of the car park will be selected to minimise noise from tyres.

A full copy of the noise report is included as Appendix 12.

5.13 Wind assessment

A preliminary wind impact analysis for the proposed development has been undertaken by Aurecon.

In undertaking this assessment Aurecon has considered general wind movement patterns in respect of buildings such as this one and the specific wind conditions of the locality.

The prevailing winds at the site during the warmer months (spring and summer) come from the south west. During the cooler months wind comes from the west. Easterly winds are very infrequent at this site.

The speed of the wind varies. Typically however it is 2.8m/s – 5.6m/s in the warmer months with a skew to typically 6.6m/s – 8.3m/s in the afternoon. For 95% of the time wind speed will be under 8m/s – 10m/s.

Based on the Davenport Comfort Criteria the wind conditions expected at the north-east quadrant of the building would be classified as C4, for the south east quadrant it would be just above C3. In both instances the setbacks from the podium edge and the significant faceted form of the building will make any acceleration of winds at ground level unlikely.

Aurecon's full wind impact analysis is included as Appendix 13.

5.14 Site history

LBW environmental projects was commissioned to undertake a preliminary site investigation – site history. A copy of the report is in Appendix 14. The site history covered three Certificates of Title CT 5085/557, CT 5085/558 and CT 5085/559 and adjoining land.

The site history researched current and historical land uses and associated activities on or adjacent the site to identify whether potentially contaminating activities (PCA) as defined in the *Environment Protection Regulations 2009* may have occurred on or near the site.

A desktop analysis was also undertaken with respect to the likelihood that PCAs could have caused site contamination, with regard to the future proposed hotel use.

These investigations concluded:

- One PCA (fill or soil importation) as defined in the Regulations was identified to have potentially occurred on the site. This is considered to be of minor significance for the future development.
- Two activities of potential environmental significance were identified to have occurred on the site. These are the presence of asbestos (ACM) in building structures and the operation of a grease arrestor.

LBW concludes that based on these findings further environmental investigations of the site is unlikely to be necessary.

A detailed assessment to identify any potential ACM will however, be required prior to demolition and any spoil requiring off-site disposal (particularly in the vicinity of old asphalt) is likely to require disposal classification prior to excavation occurring.

The applicant commits to this recommendation.

5.15 Site services

BCA engineers was commissioned to provide information about services to the site and the capacity of these services to support the project and/or the need for and level of augmentation expected.

Services investigated included:

- Electricity
- Telecommunication
- Fire water
- Sewer
- Potable water
- Gas

Each of these were examined in some detail and a copy of the full BCA engineers infrastructure report is included as Appendix 15, and a summary of the key findings in provided below.

5.15.1 *Electricity*

An application has been made to SA Power networks for the undergrounding of the existing overhead power lines in a north-south orientation along Adelphi Terrace, from George Street to Canning Street. Associated works will include the establishment of new street lighting in consultation with Stake holders. Telstra infrastructure will be concurrently and similar relocated.

SA Power networks will provide a new power supply transformer in a dedicated transformer room facing Canning Street to enable the project.

On the basis that the existing electricity power lines will be undergrounded, and the required statutory clearances to the new lines maintained the project will comply with Section 86 of the *Electricity Act 1996*.

Street lighting will be implemented as vehicle category 3 to AS N25 1158, and SA Power Networks/Department for Planning Transport and Infrastructure requirements.

5.15.2 *Telecommunications*

The NBN 'roll out' is yet to commence in Glenelg. The development will however be future proof designed and constructed and thus be fibre ready. Existing telecommunications infrastructure is available along Adelphi

Terrace (this is proposed for undergrounding as noted in 5.16.1 above) and other surrounding streets. This existing network will be altered and extended to enable telecommunications to this development.

5.15.3 Fire water

Fire water supply to the site will be provided by two new 150mm connections to the 150mm SA Water main within Adelphi Terrace. Duty suction pumps (electric and diesel), suction break tanks, hydrants, sprinklers and other support infrastructure will be provided on site.

5.15.4 Sewer

Two existing 150mm Authority sewer connections are proposed to be retained to service the development. One existing connection will be made redundant and an additional new connection will be provided off Canning Street. A 5,400 l in-ground arrestor will be provided on site to pre-treat grease waste prior to discharge to the sewer.

5.15.5 Potable water

The current 40mm water meter main on the southern side of the site shall be made redundant. An existing 32mm meter on the same side shall be upgraded to 50mm to provide the domestic cold water supply. A 6,500 litre break tank is proposed for the domestic cold water supply to ensure that peak demand can be met. This will be pressured via pumping from the break tank to three 20kl header tanks.

5.15.6 Gas

Gas supply lines are provided by the Authority along all of the streets around the development site. Natural gas will be taken from this service and will be used for domestic hot water plant and the café/kitchen.

5.16 Stormwater and flood impact assessment

PT Design was commissioned to undertake an assessment of the site from a stormwater and flood potential perspective.

5.16.1 Flood Management

Council requires properties to be set above the 1:100 year ARI flood inundation level. Maps provided by the City of Holdfast Bay via its website indicate that in such an event whilst the adjacent roadways will be approximately 200mm underwater this will not extend to the site.

Accordingly for the purposes of flood management the finished floor level should be set at a height of 300mm above the top of kerb. This will equate to a height of approximately 3.0m AHD.

5.16.2 Stormwater management

PT Design liaised with the City of Holdfast Bay in respect to Council's expectations for stormwater management and required detention.

Pursuant to calculations pertaining to pre and post development runoff it was agreed with the Council that the development should provide a maximum of 20kl of detention above any retention required for on-site reuse.

To achieve this the development proposal will:

- Have its subsurface drainage system designed for a rainfall event of 1:10 years of a 5 minute duration;
- Limit the flow from the roof of the proposed development and surrounding hard stand areas to the existing Council infrastructure and this will not exceed the current level of runoff from the site;
- Provide a minimum of 25 kl below ground detention within the proposed car park; and
- Have a finished floor level at 300mm above top of kerb.

A full copy of the PT Design report is included in Appendix 16.

6. Impacts of Proposal

6.1 Economic impacts

The project will have significant positive economic impacts for both Glenelg and South Australia. While some of these impacts are discussed in more detail in subsequent sections of this report, the following table, Table 6.1 represents a summary of the anticipated economic impacts of the Marina Regency Hotel for Glenelg and South Australia.

Item	Value	Commentary
Project Value	\$110M	
Construction Value (including fit out costs)	\$75M	Provided by CoombsBarei Construction
Direct employment associated with project delivery	518	Over a project delivery period of 2.5 years, this equates with 207 employees per annum
Total employment including multiplier effects	1050	Over a project delivery period of 2.5 years, this equates with 420 employees per annum
Direct State and Federal Taxes generated by \$75M construction	\$4.7M	
Total State and Federal Taxes including multiplier effects	\$10.7M	
Direct permanent employment at new facility	65FTE	High proportion of local employment anticipated. Provided by Comfort Inn management
Total employment from tourist expenditure	231 FTE	High proportion of local employment anticipated, with 187 FTE based in the Glenelg area.
Total visitor nights at the new facility	134,000	A hotel of 95,000 visitor nights at the hotel and 29,000 permanent resident nights
Total expenditure on hotel accommodation, conferences, functions and tourism spending	\$37M p.a.	Expected \$30M spending within Glenelg, including \$11.5M in facilities and services other than at the Marina Regency Hotel. A further \$7M spending outside of the Glenelg area.

Table 6.1 Summary of economic benefits of the project

6.2 Strategic precinct evaluation

6.2.1 Alternative site availability and current zoning restrictions

For Glenelg to continue to contribute at significant levels to the State's tourism industry there is a need for continued product development. This is recognised in the State's Tourism Plan and more recently the public statements by the Government.

The accommodation stock in Glenelg, whilst some of the best outside of the CBD, has not been significantly added to in the last 15 years (with much of the stock much older than this) and there is current market demand for additional product in the 4+ star range.

Despite this demand and the specific locational attributes of Glenelg as a destination, the current Development Plan for Glenelg makes totally inadequate provision for land to accommodate such development. Although there is qualitative policy that in some zones strongly supports the development of tourist accommodation, this

is significantly tempered by the quantitative metrics that limit the height of buildings to three and five storeys. This effectively prohibits the development of large scale high end tourist accommodation and associated function facilities in the State's prime seaside destination.

Hotels, motels and serviced apartments occupy many vantage points in Glenelg, most notably along the prime waterfront strips of Holdfast Promenade, South Esplanade, Colley Terrace and Adelphi Terrace (and Anzac Highway in the vicinity of Wigley Reserve). These locations represent the principal opportunities for a high end 4 or 5 star hotel location due to their combination of water views and proximity to services.

Significantly, however, very few opportunities of sufficient size exist along these frontages to develop a hotel of the scale necessary to meet the international tourist market. The existing Comfort Inn Haven Marina site is the only site which combines a wide frontage to a water body (130m) and sufficient area (5175m²) to deliver a 200 plus bed hotel with a quality outlook. The only other site of equivalent scale which is underdeveloped is the Watermark Hotel site, however this site does not have the equivalent frontage to a water body and is more remote from that water. Moreover, there is not a single undeveloped site within the stated frontages (or elsewhere in Glenelg) that delivers the required building height under the current Development Plan provisions. The only zoned 12 storey sites are those that already have high-rise buildings on them, which are highly improbable redevelopment sites.

Between the designated 12 storey height limit sites are 3-5 storey sites which are manifestly inadequate for the type of development now proposed and do nothing to encourage the development of the high end tourist accommodation product sought for Glenelg.

There is an imperative to review height and density constraints in this part of Glenelg if South Australia's tourism objectives are to be met in our premier seaside destination. The policy initiative of the State Government embodied within the Inner and Middle Metropolitan Corridor DPA seeks to investigate opportunities to meet this need. This initiative has only recently commenced and can be expected to be some time before any consequential rezoning occurs, if indeed, that is the outcome of those investigations. That process will be subject to its own public consultation and engagement in the future and therefore delivers no certainty regarding access to alternative tourist development sites now.

6.2.2 *Commercial/tourism precinct relationships and linkages*

The accompanying plan, Figure 6.1 tourism/commercial precinct, highlights the interplay of the commercial and tourism precincts in Glenelg. There is a strong overlap between tourist facilities and services and the commercial precincts of Glenelg. The tourist accommodation focus is primarily along Holdfast Promenade, South Esplanade, Colley Terrace, Adelphi Terrace and Anzac Highway, but also extends to Moseley Street and Durham Street, which are in close proximity to South Esplanade and Colley Terrace.

Tourist destinations include Glenelg Beach, Glenelg North Beach, Jimmy Melrose Park, Colley Reserve, The Beachouse, Bay Discovery Centre Wigley Reserve, Holdfast Marina, Patawalonga Marina, the Boat Club, the Glenelg Jetty, the breakwaters, Moseley Square, Jetty Road and Partridge Street (the new cinema complex). Facilities and activities on offer include entertainment venues, bars, cafes, restaurants, tour guides, car hire,

museums, galleries, travel agents, water sports, boating, fishing, hire venues (surfboards, bicycles, boats, scuba diving), sports venues (including football, cricket, bowls, croquet), parks, playgrounds, barbecues, promenading and cinemas (December 2015). Retail outlets cater for locals and tourists with convenience goods for daily consumption and comparison goods including souvenirs, clothing, handicrafts, artworks, personal services (spas, hair, beauty, and personal goods), books and music, and communication services.



Figure 6.1 Tourism/Commercial Precinct

Services and facilities are linked by a comprehensive bus network, the Adelaide-Glenelg tram and a network of public car parking stations. Pedestrian and cycle movement is catered for via a path network and on-street bike lanes.

North-South movement is addressed by the non-vehicular network which runs along South Esplanade, Moseley Square, Holdfast Promenade and along both the east and west banks of the Patawalonga Basin.

East-west movement is largely along the existing street network, especially Jetty Road and Anzac Highway, and is supplemented by various beach links.

The accompanying plans, Figure 6.2 - Public Transport and Figure 6.3 - Connectivity, highlight these linkages.

The Marina Regency Hotel site is located in the northern quadrant of this precinct but is surrounded by existing tourist facilities and is linked to the wider precinct via road, cycle, pedestrian network and public transport.

Adelphi Terrace includes the Watermark Hotel, Golden Chain Motel, the Comfort Inn, Baywater Front Holiday Units, Patawalonga Motor Inn and Glenelg Lakes Holiday Units. It sits across the road from the Patawalonga Marina, Glenelg Marine and Scuba Diving, Adelaide Scuba, the HMS Buffalo (restaurant and bar), the tramcar, and Wigley Reserve and is only 200m from Holdfast Shores Marina and Colley Terrace and, 550m from Jetty Road. The site is linked by an existing walkway and cycleway to Holdfast Shores Marina and thence to Holdfast Promenade, Moseley Square and South Esplanade. Jetty Road is an easy walk via Colley Terrace, Durham, Sussex or Nile Streets. Glenelg Beach is accessed via Holdfast Promenade and Glenelg North Beach via the Patawalonga Lock walkway. Bus routes along Adelphi Terrace and Anzac Highway provide direct access to the City, Adelaide Airport, Adelaide Oval, Marion Shopping Centre, Arndale Shopping Centre and a host of other locations.

The Marina Regency Hotel site is within the existing tourism commercial precinct of Glenelg and is closely connected via car, bus, bike and foot. It provides an ideal tourist accommodation location by virtue of its outlook, its proximity to services and facilities, its easy access to two beaches and its direct public transport linkages.

6.2.3 *Urban Form Relationships*

The proposed development, at 12 storeys, relates comfortably to its immediate neighbour to the south (Aquarius Apartments) and to Liberty Towers on the corner of Anzac Highway and Colley Terrace and the Atlantic Tower Motor Inn on the corner of Anzac Highway and Sussex Street.

In a broader sense, the proposed development also sits comfortably within the Glenelg skyline, which is the only multiple building high rise skyline outside of the City of Adelaide and includes numerous high rise buildings stretching from Saltram Tower in the south to the North Esplanade/King Street Tower in the north. Viewed from any direction, the Marina Regency Hotel site is within the sweep of these buildings and, therefore, will always be viewed as one of many buildings piercing the Glenelg skyline.

At the local level, the horizontal mass of the proposed building is consistent with the elongated nature of its neighbours to the north along Adelphi Terrace (Haven Court, Adelphi Waters). The three level podium replicates the scale of development along Adelphi Terrace (Adelphi Waters - 3 storeys, Baywater Holiday Units - 3 storeys),

while it is noted that two sets of 4 storey flats have been constructed in Sturt Street and Tod Street, which is parallel to Adelphi Terrace to the east.

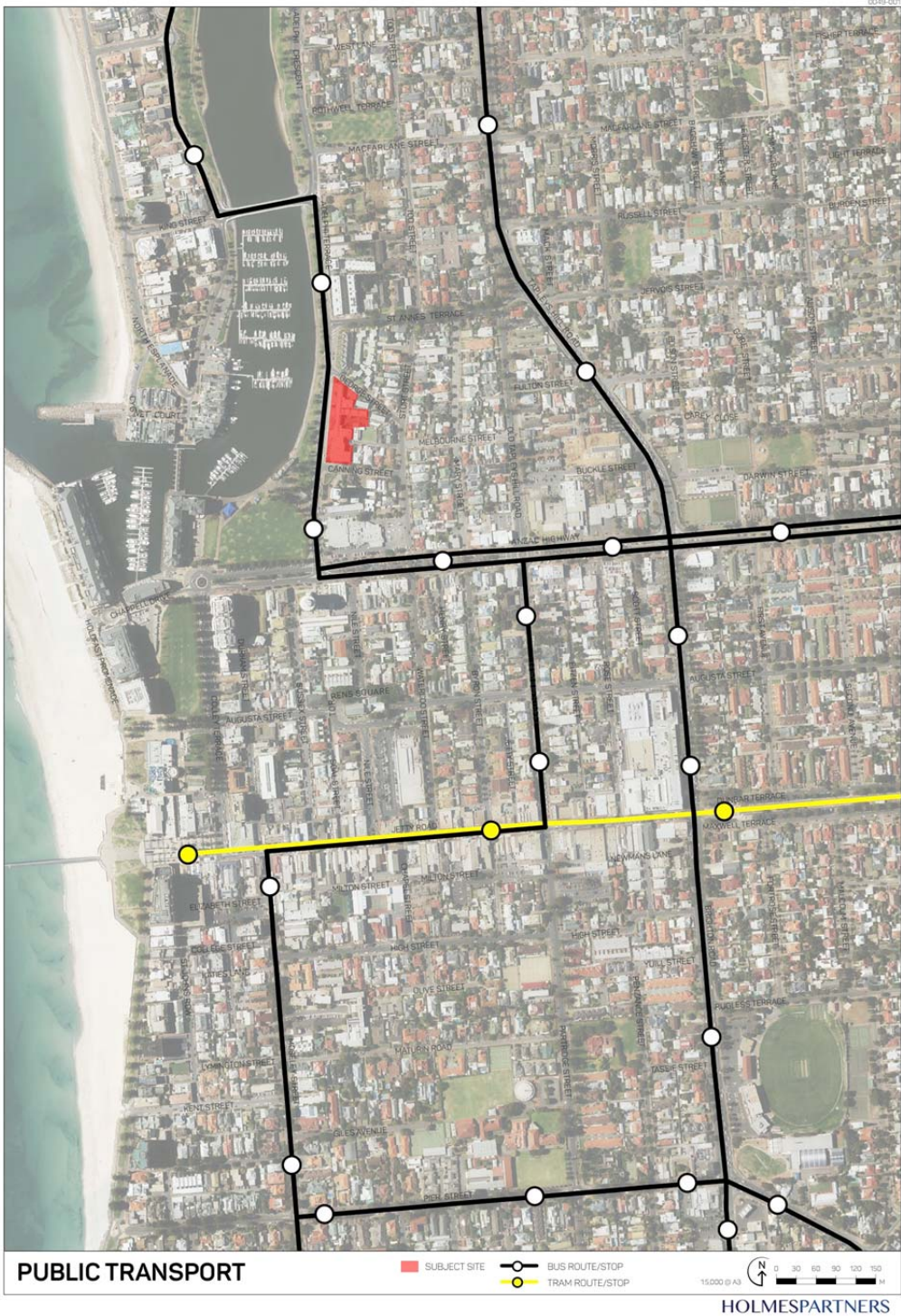


Figure 6.2 Public Transport

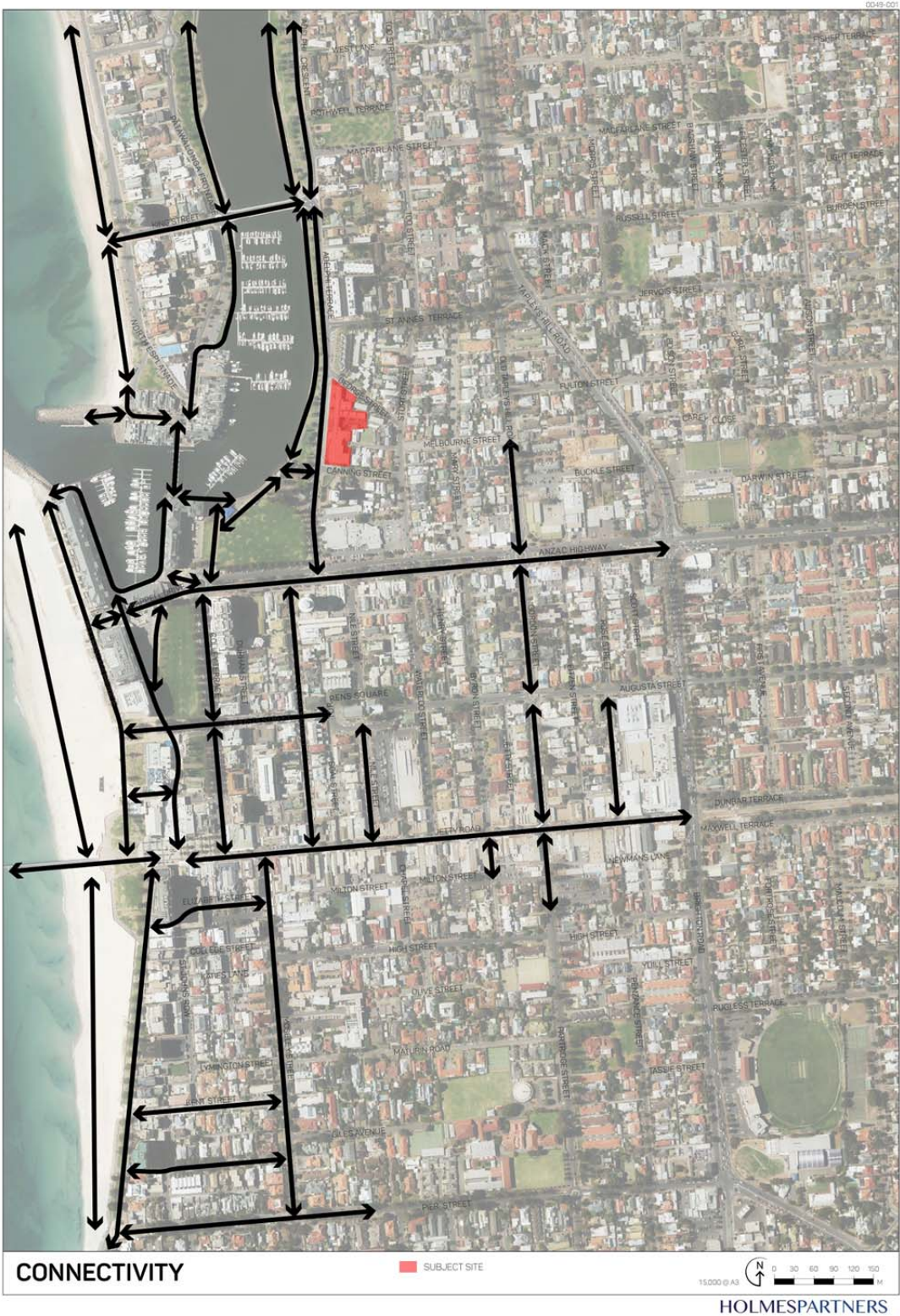


Figure 6.3 Connectivity

The podium steps down to two storeys along the southern portion of its eastern interface with the adjacent development and down to one storey along the northern portion of that eastern interface. (There are four car parking levels, the equivalent of three building levels, between these northern and southern portions of the eastern interface). In views of the one and two storey nature of development to the east, this represents a manageable interface between the proposed podium and the existing residences, holiday apartments and ring bowling clubrooms to the immediate east.

The façade of the tower portion of the proposal is setback more than 13m from the eastern boundary of the site at its southern end and from 9.5m to 14.5m from the eastern boundary of the site at its northern end, providing a reasonable physical separation from the bulk of the proposed building. While this does not diminish the scale of the proposed tower, it does significantly reduce any sense of overbearing which might otherwise be evident from a tower built close to the site boundary. For example, we note that the Aquarius Apartments building, immediately to the south of the subject site, is located only 8m off its eastern boundary which is shared with a single storey detached dwelling.

6.3 Neighbourhood interface

6.3.1 *Overlooking*

The proposed development has been carefully designed to avoid overlooking of the private spaces of adjoining properties. In particular, the building has no windows facing onto properties to the east at podium level and hence provides no direct view from the nearest lower levels of the building into any private space. Above podium level, the tower element is setback from the edge of the podium, thus limiting the downward vision of any persons in the tower. This is illustrated in the attached plan, Figure 6.4 Viewsheds from Hotel. This is not to infer that there will be no overlooking. Rather, this design feature ensures that view into the nearest residence will be restricted at lower levels in the tower, while the distance and angle of vision from upper levels to subsequent dwellings is in excess of a reasonable viewing distance (i.e. greater than 15m) and the reducing angle of vision increasingly ensures that the first residence hides the second residence from direct line of sight and so on.

The Good Residential Design SA Handbook specifies 15m as a suitable minimum distance for direct views from one property to the next. As can be seen in Figure 6.4, the distance from a viewing point on the hotel tower to the nearest private open space is more than 40m.

Views to the north and south are to the public 'front yards' of dwellings facing Canning and George Streets, while views to the west are to the Patawalonga Basin. The minimum distance between balconies of the proposed Marina Regency Hotel and the Aquarius Apartments is 36m (and for most floors it is more than 40m), limiting the impact of any mutual overlooking.

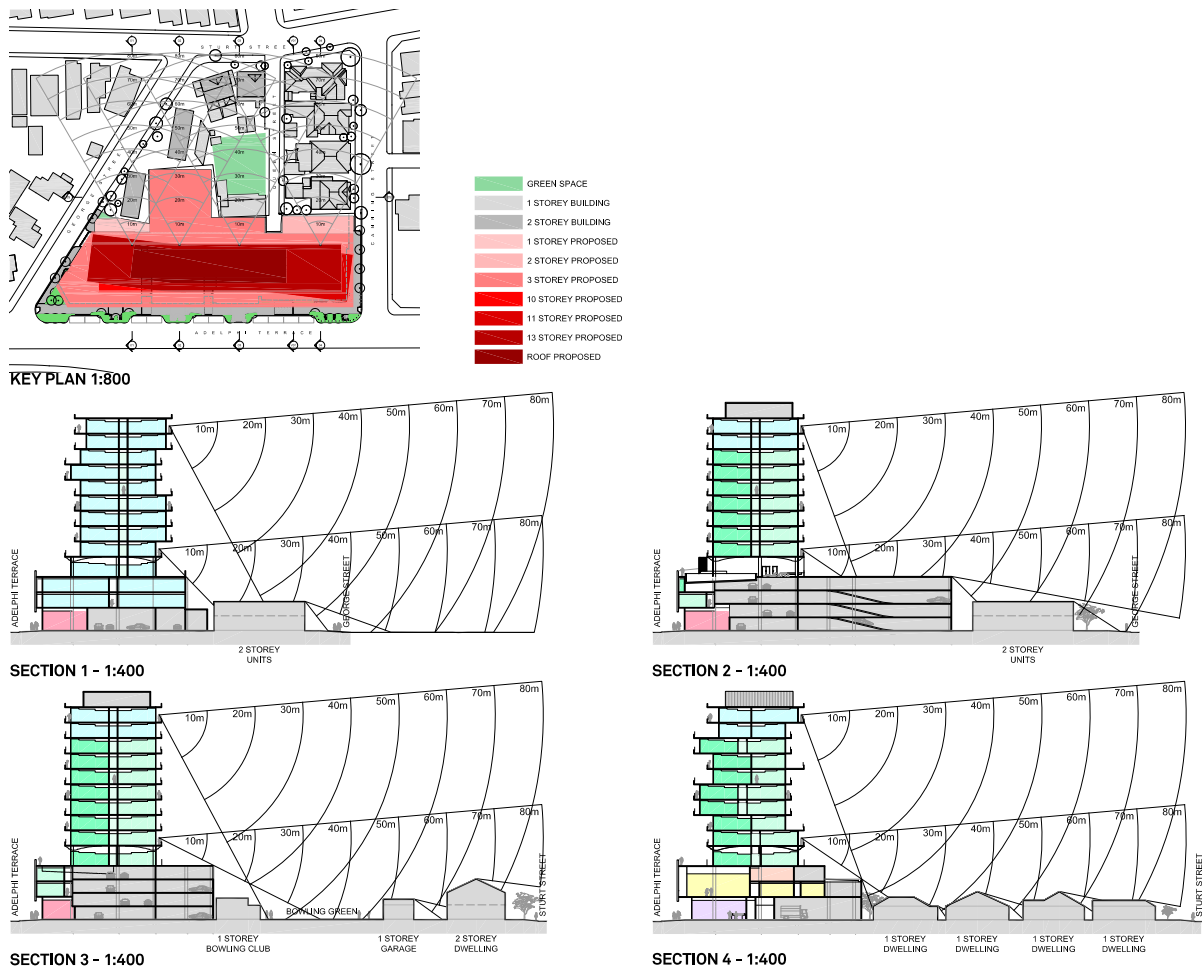


Figure 6.4 Viewsheds from Hotel

6.3.2 Overshadowing

Shadow diagrams have been prepared for the proposed development and demonstrate shadow impacts at 9.00am, 12.00 noon and 3.00pm for the Summer and Winter Solstices and for the Equinoxes in March and September.

These diagrams demonstrate that all properties surrounding the site achieve a minimum of three hours of sunlight access between the critical hours of 9.00am and 3.00pm every day of the year.

Many properties achieve more than 3 hours of sunlight access. We note that the standard requirement for access to sunlight, as defined by Good Residential Design SA, is 2 hours of sunlight between 9.00am and 3.00pm on 21 June.

Because the proposed building is elongated on a north-south axis, the major shadow is cast to the west in the morning and to the east in the afternoon. The shadow to the south has a much smaller impact around midday because of the narrowness of the built form in an east west direction.

In terms of individual properties, the two storey holiday apartments on George Street adjacent to the northern section of the subject site's eastern boundary, are almost unaffected by the proposed development, with shadow impacts commencing around 2.00pm or later in the day.

The ring bowls rink is affected from about 1.00pm each day, or from around 2.00pm for the eastern section of the bowls area.

The residence abutting the southern section of the subject site's eastern boundary is impacted from about 12.30pm in summer and from about 12.00 noon in winter, with the property fully in shadow by 1.00pm.

Adjoining residences to the east are less impacted with distance from the subject property, with the second residence in full shade from 2.00pm in winter but only partial shade by 3.00pm in summer.

All George Street properties are shaded in winter by 3.00pm but not all properties are shaded in summer, spring or autumn at that same time.

As a large building, the shadows cast by the proposal are considerable. The location of the site, however, significantly mitigates potential shadow effects by virtue of the fact that there are no residences to the west of the subject site, while the large setback to the Aquarius Apartments to the south virtually eliminates any impact on that building. All adjoining properties to the east receive at least the recommended requirement of 2 hours of sunlight access on June 21 and most receive at least 4 hours of sunlight access between the hours of 9.00am and 3.00pm.

Additionally, because the tower section of the proposal is set well back from the site boundary, there remains a strong availability of natural light access, even when direct sunlight is no longer available.

6.3.3 *Viewsheds*

The proposed building will enjoy views to the Patawalonga Basin, the ocean, the City and the Hills, with the major views being in an east-west direction.

While the building is large, it does not materially impact on the enjoyment of views by others. Views from the single and two storey dwellings to the east of the subject site are blocked by the existing two storey Comfort Inn building which currently spans the entire Adelphi Terrace frontage of the subject site. Hence, regardless of the change in height of the proposed building, these views are already blocked. Glimpse views along George and Canning Streets to the Patawalonga Basin will remain essentially as currently exist for residences along those streets.

In terms of impact on views of the sky, or more particularly, the degree to which the proposed hotel closes in the view above the horizon for residents to the east, Figure 6.5 Viewsheds from the Adjacent Residents, provides a series of six examples which demonstrate that resident views above the horizon are impacted from virtually nil (0.003%) to 25% for residents in their private open space. This figure illustrates that existing structures block views of the proposed hotel to a substantial degree in many instances.

Views from the Aquarius Apartments are unimpeded to the south, west and east, with the most significant views to the Patawalonga Basin, the Ocean, the Hills and the City all remaining intact.

Views to the north are interrupted by the new tower, but because of its narrow southern façade (approximately 18m wide only), this impact is not significant in the context of the overall panorama maintained by Aquarius Apartments. In particular, views to the NNW will be maintained along the Patawalonga Basin water body and along the metropolitan coastline. Further, it is recognised that all balconies to Aquarius Apartments face west to the primary view to the ocean and are not orientated towards the proposed new building.

Buildings along the Patawalonga Frontage, west of the Patawalonga Basin, are of sufficient distances (165-300m) from the proposed tower for it not to be a dominating element in their viewscape. All views back to the City will be maintained and only a small percentage of the horizon will be impacted by the new building.

In a general sense, the proposed building sits comfortably within the Glenelg skyline, being within the sweep of highrise buildings that already dot the Glenelg landscape, being no higher than the tallest existing buildings, and being of a comparable height to the adjacent Aquarius Apartments (1.1m height difference).

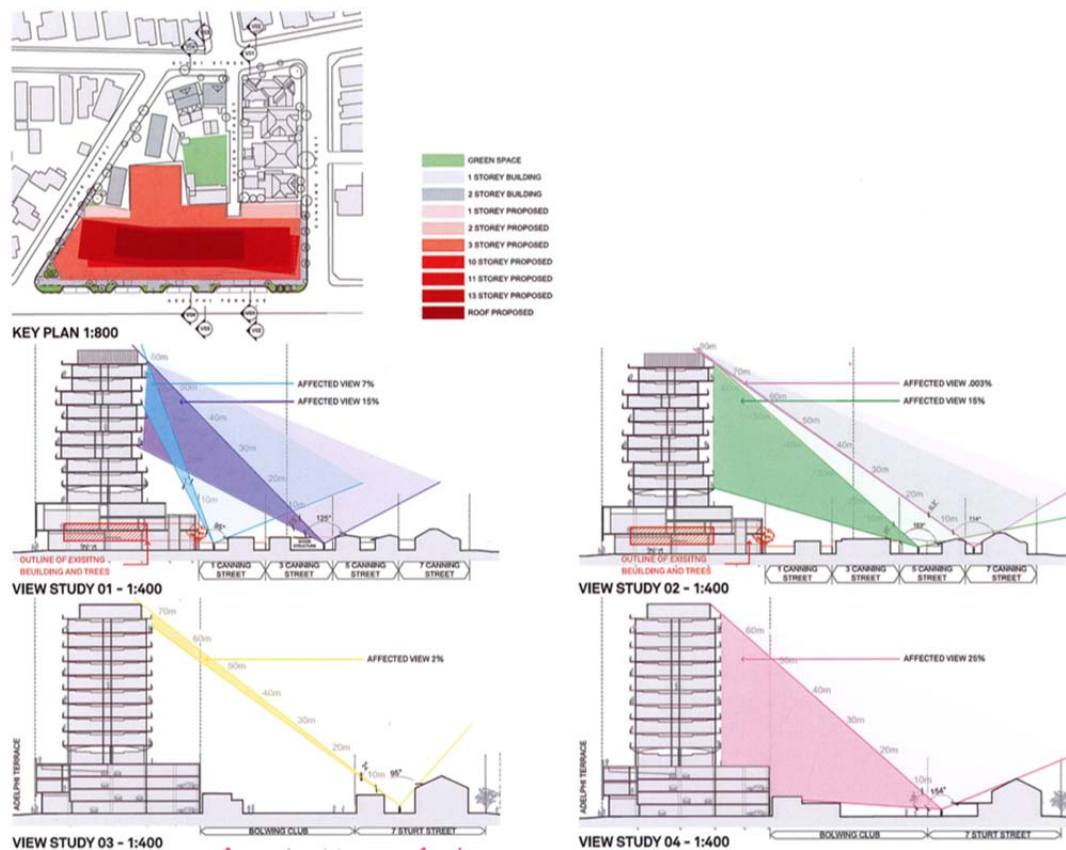


Figure 6.5 Viewsheds from the Adjacent Residences

6.3.4 *Scale relationship*

The height of the proposed building is entirely consistent with the height of existing towers within Glenelg and is, in fact, virtually identical to the height of the nearest towers, namely the Aquarius Apartments, Atlantic Tower Motor Inn and the Oaks Liberty Tower Hotel.

The height of the proposed building is not consistent with existing one and two storey development in the locality, however, Glenelg is recognised as a locality which exhibits a wide range of building forms, with high rise buildings constructed along key frontages and lower development surrounding these buildings. This is, in fact, the character of Glenelg.

The use of a distinct podium and tower form provides a break in the mass of the proposed building and creates a three level element that is far more consistent with local building form. In particular, a number of buildings along Adelphi Terrace have adopted an elongated horizontal form (Haven Court and Adelphi Waters) which is consistent with the podium form of the proposed development. Additionally, there are many buildings in the Glenelg locality that exhibit large horizontal footprints, including the Grand Hotel, Holdfast Shores (East), Holdfast Shores (West), Oaks Pier, Liberty Tower, Coles Supermarket, Bay Junction, Taft Motor Inn, Durham Street Apartments, the new cinema Complex and the existing Comfort Inn.

The proposal, while distinctly different from the detached dwellings to the east, is entirely consistent with the scale of the major structures, both vertically and horizontally, that exist throughout the beachside, tourist and commercial precincts of the locality.

6.3.5 *Future scale relationships*

The Minister for Planning has initiated a process of investigation into the opportunities for increases in height and density in a number of key locations throughout inner and middle metropolitan Adelaide. This initiative was outlined in a press release dated 5 May 2015 and identified the following locations for uplift:

- Inner and Middle East – Payneham Road, Fullarton Road, Nelson Street, Magill Road, The Parade, and Kensington Road. The Mixed Use and Business Zoned areas between Fullarton Road and Stephens Terrace will also be considered.
- Inner and Middle South – King William Road, Goodwood Road, Unley Road, Belair Road, and Anzac Highway.
- Inner and Middle West – Richmond Road, Sir Donald Bradman Drive, Grange Road, Crittendon Road, and Port Road.
- Glenelg – includes the District Centre Zone, foreshore area and area adjacent to the Patawalonga and along Anzac Highway.
- Keswick – includes Le Cornu site and land around Leader Street, west of the Seaford train line.

Of specific interest to this proposal is the investigation of the need to uplift in the Glenelg area, including consideration of the prospect of building heights of 10 or more storeys along Anzac Highway and Adelphi Terrace.

The investigations of Government are currently incomplete and are, in any event, subject to a comprehensive consultation process. Accordingly, it is impossible and inappropriate to foreshadow a particular outcome from this investigative process. However, under theoretical circumstances where a height limit increase to 10+ storeys was to be introduced in the areas identified by the Government, it could be anticipated that the Watermark Hotel site, at the corner of Anzac Highway and Adelphi Terrace, would be a prime site for redevelopment and that smaller sites along Anzac Highway might come under redevelopment pressure.

The consequence of high rise development on these sites would be a reinforcement of the consistency of scale of the proposed Marina Regency Hotel site within its surrounding locality and a strengthening of the land use mix in terms of a likely attraction of additional services and facilities to the locality to serve the expanding residential and visitor population.

6.4 Public realm interface

6.4.1 Road frontage/streetscape

The proposed development makes a major contribution to the streetscape through a combination of land use, design, landscaping and material use.

The proposal directly activates the 130m frontage to Adelphi Terrace with the introduction of a large double height hotel lobby, a café and restaurant that opens onto the footpath, a range of retail outlets and the apartment lobby entrances. All facades are of clear glass and provide for visual linkages between outside and inside.

Refer to Figure 6.6 Public Realm Surveillance.



Figure 6.6 Public Realm Surveillance

The footpath is proposed to be enlarged from its current 3.0m width to 4.5 – 9.0m wide via a combination of building setbacks (1.5m - 3.0m) from the property boundary and the creation of protrusions into the road pavement space (3.0m) to form pedestrian spaces around sheltered parking bays. The increased width will provide for café activation, seating, pedestrian movement, bicycle parking, landscape planting and shade trees.

Footpath paving is proposed to be consistent and high quality within and beyond the site boundaries. The removal of 80m of continuous vehicle cross over dramatically improves pedestrian safety and amenity and facilitates the introduction of 10 additional protected on-street car parking spaces. The undergrounding of the power supply further enhances the visual amenity of the locality. Refer to Figures 6.7 and 6.8.



Figure 6.7 Public Realm Plan and Elevation



Figure 6.8 Public Realm Perspectives

6.4.2 *Open space interface*

The proposed development will facilitate increased surveillance of the open space west of Adelphi Terrace and can be expected to generate increased usage of that space, improving local safety and security.

Access from the Marina Regency Hotel to the open space will be across Adelphi Terrace. A pedestrian refuge could be established in the centre of the road to assist with crossing the roadway in a safe manner. Traffic lights are already available at the Anzac Highway Adelphi Terrace intersection to facilitate pedestrian movements to Wigley Reserve.

Further, a short path connection could be made opposite the Marina Regency Hotel to connect the hotel with the existing path network which runs along the edge of the Patawalonga Lake and connects to all the main tourist foci to the north and south.

Otherwise, we suggest landscaping west of Adelphi Terrace should remain essentially as is, that of an open grassed space punctuated by mature Norfolk Island Pines and very typical of Glenelg in particular and urban seaside environments generally.

6.5 *Tourism impacts*

6.5.1 *Contribution to the South Australian economy*

The tourism industry is a critical component of the South Australian economy.

In the twelve months to March 2015, tourism expenditure in South Australia totalled \$5.4 billion⁸. Tourism consumption contributed \$6.3 billion to the economy.

During the last 12 months in South Australia, the tourism industry provided direct employment for 31,000 people and indirect employment for a further 24,000^{9 10}. This equates to one in 15 workers in South Australia or 6.6% of workers working directly or indirectly in the tourism industry. Industry figures show that for every \$160,000 spent in the tourism industry, one person is directly employed.

Within South Australia, the number of people directly employed in the tourism industry is three times the number of people employed in the mining industry¹¹.

Visitor numbers for the 12 months to March 2015 totalled 5.8 million and translated into 28.9 million visitor nights¹².

Overall, international visitor numbers have increased in the last ten years from December 2004 a peak in March 2013 and have declined marginally to March 2015¹³. Visitor nights have generally trended upwards during this

8 South Australian Tourism Commission Tourism Research series Issue 102 July 2015

9 South Australian Tourism Commission Tourism Research Economic Benefit of the South Australian Tourism Industry undated sources to March Quarter 2013

10 This figure is revised up to 54,000 indirect jobs in the South Australian Tourism Commission Tourism Research series Issue 102 July 2015. This further projects direct jobs to increase to 41,000 by 2020

11 South Australian Tourism Commission Tourism Research Economic Benefit of the South Australian Tourism Industry undated sources to March Quarter 2013

12 Ibid

13 South Australian Tourism Commission National Visitor Survey (NVS) Results Year ending March 2015

period. International visitor nights to South Australia number 8.6 million nights per annum to March 2015¹⁴. South Australia's market share of international visitors is 5.9% and its share of visitor nights is 3.7%¹⁵. The challenge is to increase the market share of visitor nights. Visitor nights in the international market (excluding backpackers) are linked to the accommodation offering, with higher numbers of nights linked to higher star rated properties.

When compared with the growth in international visitors to Australia as a whole, South Australia has performed poorly. International visitors to Australia have virtually doubled in the same period, from just over 5 million visitors in the 12 months to June 2005 to more than 9 million in the 12 months to March 2015. (Note that each visitor to a separate state is counted separately in these figures, but this provides a direct comparison to the 381,000 international visitors to South Australia.) This suggests that there is much potential for growth in the international market to South Australia and that the opportunity to capture this growth requires access to quality accommodation and in locations that broaden the experience for international visitors, such as provided by the Marina Regency Hotel proposal.

Also of significant note is the strong growth in visitor numbers from China and India to both Australia and South Australia, these growth rates being 19% for Chinese and 25% for Indians to Australia over the 12 months to March 2015, and increases of 24% and 90% respectively to South Australia¹⁶. Despite this growth, South Australia has the poorest penetration of the Asian visitor market attracting only 4.4% of Asian visitors to Australia. Again, this suggests that there is much potential to increase South Australia's market share with a superior accommodation offer and associated experiences.

On the domestic front, visitor nights have dropped both nationally and within South Australia over the last 10 years, with domestic nights bottoming out nationally in 2009 and within South Australia in 2010. Since this time however, numbers have been generally increasing. In the last 12 month period, South Australia has had a 7.4% increase in domestic visitor nights (to 21.3 million) and a 6.5% increase in domestic visitors (to 5.6 million)¹⁷.

Domestic visits and visitor nights have now recovered to exceed previous highs in March 2008 and are trending upward throughout the country. The low Australian dollar is encouraging more trips to be taken at home and is encouraging more visitation from overseas. Predicted further downward pressure on the Australian currency could be expected to have a dramatic positive influence on domestic tourism and the inflow of overseas visitors. This can be expected to be translated into a demand for more hotel accommodation.

Domestic day visitors (Interstate and Intrastate) contribute 11.5 million visits annually. The day trip market is important, firstly, as it encompasses persons travelling domestically and thus for conferences and events and, secondly, as it provides the opportunity for conversion to overnight stays.

Glenelg is located within the Adelaide Region which takes in the traditional metropolitan area extending north to the Town of Gawler, south to Port Noarlunga and following roughly around the escarpment to the east.

14 Ibid

15 Ibid

16 Ibid

17 South Australian Tourism Commission National Visitor Survey (NVS) Results Year ending March 2015

Figure 6.9 shows the Adelaide Tourism Region.



Figure 6.9 Adelaide Tourism Region

Some 51% of all visitor nights (15.1M nights) are spent within the Adelaide region making it the single most popular region in the State¹⁸.

Day trip visitors to the Adelaide region make up a further 4.5 Million¹⁹ visits. This equates to 39% of all day trips.

Glenelg is the most popular Adelaide region destination outside the CBD. Table 6.2 shows visitation to Holdfast Bay.

¹⁸ South Australian Tourism Commission Tourism Research Visits to South Australian Regions year ending June 2014

¹⁹ Ibid

Source of visitors ²⁰	2009	2010	2011	2012	2013	2014
<i>Overnight visitors</i>						
International	10,683	14,360	15,862	11,653	16,000	10,000
Domestic	136,000	132,000	140,000	141,000	147,000	165,000
Total	146,683	146,360	155,862	152,653	163,000	175,000
Daytrippers	759,000	698,000	685,000	672,000	733,000	814,000
Total	905,683	844,360	840,862	824,653	896,000	989,000

Table 6.2 *Visitation to Holdfast Bay*²¹

Tourism Research Australia forecasts²² predict continued growth in international arrivals of 5.7% for 2014-15 (to 7.0 million) with an anticipated growth rate of 4.5% p.a. over the next 10 years (to 9.6 million international arrivals p.a.). This alone equates with a required 55% increase in room supply over this period, based upon a continuation of current occupancy rates.

Domestic visitor nights are not expected to increase and may decrease slightly over the same time frames but by less than 1% according to Tourism Research Australia forecasts. However, the lower valued Australian dollar would now be expected to increase growth in both the domestic and international sectors.

Deloitte Access Economics' Tourism and Hotel Market Outlook shows a strong start to 2014, with revenues increasing beyond the decade average. It is expected that there will be continued strengthened demand that will see occupancy levels and room rate growth in record territory nationally as well as across many individual market segments. Adelaide outperformed expected growth during the first quarter of 2014.

Deloitte Access Economics further predicts that hotel market performance will be one of demand at almost twice the pace of supply with occupancy rates back up to averages of 70% by 2016.

Within this general growth in visitation, a key market segment earmarked for growth in South Australia is the conventions and incentives, and business travel markets. Business travellers spend on average \$632 per night as opposed to leisure travellers who spend on average \$179 per day. South Australia has been leading the way in this market segment batting above its weight in attracting conventions and the Adelaide Convention Bureau has been established to assist in growing this market and to assist conference organisers to maximise the benefits of their conference by providing promotional material, partner/programmes and trip add-ons.

To support this market, the State Government has invested significantly (\$350M) in expanding the Adelaide Convention Centre. However, to support Adelaide as a true conventions destination, there needs to be a range in product offering both within and external to the CBD, catering for a variety of event sizes.

²⁰ Colliers International

²¹ City of Holdfast Bay

²² Tourism Research Australia, Tourism Forecasts, Autumn 2014

The importance of the tourism industry to South Australia cannot be underestimated. Tourism currently contributes some \$6.3 billion in tourism consumption and \$5.4 billion in tourism expenditure to the South Australian economy and represents 2.3% of Gross State Product^{23 24}. This figure has been steadily increasing and is expected to increase further in accord with Government policy, initiatives and targets.

The tourism industry provides direct employment opportunities across a broad range of areas suiting personnel with varying skills sets and education levels i.e. spanning drivers, tour guides, travel agents, interpreters, hospitality and marketing and product development staff.

Indirectly, the industry provides for even more jobs in an even more diverse range of fields, including some areas with higher multipliers such as writers, educators and policy makers. Furthermore, tourism has a range of additional spin off benefits such as generally increasing a point in time population and thus providing additional support for services generally i.e. improved air services.

In challenging economic circumstances, tourism is not only low hanging fruit but provides the opportunity for a sustainable industry shift for South Australia.

6.5.2 Support for Tourism and Tourist Operators in Glenelg

Within the Adelaide region there are 100 hotels with 15 or more rooms (the standard measure for hotel accommodation and stays). Of these, the largest number (35) are within the Adelaide CBD. The second largest number of establishments is in Glenelg which has 16.

Region 1	Establishments		Rooms		Occupancy		Avg. Length of Stay (days)		Avg. takings per night	
	March 2010	March 2013	March 2010	March 2013	March 2010	March 2013	March 2010	March 2013	March 2010	March 2013
Adelaide CBD	42	35	4219	4229	80.6%	76.0%	2.4	2.5	\$162	\$164
Holdfast Bay	17	16	913	951	83.0%	79.0%	2.6	2.8	\$164	\$184

Table 6.3 Adelaide CBD and Holdfast Bay Tourism Accommodation Data²⁵

Holdfast Bay clearly performs better than Adelaide in terms of its takings per night per room and average length of stay.

The majority of the establishments in Holdfast Bay (as distinct from the Adelaide CBD) are rated below four stars, however the four, four star rated properties comprise over half of the available rooms²⁶. Given that occupancy is directly linked to the quality of the accommodation (and it should be noted that the Holdfast Bay

23 South Australian Tourism Commission Tourist Research Economic Benefit of the SA Tourism Industry June 2013

24 South Australian Tourism Commission Tourist Research Tourism in SA March 2015

25 ABS publication reference: 8635455001DO001_201303, Tourist Accommodation, small area data, SA March 2013, issued June 2013 and Colliers International, unpublished report commissioned by client, 2010

26 Colliers International, unpublished report commissioned by client, 2010

accommodation is generally of a lower and/or older standard than the CBD and, there have been a couple of new establishments open in the CBD in the intervening period) it is expected with new product in Holdfast Bay the occupancy levels will further improve and outperform the CBD establishments.

The slightly higher levels of performance generally in 2010 over 2013, are considered to be reflective of the upgraded entertainment centre at the time, and the poorer general economic performance of South Australia in 2013. These figures also pre-date the opening of the redeveloped Adelaide Oval and footbridge. Given the recent upturn, new attractions within the region and, more generally, the positive forecasts outlined above, it is considered likely that figures for both Adelaide and Holdfast Bay will have increased over the 2014 year.

There are two major competitors to the proposed establishment within Glenelg, the Stamford Grand and The Oaks Plaza Pier Hotel. The Stamford Grand was opened in 1990 and comprises 220 rooms with apartments. The Oaks Pier Plaza Hotel was opened in 2001 and comprises 216 apartments.

These facilities are now some 25 and 14 years old respectively and since this time there has not been another major quality hotel built in Holdfast Bay. The aging of this high end tourism product, combined with recent growth in visitation and, importantly, the positive outlook for the hotel market going forward, suggests that there is a current demand for a new high end facility.

The development of the Marina Regency Hotel will provide a number of direct and indirect benefits for tourism and tourist operators in Glenelg.

The number of visitor nights likely to be generated by the facility is predicted to be 115,000 – 134,000 per annum (this includes occupants of the apartments who may be visitors or permanent residents), which will generate significant expenditure within the Glenelg economy and considerable additional use of the facilities provided by both tour operators and service providers.

Based upon an occupancy rate of 90% of hotel suites (the existing Comfort Inn operates in excess of this level²⁷) and 20% of the apartments managed by the hotel as additional short term room space, the total annual spend by all occupants of the proposed development is estimated at \$37M, with some \$30M p.a. spent in the Glenelg area (including the hotel itself) and a further \$7Mp.a spent elsewhere in South Australia.

This has significant positive implications for restaurants, cafes and bars, with an estimated \$8.8M p.a. spend by hotel occupants, of which nearly \$3.0M p.a. would be spent in Glenelg (outside of the Marina Regency Hotel), while the retail and souvenirs spend is estimated at nearly \$2.9Mp.a (with \$2.1M p.a. spent in Glenelg), tours, travel agents, entry fees, equipment hire etc. spend at nearly \$4.8M p.a. (\$2.4M p.a. in Glenelg) and car hire, taxis, public transport and other transport services totalling \$3.7M p.a. (with \$1.85M spent in Glenelg).

Based upon tourism expenditure of \$208.4M in 2014²⁸, tourism expenditure generated by the visitors to the Marina Regency Hotel is expected to represent a 13.7% increase in tourism spending in the local area.

Permanent residents could be expected to add \$2.4M spend per annum, with \$1.4M p.a. spent in Glenelg.

²⁷ Comfort Inn management advice

²⁸ City of Holdfast Bay

Based upon SATC's estimate that \$160,000 of tourism expenditure supports one additional directly employed person, an annual spend of \$30M at Glenelg could be expected to support 187 employees at Glenelg, excluding multiplier effects, with another 44 employees supported outside of the Glenelg area by the \$7.0M p.a. spent elsewhere.

Holdfast Bay Council area already supports 1382 jobs in the tourism area²⁹, hence, growth to be generated by the Marina Regency Hotel represents a potential 13.5% increase on this number. As well as providing new employment opportunities, this project will reinforce the continued availability and stability of existing jobs in the sector.

Furthermore, it will underpin the range of services, functions and events provided by Holdfast Bay Council and others, for the enjoyment of residents and visitors alike. Currently, Holdfast Bay generally, and Glenelg in particular, are host to the following major events:

- Bay Sheffield Sports Carnival
- National Beach Volleyball
- City to Bay Fun Run
- New Year's Eve Celebration
- Glenelg Christmas Pageant
- Tour Down Under World Pro Tour Cycling
- World Bowls Championships
- Surf Life Saving Championships
- Open Air Cinema
- Winter Wonderland

These activities can only be enhanced and expended by the presence of additional tourists to the area and, conversely, these activities provide added incentive for visitors to stay within the area.

New facilities to be provided by Holdfast Bay Council, such as the interactive/sensory playground and the broadening of the use of the Glenelg Town Hall will further entrench the attraction of Glenelg as a destination for day trippers and overnight stay visitors.

It is noted that Jetty Road retailers are currently performing positively with vacancy levels along Jetty Road at only 2.84% (5 shops)³⁰. The retail, and food and beverage spend by additional tourists to the area can be expected to increase the turnover performance of existing establishments and potentially support demand for increased floorspace in the area.

The prospect of a major redevelopment of the jetty precinct, incorporating a boutique hotel, public pavilion, city baths, marine research centre, seaplane dock and extension of the jetty can be expected to further entrench the attractiveness of Glenelg as a place to visit, stay, recreate and be entertained.

²⁹ City of Holdfast Bay/REMPAN 2014

³⁰ Holdfast Bay Council

6.5.3 *Links to South Australian tourism policy*

The Marina Regency Hotel project delivers on a number of priority action areas identified by the State Tourism Plan. These relationships are discussed more fully in Section 7.3 of this report.

6.6 Employment

This proposal is for a hotel development with a development value of in excess of \$100M and with a construction cost of \$75M. Using construction industry indicators³¹, the construction of this development alone will provide for 518 direct jobs related to the construction and delivery of the project (207 per annum for the duration of the project) and a total of 1050 direct and indirect jobs (420 per annum for the duration of the project), that is, including the multiplier effects of spending \$75M in the South Australian economy. (Note that one direct job is created for every \$145,000 spent in the development sector in 2010³²).

At operation, it is anticipated that this facility will provide direct employment for 65 people with a total of 231 jobs created, based on SATC's estimate that one job is created for every \$160,000 spent in the tourism sector.

31 UDIA, Property Industry Development Economic Impact Study 2010

32 UDIA, Property Industry Development Economic Impact Study 2010

7. State Strategic Directions

7.1 State Strategic Plan

The premier Strategic Plan guiding the future of South Australia is “South Australia’s Strategic Plan”. The Plan is built around the three foundations of a sustainable society: “Our Community”, “Our Prosperity” and “Our Environment”. These are considered in the Strategic Plan as organising priorities and are supplemented by three additional priorities “Our Health”, “Our Education” and “Our Ideas”.

This Plan is the blueprint for going forward.

The Plan has a series of established targets to monitor the implementation of the Plan and these targets are reported on regularly.

A number of the targets (SASP Targets) are of relevance to an assessment of this project. These include:

SASP Target 4 – Tourism Industry

- *Increase visitor expenditure in South Australia’s total tourism industry to \$8 Billion and on Kangaroo Island to \$180 Million by 2020. Milestone of \$6.3 billion total industry by 2014.*

SASP Target 38 – Business Investment

- *Exceed Australia’s ratio of business investment as a percentage of the economy by 2014 and maintain thereafter.*

SASP Target 47 - Jobs

- *Increase employment by 2% each year from 2010 to 2016*

SASP Target 67 – Zero waste

Reduce waste to landfill by 35% by 2020. Milestones of 25% by 2014.

In parallel with this Plan the Premier has announced the Government’s seven strategic priorities. These are:

1. *Creating a vibrant city;*
2. *An affordable place to live;*
3. *Every chance for every Child;*
4. *Growing advanced manufacturing;*
5. *Safe communities, healthy neighbourhoods;*
6. *Realizing the benefits of the mining boom for all; and*
7. *Premium food and wine from our clean environment.*

The Government sees the attainment of these priorities resulting from a partnership between the State government, local government and industry. These priorities have been chosen as by the State Government on

the basis that they are considered to be “*where we can make the most difference to the lives of everyday working people and the most difference to the future prosperity of our State*”³³.

This proposal will assist in achieving SASP Target 4 by providing tourism accommodation that meets the demands and expectations of the overnight visitor markets targeted by the South Australian Government. Furthermore the inclusion of convention and conference facilities provides additional facilities to support and assist grow this market sector.

In addition the location of this facility in a prime location in Adelaide will provide a key base for visitors to undertake day trips to other regions of the State.

In relation to SASP Target 38 – Business Investment, this development will be fully funded by the private sector, including bringing in new money from overseas. This expenditure may well be a catalyst to future development and additional public sector expenditure. Furthermore, this proposal will contribute some \$37M to the local economy per annum.

SASP Target 47 – Jobs seeks and increase in employment of 2% per annum to 2016. This proposal will contribute 65 permanent direct jobs within the proposed hotel and a total of 231 jobs arising from anticipated tourism expenditure. During construction, a total of 1050 direct construction jobs and associated indirect jobs (420 per annum for the duration of the project) will be created.

SASP Target 67 - Zero waste to land fill. The project will assist to meet this target through the inclusions of a waste management system that will sort waste on the site for collection and appropriate disposal. The system will include components to collect dry recyclables, liquids, green waste and putrescibles.

7.2 Planning Strategy “30 Year Plan for Greater Adelaide”

The 30 Year Plan for Greater Adelaide³⁴ is the Planning Strategy for the greater Adelaide area. Glenelg is covered by this Plan falling within the Western Adelaide Region.

This Plan seeks to provide a framework for future planning Adelaide such that there is an appropriate supply of zoned land to accommodate the projected population and provide employment opportunities, recreation, and services for the community. The Plan also seeks to ensure that the character and heritage of Adelaide is appropriately protected and the environment is managed to underpin a sustainable future for Adelaide.

At Chapter E the Plan sets out directions and targets for each region. For the Western Adelaide Region the Plan establishes a target of 40,500 new jobs.

As a direction it highlights the need to strengthen the tourism, transport and economic role of the airport.

This proposal is consistent with the 30 Year Plan for Greater Adelaide in that it will create 65 direct jobs within the hotel and a total of 175 direct and indirect jobs. During construction, it will create 525 direct and indirect

³³ Government of South Australia website

³⁴ Department for Planning Transport and Infrastructure “30 Year Plan for Greater Adelaide” Government of South Australia.

jobs per annum. These construction jobs are in addition to the level of present staff who will continue the current operation from the alternative site for the foreseeable future.

The key market targeted by this proposed facility is one that is complementary to the use of air travel. To this end it will assist to support the airport as a major gateway to South Australia and thereby assist with providing critical mass for the airport.

7.3 State Tourism Plan – The South Australian Tourism Plan 2020

The South Australian Tourism Plan 2020³⁵ (the State Government’s Tourism Strategy) has five priority action areas for maximising the benefits of tourism for South Australia to realise the vision of growing the value of the industry. The South Australian Strategic Plan reinforces the need to grow the value of the tourism industry.

Three of these key priority action areas in the State Tourism Plan are of particular relevance to this project. These are:

- *“Driving Demand”;*
- *“Supporting what we have”;* and
- *“Using events to grow visitation.”*

Supporting what we have

“Supporting what we have” is a reference to leveraging off the existing market strengths. In this specific instance the tourism assets (i.e. Glenelg the leisure destination, the beach, the tram that provides access to the CBD, and the business convention and event market) are key. The increase in visitor markets i.e. China can leverage off our increased aviation capacity. The Plan also acknowledges the need to further develop the product offer within the State (i.e. accommodation and attractions)

Under the focus area “Supporting what we have” key strategies are:

- *Help businesses, industry and Government make better decisions by mutually sharing insights on what consumers seek, allowing the most appropriate experiences to be showcased to the right consumers in a coordinated approach.*
- *Industry needs to continue to deliver and further strengthen its delivery of high quality experiences and better customer service.*
- *Ensure Adelaide acts as a strong hub, and works collaboratively to drive visitation to the regions.*
- *A focus on growing visitation in off-peak periods will strengthen the overall return on existing assets – both public and private.*

This proposal will directly support this priority action area.

The proposal will clearly enhance Glenelg as the premier visitor destination in Adelaide by providing a new 146 room hotel at the 4.5 star level. Adelaide is undersupplied with high end accommodation generally and there is

³⁵ South Australian Tourism Commission, South Australian Tourism Plan 2020, Government of South Australia

also an undersupply of accommodation of this quality in Glenelg with no new product in this category being developed in over a decade.

The Chinese and Asian visitor market currently being targeted by the South Australian Tourism Commission expects this quality of accommodation. An appropriate supply of this level of accommodation is essential to enable South Australia to maintain a top of mind destination status for this market.

The priority action area, “Driving Demand” is about getting the right access to the right market. In line with delivery on the promise to the market all accommodation and attractions must deliver to the market’s(s’) expectations.

Key actions in the Plan pertaining to Driving Demand include:

- *Continue to implement an international marketing focus that recognises Asian growth opportunities and convert these but doesn’t lose sight of the existing markets that drive current regional visitation and length of stay; and*
- *Work collaboratively with partners to use experiences to drive conversion.*

The South Australian Tourism Commission (Activating China 2020) is presently targeting 57,000 tourists per annum from China alone (currently South Australia receives 18,000 Chinese visitors). This target represents an expenditure of \$370-\$450 Million p.a. This is actually modest in comparison to the Tourism Australia forecasts and if South Australia could increase its proportionate share of visitors there is scope for even greater benefits from this market sector.

This project is not only required, therefore, to fulfil the State Government’s tourism ambitions, but will be a key catalyst to accelerate this growth and create jobs by assisting to establish South Australia at a sufficient scale to compete for the substantive share in growth from China’s middle class transformation.

This project will provide for the present but also into the future. The scale of the project will need to and, will be, reflective of the opportunity that the tourism sector presents, particularly arising out of the low Australian dollar, growth in the high yielding independent middle class Asian traveller with an appetite for high end tourism experiences in Australia, and the changing demographic and aspiration of the Chinese high yield tourist that are closely aligned to the South Australian core product of food, wine and nature.

As stated previously, there is an urgent need to provide the South Australian market with appropriate product given its current acute undersupply.

Notwithstanding a clear intent to support and supply this emerging and growing Chinese market sector, this proposal also provides enhanced quality product that will support the existing high end traveller markets. The location also enables the facility to support nearby regions in the first instance through an increased day trip market.

“The total cost of doing business” is also identified in the plan to be of critical importance. Contributing to the cost of doing business, the Government is seeking to influence amongst other things the following matters:

- Improved investment environment, including easier access to capital;
- Positive policy environment, conducive to sustainable tourism development;
- Easier planning processes; and
- Overall support of innovation and entrepreneurship.

The Tourism Plan therefore acknowledges that the Government as a whole must provide for an appropriate policy regime to facilitate the development of appropriate tourism product.

Clearly, the policy limitations outlined above in Section 6.2.1, do not accord with the Tourism Strategy and this needs to be addressed to enable the full realisation of the potential of Glenelg as a tourism destination.

This proposal has been conceived by a long standing and experienced local tourism operator (an operator who can achieve occupancies in a tired establishment of 13% above the current average occupancy levels for the area) and will be developed, funded and operated as a private joint venture showing industry leadership and responsibility.

The third priority area of critical relevance to this proposal is “using events to grow visitation”. This area covers the strategy of leveraging festivals, events and conferences and extending visitor stays pre and post event times.

The proposal clearly meets these priority action areas by adding new tourism product to the Adelaide region that provides a quality of accommodation sought by visitors along with associated facilities to service the events, conventions and meetings market.

8. Policy Context

8.1 Zoning

The site is located within the Development Plan (City of Holdfast Bay) and is currently zoned Residential (High Density) and within this Policy Area 15 (Urban Glenelg) and Precinct 3 (three storey).

The current zoning and policy areas, although foreshadowing tourist accommodation, actually provide extremely limited scope for the development of a large scale tourist accommodation facility at Glenelg. This is despite the fact that Glenelg is the premier tourist destination (outside the CBD) in metropolitan Adelaide and the premier beachside destination.

No opportunity exists for development above 3 storeys along Adelphi Terrace. Colley Terrace has precincts allowing development to only 4 or 5 stories, however, much of these policy areas are already developed to levels higher than this with high-rise strata or community titled apartment buildings that are virtually impossible to redevelop due to the level of capital investment in these sites and the multiple ownership of these sites.

Accordingly, Glenelg effectively has no sites available for the delivery of a quality hotel complex of the scale necessary to attract business functions and major events. This is considered to be a major shortcoming in the current zoning of Glenelg that is contrary to the attainment of the broader tourism needs of the State as is set out at Section 7.

To the west, between the site and the ocean, land is zoned Glenelg Foreshore and Patawalonga. This area is designated in the Development Plan also as MOSS (Metropolitan Open Space System).

To the east, land is zoned Residential Character. Just south of the site, land along Anzac Highway is zoned Mixed Use.

The site is abutted largely by non-permanent residential land uses including tourist and short stay accommodation and a ring bowling club. One dwelling directly abuts the site on its south-eastern corner.

8.2 Assessment against key policies

Residential (High Density) Zone

This Zone as is indicated by the name, is primarily focussed on residential development. It envisages largely higher density residential development including building forms complementary to and reminiscent in form of tourist accommodation such as residential flat buildings. The Zone is silent on tourist accommodation as a land use indicating that it is appropriate on merit.

The Zone speaks of medium density development (net 40 – 67 dwellings per ha) and high density development (net 67 plus dwellings per ha). This density is supported in the form of multi-storey buildings.

The proposed development is assessed pursuant to these policies would be on-merit.

The proposed tourist accommodation proposal is therefore generally in keeping with the density and form of development envisaged in the Zone. The development of the project to date has been very much about

ensuring that the design is appropriate to the locality. Issues around off-site impacts and amenity have been addressed during the design phase to ensure compatibility with the locality. Furthermore, and in keeping with the proponent's own commitment to a high quality built form outcomes, the project is undergoing a formal (albeit non-statutory) Design Review process to maximise design rigour, inspiration and innovation.

Policy Area 15 specifically contemplates and encourages tourist accommodation via Objective 1.

"A policy area comprising tourist accommodation and a range of dwellings and residential flat buildings at low to high densities."

The reference to low density in this Objective appears to be somewhat conflicting within a Zone that is titled Residential (High Density) Zone.

Tourist accommodation as a land use is further contemplated in the Policy Area via the expression of the Desired Character that reinforces that over time the area will incorporate tourist accommodation along the Council's premier coastal strip. This speaks of specifically medium to high density living opportunities. Again the reference to medium density appears quite contrary to the intent of the Zone that has the objective of high density.

"DESIRED CHARACTER

The policy area provides the Council's premier coastal medium-to-high density living opportunities. It includes areas of Glenelg North around the foreshore and the Patawalonga, and within Glenelg and Glenelg South along the foreshore and extending into small parts of the suburban landscape, and along Colley Terrace.

The Glenelg District Centre and Glenelg's major foreshore reserves provide important features adjacent to the policy area (including Wigley and Colley Reserves, the beach and Glenelg foreshore and the Anzac Highway streetscape) and entertainment, retail, residential and visitor apartment accommodation provided nearby in the Holdfast Shores site to the western side of Colley and Wigley Reserve.

The policy area is a premier location with excellent accessibility to views, beach, public spaces, centre services, facilities and public transport. The policy area adds to the choice of accommodation within Holdfast Bay and the wider metropolitan area by providing for a variety of medium and higher density dwelling types, including apartments for residential purposes and visitor accommodation.

Development will be of the highest architectural standard, contemporary in style and contribute positively to the quality of the public realm. Its built form will contrast with the open character of the adjacent foreshore and reserve public spaces. It will capitalise on the highly desirable location through significant scale, with built form between three and twelve stories in height.

This development will demonstrate excellence in urban design. It will create design relationships between buildings at ground level and the street frontage that acknowledge and

respect the existing context, ensuring that scale and the built form edge protects and enhances significant visual and movement corridors (including key vistas to the sea and views through to public spaces). Views into and out of development sites will also reinforce visual connectivity and way-finding within the policy area.

Building form and setbacks will vary to provide large-scale articulation within the streetscape. Building form will also use light and shade through articulation, eaves, verandas, canopies and balconies, to provide architectural detail, summer shade and promote greater energy efficiency. Likewise, buildings will use a balanced approach to the use of solid materials and glazing so to provide an attractive backdrop to key public spaces and streets.

The policy area is well provisioned with quality public open spaces and accessible by public transport (in the form of buses and the tram). Accordingly, there is a recognised reduced need for provision of private car parking and private open space (when compared to suburban localities in other zones and policy areas). Similarly, a higher degree of overshadowing and loss of privacy is expected in the policy area given the “medium-to-high density nature of development and heights.”

Roofs will be designed to be integrated into the overall façade and composition of buildings and provide enclosed places for the screening of plant and service equipment (if not provided in basements) in locations away from living areas that do not visually detract from the amenity of adjoining spaces.

Landscaping will contribute to the high quality of the adjacent public areas, open space and streetscapes. Car parking areas that are not visible from public spaces will be shared and consolidated. Commercial uses in residential developments will be restricted to those associated with the respective building function.

Public promenades will incorporate public art, which is easily identifiable and fully integrated into the public environment.

Significantly, the policy specifically contemplates the impacts of the sought after high density development by acknowledging prospective lower levels of privacy and an increased potential for overshadowing as a result of the higher buildings and denser development. It also contemplates lower levels of off-street vehicle parking and open space, due to the proximity of the Policy area to quality public open space and public transport.

In combination with the above acknowledgement, the policy clearly is seeking quality development outcomes that demonstrate excellence in urban design. As mentioned earlier, the development of the project has been very much about ensuring that the design is appropriate to the locality and that off-site impacts are minimised and within reasonable tolerances, i.e. despite the height all neighbouring properties will have minimum access to sunlight for three hours, with the majority receiving much more sunlight than this. Furthermore, and in keeping with the proponent’s own commitment to a high quality built form outcome, the project is undergoing a formal (albeit non-statutory) Design Review process to maximise design rigour, inspiration and innovation.

The site can be serviced with minimal impacts on neighbours with all servicing occurring internal to the site, and screened from public view. Car parking access is separated from loading and unloading traffic. Car parking is provided within the main building and is screened from public view by both solid building fabric and intricate screening and green walls.

Whilst some of the specific residential policies are not expressly applicable, the Design Review process has ensured that where appropriate the design intent of the provisions can be addressed. For example the design of the building seeks to maximise street activation at the ground level. The podium is well defined to provide a human scale element.

Light and shade has been incorporated into the facades of the building to assist its horizontality to read clearly. Continuous perimeter balconies result in deep eaves that become a feature of the building's design and scale. The building has an elegance deriving from the long floor plates that dramatically shift at the north and south ends on differing levels; the 'frayed' ends breaking down the buildings mass.

Structural elements are hidden to allow the building to be viewed as suspended and free.

The ground level is setback into the site to provide for a more active public realm area. The bleeding of the activities from inside the building i.e. cafes and retail to the extended 'public' area provides additional vibrancy and interest.

Care and attention has been taken to ensure that the public areas of the building can effortlessly connect into the public realm, the foreshore area and beyond.

At the top of the podium is a landscaped terrace level. This terrace will house a selection of plants and greenery.

Extensive green wall treatments are proposed for the building to assist to soften the building, provide texture and interest and assist with micro climate management.

The proposed development is considered to contribute to the attainment of the Desired Character for the Policy Area as is set out above.

Precinct 3 has a further statement about the Desired Character. This precinct is to contain lower density development and is the only area of the Zone in which a detached dwelling is not, non-complying. This Precinct appears to be at odds with the main thrust of the policy for the Zone and Policy Area 15 in terms of its height and density. The rationale for Precinct 3 (other than this is how the Plan has previously been structured) is unclear.

DESIRED CHARACTER

Precinct 3 Three Storey contains land with frontage to North Esplanade, the Patawalonga Frontage and Adelphi Terrace in Glenelg North and St Johns Row and Percival Street in Glenelg, with development in the precinct to comprise a mix of residential development including detached dwellings, semi-detached dwellings, row dwellings and residential flat buildings.

*Development may also be in the form of tourist accommodation where site conditions permit.
Development will not unduly restrict views of the sea or the waterfront from the front of any
existing building on adjoining land abutting Adelphi Terrace or the Patawalonga Frontage.*

This site is already developed with a successful tourist accommodation business and is well suited to redevelopment and intensification of the land use. It effectively has water frontage with unobstructed views across the public reserve. The land use is compatible with surrounding short term accommodation, public open space, recreation and residential land uses, noting that the site abuts only one residential property. Extreme care has been taken to ensure the interface to this residential property is appropriate with minimal impact and indeed improved boundary treatments.

Notwithstanding the issue of height, the proposal is highly compatible with the Precinct Desired Character in that it will take a form similar to a residential flat building which is a contemplated building form, and will be for tourist accommodation and residential purpose which are land use specifically contemplated for the Precinct.

Maintenance of views as is contemplated by the Desired Character will endure.

In terms of specific policy principles contained within the Plan all of the design principles are being extensively tested and addressed via the Design Review process. To date this has included rigorous assessment of the horizontality of the building. To test this design parameter, vertical elements were introduced into the façade to test the impact. In consultation with the Design Review Panel, these vertical elements were again removed from the design.

The massing of the building has been considered such that it has a strong horizontal feel but such that it does not overpower the streetscape. The three level podium is critical in this regard.

The building's street address has been carefully designed to ensure that all entry points to the building are clear and legible and that the public entry points are separate from the private apartments.

Overshadowing modelling in respect of the proposal demonstrates that access to sunlight is provided and maintained as per the requirements of the Development Plan.

Visual privacy has been at the forefront of design considerations with passive design solutions such as window positions and balcony orientation being employed where possible. In instances interventive elements such as screens and extended walls have been including as an integral part of the building design to maximise privacy.

The building has been designed also with environmental sustainability principles in mind. Specific engineering solutions have been employed with respect to water management and mechanical plant placement, operation and selection.

In addition passive design techniques have been incorporated into the building design. Sun control elements have been incorporated into the building to mitigate its unavoidable east – west orientation. Each level of the building above the podium is provided with a minimum 1200mm deep balcony space to all perimeters. Room and apartment balconies are set back 2400mm to provide further shading. Offset floor plates to the northern

and southern ends provides for additional solar control. Glazing will be specifically selected for its thermal qualities.

All apartments have access to openings to enable natural ventilation. Operable glazing adjacent lift cores enables to internal corridors to be cross ventilated as well.

The proposal cannot help but offend the principles regarding height. To meet the height provisions, however, would be fatal to the project rendering it non-viable.

When considered in totality the proposal accords closely with the majority of the policy for this zone and care and attention to design detail makes it worthy of approval.

9. Conclusions

This Development Report is prepared in respect to a proposal to redevelop the Comfort Haven Inn Marina Motel site at 6 – 10 Adelphi Terrace with a new 12 storey, four and a half star hotel and conference facilities, associated retail, residential apartments and car parking and comprises:

- The Marina Regency Hotel a 4.5 star hotel with 73 one bedroom hotel suites and 73 two bedroom hotel suites, hotel lobby and facilities.
- a conference facility and meeting rooms comprising 737m² floor space
- 60 apartments
- an associated café/bar of 200m²
- associated retail tenancies comprising a total 767m²
- associated car parking providing a total of 204 car parks
- an outdoor recreation deck including a swimming pool, sun deck, casual outdoor lounge, and bar facilities; and
- associated loading and unloading facilities.

The hotel is intended to add to the product at Glenelg, which is one of the top tourist destinations in Adelaide, and to provide a product that is especially desirable to the growing Chinese market and for which there are current market gaps.

The proposal will bring benefits to the State as is shown in Table 9.1.

Item	Value	Commentary
Project Value	\$110M	
Construction Value (including fit out costs)	\$75M	Provided by CoombsBarei Construction
Direct employment associated with project delivery	518	Over a project delivery period of 2.5 years, this equates with 207 employees per annum
Total employment including multiplier effects	1050	Over a project delivery period of 2.5 years, this equates with 420 employees per annum
Direct State and Federal Taxes generated by \$75M construction	\$4.7M	
Total State and Federal Taxes including multiplier effects	\$10.7M	
Direct permanent employment at new facility	65FTE	High proportion of local employment anticipated. Provided by Comfort Inn management
Total employment from tourist expenditure	231 FTE	High proportion of local employment anticipated. 187 FTE based in Glenelg area.
Total visitor nights at the new facility	134,000	95,000 visitor nights at the hotel and 29,000 permanent resident nights
Total expenditure on hotel accommodation, conferences, functions and tourism spending	\$37M p.a.	\$30M spending within Glenelg, including \$11.5M in facilities and services other than the Marina Regency Hotel. A further \$7M spending outside of the Glenelg area.

Table 9.1 Benefits of the project to the State

This increased activity will provide a critical mass for a general increase in the level of services within the locality including opportunities for increased retail and services including potentially a convenience store.

This proposed project accords closely with South Australia's Strategic Plan, the Planning Strategy – 30 Year Plan for Greater Adelaide, the South Australian Tourism Plan 2020, the Activating China 2020 tourism strategy and the Holdfast Bay Development Plan (except in respect to height) and is recommended for consideration for approval.

Appendix 1. Certificates of Title



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



Registrar-General

Certificate of Title - Volume 5085 Folio 559

Parent Title(s) CT 4126/626
Dealing(s) Creating Title CONVERTED TITLE
Title Issued 26/08/1992
Edition 12
Edition Issued 29/10/2014



Estate Type

FEE SIMPLE

Registered Proprietor

ANNA-MARIA MARVEGGIO
OF 4 HUNTINGTON AVENUE FULHAM SA 5024
50 / 100 SHARE

ROSS PARK PTY. LTD. (ACN: 008 191 991)
OF 4 HUNTINGTON AVENUE FULHAM SA 5024
50 / 100 SHARE

Description of Land

ALLOTMENT 20 FILED PLAN 1437
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11563350	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title

NIL



Priority Notices

NIL

Notations on Plan

NIL

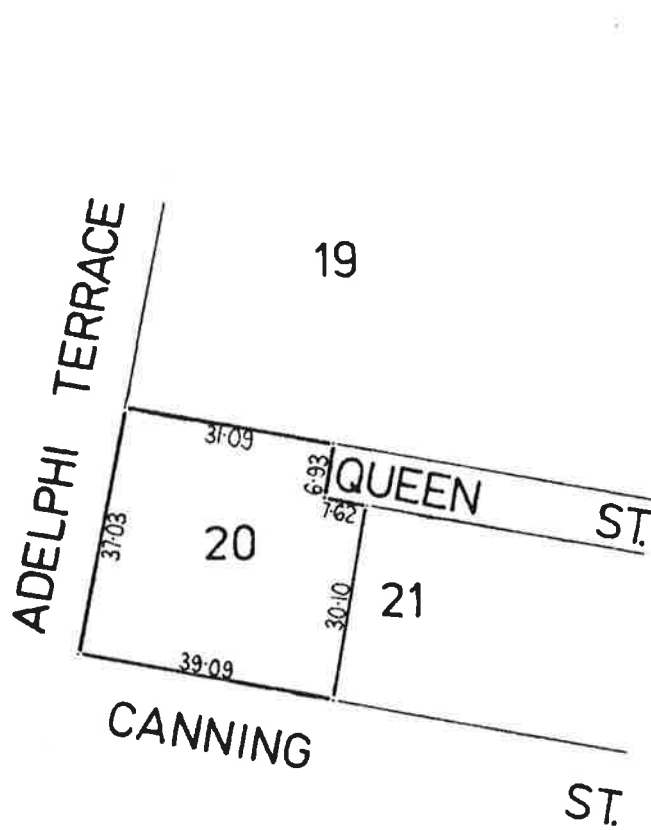
Registrar-General's Notes

DISCHARGE OF 2ND MTGE/ENC - CT NOT PRODUCED

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.





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



Registrar-General

Certificate of Title - Volume 5085 Folio 557

Parent Title(s) CT 4126/627
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 26/08/1992
Edition 11
Edition Issued 29/10/2014

REAL PROPERTY ACT, 1886



South Australia

Estate Type

FEE SIMPLE

Registered Proprietor

ROSS PARK PTY. LTD. (ACN: 008 191 991)
OF 4 HUNTINGTON AVENUE FULHAM SA 5024
1 / 2 SHARE

BRUNO MARVEGGIO
OF 4 HUNTINGTON AVENUE FULHAM SA 5024
1 / 2 SHARE

Description of Land

ALLOTMENT 14 FILED PLAN 1437
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11563348	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title

NIL



Priority Notices

NIL

Notations on Plan

NIL

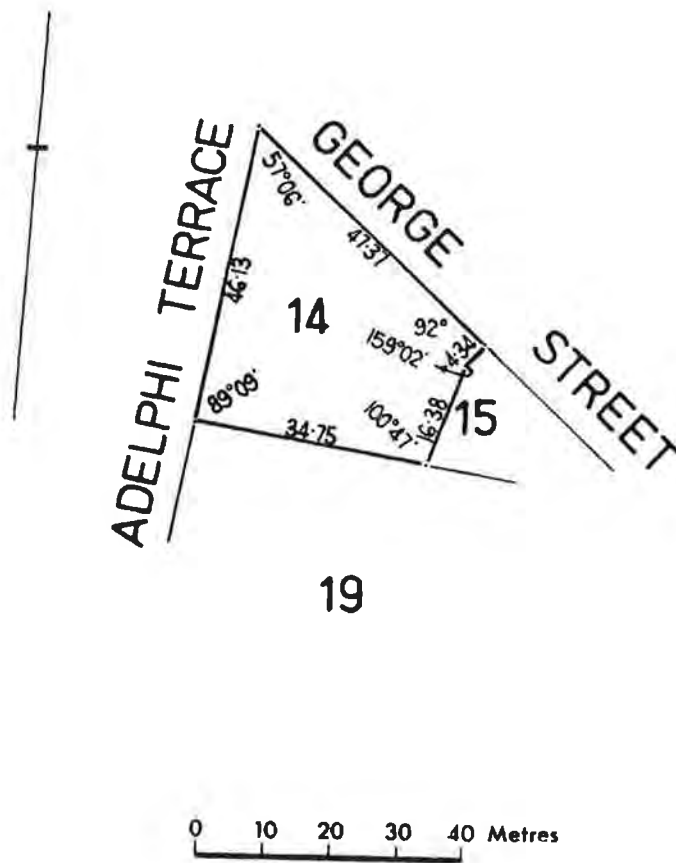
Registrar-General's Notes

NIL

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



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



Registrar-General

Certificate of Title - Volume 5085 Folio 558

Parent Title(s) CT 4126/628
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 26/08/1992
Edition 11
Edition Issued 29/10/2014

REAL PROPERTY ACT, 1985



Estate Type

FEE SIMPLE

Registered Proprietor

ROSS PARK PTY. LTD. (ACN: 008 191 991)
OF 596 ANZAC HIGHWAY GLENELG EAST SA 5045

Description of Land

ALLOTMENT 19 FILED PLAN 1437
IN THE AREA NAMED GLENELG NORTH
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
9709352	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL



Notations on Plan

NIL

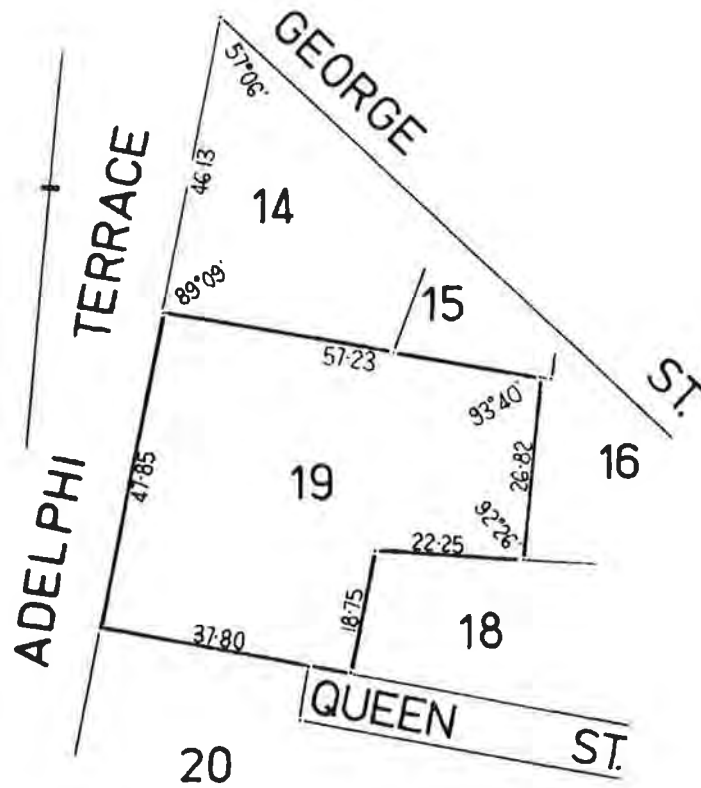
Registrar-General's Notes

NIL

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



Appendix 2. Gazette Notice



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ADELAIDE, THURSDAY, 7 MAY 2015

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GOVERNMENT GAZETTE NOTICES

Notices for publication in the *South Australian Government Gazette* should be emailed to governmentgazette@dpc.sa.gov.au. Content should be sent as Word format attachment(s). Covering emails should include the date the notice is to be published and to whom the notice will be charged. **Closing time for lodgement is 4 p.m. on the Tuesday preceding the regular Thursday publication.** Gazette enquiries to: **Phone 8207 1045**. The *Government Gazette* is available online at: www.governmentgazette.sa.gov.au.

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the undermentioned to the History Trust of South Australia, pursuant to the provisions of the History Trust of South Australia Act 1981:

Member: (from 7 May 2015 until 6 May 2016)
June Ruby Roache
Chloe Catiene Fox
Joost Den Hartog

By command,
JAY WILSON WEATHERILL, Premier

ASACAB007-011

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the undermentioned to the HomeStart Finance Board of Management, pursuant to the provisions of the Urban Renewal Act 1995:

Member: (from 28 June 2015 until 27 June 2018)
Christopher John Ward

Deputy Presiding Member: (from 28 June 2015 until 27 June 2018)
Christopher John Ward

By command,
JAY WILSON WEATHERILL, Premier

HUD0008/15CS

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the undermentioned to the South Australian Water Corporation Board, pursuant to the provisions of the South Australian Water Corporation Act 1994:

Director: (from 7 May 2015 until 6 May 2018)
Ian Francis Stirling

By command,
JAY WILSON WEATHERILL, Premier

15MWRMCS007

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the Honourable the Chief Justice Christopher John Kourakis, as Governor's Deputy of South Australia for the period from 8.30 a.m. on Monday, 11 May 2015 until 2 p.m. on Wednesday, 13 May 2015.

By command,
JAY WILSON WEATHERILL, Premier

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the Honourable Zoe Lee Bettison, MP, Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth and Minister for Volunteers to be also Acting Minister for Employment, Higher Education and Skills, Acting Minister for Science and Information Economy, Acting Minister for the Status of Women and Acting Minister for Business Services and Consumers for the period from 23 May 2015 to 30 May 2015 inclusive, during the absence of the Honourable Gail Elizabeth Gago, MLC.

By command,
JAY WILSON WEATHERILL, Premier

15MEHES10CS

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint the Honourable Susan Elizabeth Close, MP, Minister for Education and Child Development and Minister for the Public Sector to be also Acting Minister for Investment and Trade, Acting Minister for Defence Industries and Acting Minister for Veterans' Affairs for the period from 17 May 2015 to 30 May 2015 inclusive, during the absence of the Honourable Martin Leslie James Hamilton-Smith, MP.

By command,
JAY WILSON WEATHERILL, Premier

MINT15/004CS

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint Linda Williams to the position of Deputy Commissioner of Police for a period of five years commencing on 21 July 2015 and expiring on 20 July 2020, pursuant to the provisions of the Police Act 1998.

By command,
JAY WILSON WEATHERILL, Premier

MPOL15/05CS

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint David Warren Stevens to the position of Presiding Commissioner of the Public Sector Grievance Review Commission for a term of one year commencing on 24 May 2015 and expiring on 23 May 2016, pursuant to Schedule 2 of the Public Sector Act 2009.

By command,
JAY WILSON WEATHERILL, Premier

MPS15/010

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint Kathleen Patricia McEvoy to the position of Assistant Commissioner of the Public Sector Grievance Review Commission for a term of one year commencing on 24 May 2015 and expiring on 23 May 2016, pursuant to Schedule 2 of the Public Sector Act 2009.

By command,
JAY WILSON WEATHERILL, Premier

MPS15/010

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has been pleased to appoint Anne Gordon Burgess to the position of Assistant Commissioner of the Public Sector Grievance Review Commission for a term of one year commencing on 24 May 2015 and expiring on 23 May 2016, pursuant to Schedule 2 of the Public Sector Act 2009.

By command,
JAY WILSON WEATHERILL, Premier

MPS15/010

Department of the Premier and Cabinet
Adelaide, 7 May 2015

HIS Excellency the Governor in Executive Council has removed from the office of Justice of the Peace Carolyn Janis Solly, effective from 7 May 2015, pursuant to Section 11 (5) (b) of the Justices of the Peace Act 2005.

By command,
JAY WILSON WEATHERILL, Premier

JP15/010CS

DEVELOPMENT ACT 1993

SECTION 29 AMENDMENT TO THE CHARLES STURT COUNCIL DEVELOPMENT PLAN

Preamble

1. It is necessary to amend the Charles Sturt Council Development Plan (the Plan) dated 25 September 2014.

NOTICE

PURSUANT to Section 29 (2) (a) of the Development Act 1993, I amend the Plan as follows:

(a) within the Non-complying table, Procedural Matters section of the Urban Core Zone, replace:

Form of development	Exceptions
Shop or group of shops with a gross leasable area of greater than 500 square metres where located outside of the Main Street Policy Area 24 only within Bowden Urban Village.	Except where located within Bowden Urban Village and one of the following apply: (a) a bulky goods outlet located to the south of the rail corridor and the total gross leasable floor area does not exceed 2 000 m ² ; or (b) a restaurant.

with:

Form of development	Exceptions
Shop or group of shops within Bowden Urban Village with a gross leasable area of greater than 500 m ² .	Except where one of the following apply: (a) within Main Street Policy Area 24 ; (b) a bulky goods outlet located to the south of the rail corridor and the total gross leasable floor area does not exceed 2 000 m ² ; or (c) a restaurant.

(b) fix the day on which this notice is published in the *Gazette* as the day on which the Section 29 Amendment will come into operation.

Dated 4 May 2015.

S. MOSELEY, General Manager,
 Information and Strategy Directorate, Development Division,
 Department of Planning, Transport and Infrastructure
 as Delegate of John Rau, Minister for Planning

DEVELOPMENT ACT 1993: SECTION 46 (1)

Preamble

Subsection (1) of Section 46 of the Development Act 1993, allows the Minister for Planning to apply that section to a specified kind of development or project if the Minister is of the opinion that a declaration under that section is appropriate or necessary for the proper assessment of development or a project of major environmental, social or economic importance.

NOTICE

PURSUANT to Section 46 (1) of the Development Act 1993, being of the opinion that a declaration under that section is appropriate for the proper assessment of development of major economic importance, I declare that Section 46 of the Act applies to all development of a kind specified in Schedule 1, in that part of the State specified in Schedule 2.

SCHEDULE 1

The following kinds of development are specified:

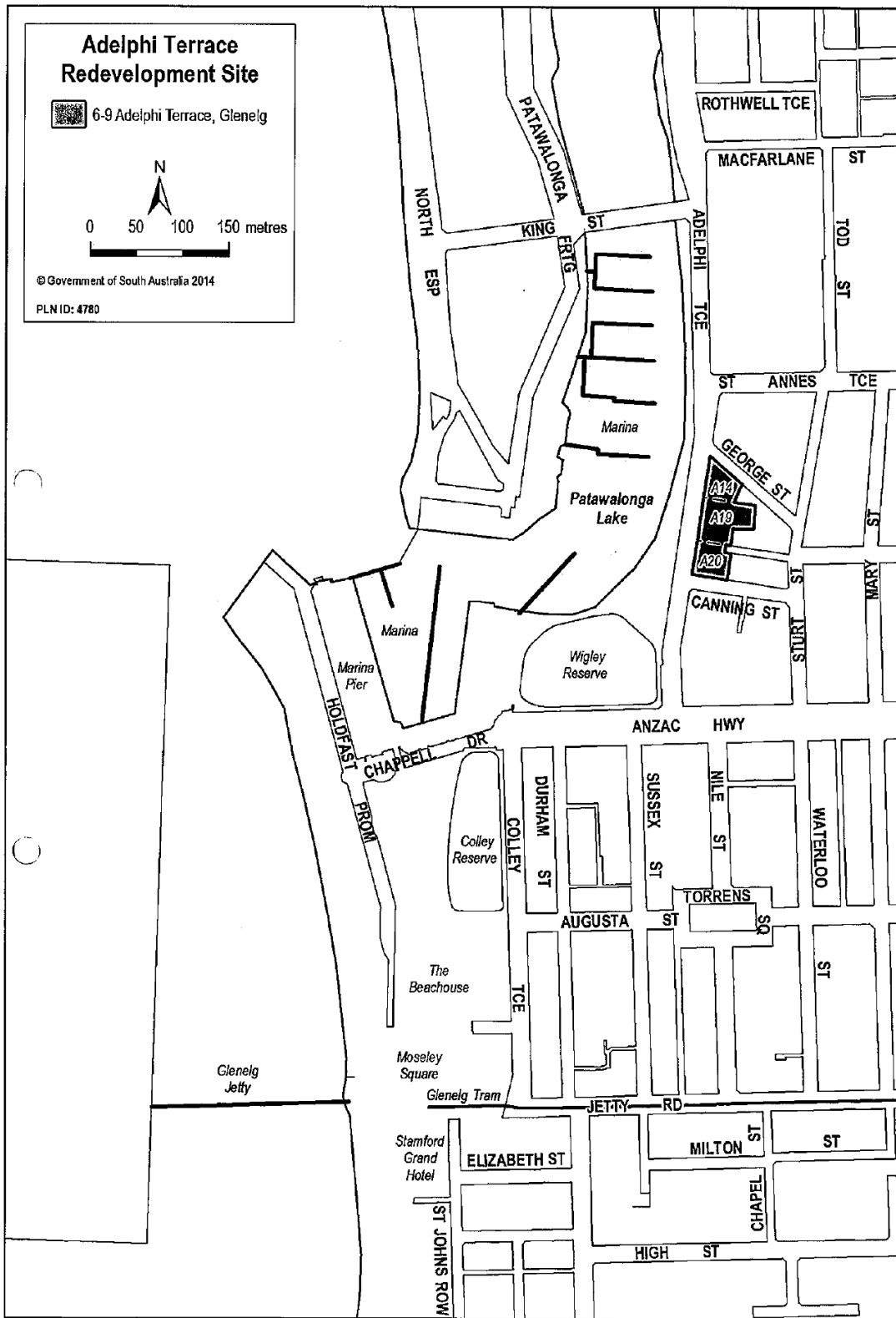
- (a) the construction of a building within the site specified in Schedule 2 for one or more of the following purposes:
 - (i) residential accommodation;
 - (ii) tourist accommodation;
 - (iii) retail premises;
 - (iv) commercial premises;
 - (v) function centre;
- (b) the demolition of a building within the site specified in Schedule 2;
- (c) the undertaking of works for the purposes of, or otherwise related to; roads, stormwater and effluent treatment in connection with the development whether undertaken within the site specified in Schedule 2 or on other adjacent land;
- (d) a change in the use of land associated with any development within the ambit of a preceding paragraph;
- (e) the division of an allotment associated with any development within the ambit of a preceding paragraph; and
- (f) any related or ancillary development associated with development within the ambit of a preceding paragraph.

SCHEDULE 2

The whole of the land comprised in the table below, as shown on the attached map in Schedule 3:

Plan Parcel	Title
F1437A14	CT5085/557
F1437A19	CT5085/558
F1437A20	CT5085/559

SCHEDULE 3



Dated 29 April 2015.

JOHN RAU, Minister For Planning

DEVELOPMENT ACT 1993, SECTION 25 (17): ALEXANDRINA COUNCIL RURAL AREAS DEVELOPMENT PLAN AMENDMENT

Preamble

1. The Rural Areas Development Plan Amendment (the Amendment) by the Alexandrina Council has been finalised in accordance with the provisions of the Development Act 1993.

2. The Minister for Planning has decided to approve the Amendment.

NOTICE

PURSUANT to Section 25 of the Development Act 1993, I—

- (a) approve the Amendment; and
- (b) fix the day on which this notice is published in the *Gazette* as the day on which the Amendment will come into operation.

Dated 29 April 2015.

JOHN RAU, Deputy Premier, Minister for Planning

ELECTORAL ACT 1985

Part 6—Registration of Political Parties

NOTICE is hereby given pursuant to Section 42 of the Electoral Act 1985, that I have this day registered the following political party:

Name of Party: Danig Party of Australia (SA Division)

Dated 7 May 2015.

K. MOUSLEY, Electoral Commissioner

ECSA 116/2013

GEOGRAPHICAL NAMES ACT 1991

Notice to Alter the Boundaries of Places

NOTICE is hereby given pursuant to Section 11B (1) (b) of the Geographical Names Act 1991, that I, MICHAEL BURDETT, Surveyor-General and Delegate appointed by Stephen Mullighan, Minister for Transport and Infrastructure, Minister of the Crown to whom the administration of the Geographical Names Act 1991, is committed DO HEREBY:

1. Exclude from the suburb of **KESWICK** and include into the suburb of **WAYVILLE** that area marked (A) shown highlighted in blue on the plan.

2. Exclude from the suburb of **FORESTVILLE** and include into the suburb of **WAYVILLE** that area marked (B) shown highlighted in purple on the plan.

3. Exclude from the suburb of **FORESTVILLE** and include into the suburb of **GOODWOOD** that area marked (C) shown highlighted in orange on the plan.

The altered boundary can be viewed on the Land Services Property Location Browser (PLB) website at <http://maps.sa.gov.au/plb/> or on the Land Services website at www.sa.gov.au/landservices/namingproposals.

Dated 1 May 2015.

M. BURDETT, Surveyor-General, Department of Planning, Transport and Infrastructure

DPTI.2015/006386/01

GEOGRAPHICAL NAMES ACT 1991

Notice to Alter the Boundaries of Places

NOTICE is hereby given pursuant to Section 11B (1) (b) of the Geographical Names Act, 1991, that I, MICHAEL BURDETT, Surveyor-General and Delegate appointed by Stephen Mullighan, Minister for Transport and Infrastructure, Minister of the Crown to whom the administration of the Geographical Names Act 1991, is committed DO HEREBY exclude from the suburb of **ROCKY GULLY** and include into the suburb of **WHITE HILL** that area marked (A) shown on the plan.

The altered boundary can be viewed on the Land Services Property Location Browser (PLB) website at <http://maps.sa.gov.au/plb/> or on the Land Services website at www.sa.gov.au/landservices/namingproposals.

Dated 1 May 2015.

M. BURDETT, Surveyor-General, Department of Planning, Transport and Infrastructure

DPTI.2015/006387/01

SOUTH AUSTRALIAN HOUSING TRUST REGULATIONS 2010

NOTICE UNDER REGULATION 4

*Determination of Criteria for the Purposes of the Concept of Affordable Housing*1. *Application*

This Notice applies to:

- (a) applications for development authorisation under the Development Act 1993 (SA); and
- (b) policies under Development Plans pursuant to the Development Act 1993 (SA).

2. *Determination of Criteria*

- (1) Land or a dwelling that is the subject of an application or policy to which this Notice applies will fall within the concept of affordable housing for the purposes of the South Australian Housing Trust Regulations 2010 (SA) if:
 - (a) the Dwelling is to be offered for sale to an Eligible Buyer (as described in Paragraph 2 (2) of this Notice) either at or below the price described in row two in the table set out below (having regard to the location of the Dwelling as described in column two and three of that table) ('Price'), or at a price approved under Clause 2 (3) of this Notice in accordance with the terms of a legally binding agreement referred to in Paragraph 2 (1) (d) or
 - (b) the Land is a Torrens Title allotment and is offered for sale to an Eligible Buyer at or below the price described in row three in the table set out below (having regard to the location of the Land as described in column two and three of that table) ('Price'); or
 - (c) the Land or Dwelling is purchased by an Eligible Buyer described in Paragraphs 2 (2) (b), 2 (2) (c), or 2 (2) (d) for more than the Price; or
 - (d) the Minister responsible for administering the South Australian Housing Trust Regulations 2010 (SA) otherwise determines, in the Minister's absolute discretion, that the Land or Dwelling constitutes affordable housing for the purposes of the South Australian Housing Trust Regulations 2010 (SA);

and

- (e) in the case of an application for a development authorisation—a legally binding agreement between the developer/owner and a Minister, or instrumentality of the Crown in right of the State or Council (constituted under the Local Government Act 1999 (SA)), is in place to ensure that the sale and/or purchase of the Land or Dwelling complies with the requirements set out in this Notice.

Affordability Indicators (June 2014)	Greater Adelaide and Regional Cities*	Rest of State#
House and land purchase price (inclusive of GST)	\$304 000	\$243 000
Land purchase price (inclusive of GST)	\$136 800	\$109 350

* 'Greater Adelaide' means Greater Adelaide as defined in Map D1 the 30 Year Plan for Greater Adelaide, a volume of the South Australian Planning Strategy published in 2010. Regional Centres are Roxby Downs, Mount Gambier, Murray Bridge, Port Augusta, Port Pirie, Whyalla and Port Lincoln.

'Rest of State' means all areas in the State of South Australia excluding Greater Adelaide and the Regional Cities described above.

- (2) An Eligible Buyer is:
 - (a) a person who is assessed as being eligible by Renewal SA;
 - (b) the South Australian Housing Trust or a registered housing association or a registered housing co-operative under the South Australian Co-operative and Community Housing Act 1991 (SA);
 - (c) a person (natural or corporate) approved to provide affordable rental under the 'National Rental Affordability Scheme';
 - (d) a person (natural or corporate) subject to an affordable housing facilitation agreement with a Minister, or instrumentality of the Crown in right of the State; or
 - (e) any class of persons, declared from time to time by the Minister responsible for administering the South Australian Housing Trust Regulations 2010 (SA).
- (3) If a Dwelling:
 - (a) has features which make it more energy efficient and environmentally sustainable;
 - (b) is on a small allotment within close proximity of public transport;
 - (c) is offered for sale in conjunction with a financing product that increases an Eligible Buyers purchasing capacity, or
 - (d) provides for dual occupancy living

as outlined in the 'Including 15% Affordable Housing in Your Development' industry guidelines published from time to time by Renewal SA, the developer/owner may seek approval from the Minister with applications for approval directed to the Chief Executive, Renewal SA for a variation of the Price by up to 15%.

Dated 25 April 2015.

JOHN RAU, Minister for Housing and Urban Development

CITY OF CHARLES STURT

Road Closure—Gibson Street, Bowden

NOTICE is hereby given pursuant to Section 359 of the Local Government Act 1934, that the City of Charles Sturt will close Gibson Street, Bowden, between the Outer Harbor Railway Line and Fifth Street from 1 June 2015 until 31 March 2016. Details regarding the closure can be obtained from the City of Charles Sturt, telephone: 8408 1111.

Dated 7 May 2015.

M. WITHERS, Chief Executive Officer

CITY OF UNLEY

ROADS (OPENING AND CLOSING) ACT 1991

Road Closure—Palmerston Place, Unley

NOTICE is hereby given pursuant to Section 10 of the said Act, that the City of Unley proposes to make a Road Process Order to close, a strip portion of public road (Palmerston Place) and merge with the adjoining Allotment 197 in Filed Plan 12870, shown marked 'A' on Preliminary Plan No. 15/0009.

A copy of the plan and a statement of persons affected are available for public inspection at the offices of the City of Unley situated in The Unley Civic Centre, 181 Unley Road, Unley and in the office of the Surveyor-General, 101 Grenfell Street, Adelaide, during normal office hours.

Any application for easement or objections must be made in writing within 28 days of this notice, to the Council, P.O. Box 1, Unley, S.A. 5061 and the Surveyor-General, G.P.O. Box 1354, Adelaide, S.A. 5001, setting out full details. Where a submission is made, Council will give notification of a meeting to deal with the matter.

Dated 7 May 2015.

P. TSOKAS, Chief Executive Officer

CITY OF WEST TORRENS

Declaration of Public Road

NOTICE is hereby given pursuant to Section 210 of the Local Government Act 1999, that the Council of the City of West Torrens resolved at the meeting of 7 April 2015, that the whole of the road known as Main Street and the portion of the road known as Cross Street in the area of Lockleys, Hundred of Adelaide as shown in Deposited Plan 1138 to be public roads.

Dated 5 May 2015.

T. BUSS, Chief Executive Officer

KANGAROO ISLAND COUNCIL

ROADS (OPENING AND CLOSING) ACT 1991

Road Opening and Closure—North Coast Road, Stokes Bay

NOTICE is hereby given, pursuant to Section 10 of the Roads (Opening and Closing) Act 1991, that the Kangaroo Island Council proposes to make a Road Process Order to close and merge portions of the public road (North Coast Road) with Allotment 19 in DP 67977 situated adjoining the eastern and southern boundaries of the said Allotment and to open as public road portion of Allotment 856 in FP 180888 and of Allotment 857 in FP 180889 and to merge a severed portion of the said Allotment 857 with the said Allotment 19, all more particularly delineated and lettered and numbered as 'A' and 'B' and '1', '2' and '3' (respectively) on Preliminary Plan No. 13/0026.

A copy of the Plan and a statement of persons affected are available for public inspection at the offices of the Kangaroo Island Council, 45 Dauncey Street, Kingscote and the office of the Surveyor-General, 101 Grenfell Street, Adelaide during normal office hours.

Any application for easement or objection must set out the full name, address and details of the submission and must be fully supported by reasons. The application for easement or objection must be made in writing to the Kangaroo Island Council, P.O. Box 121, Kingscote, S.A. 5223, within 21 days of this notice and a copy must be forwarded to the Surveyor-General, G.P.O. Box 1354, Adelaide, S.A. 5001.

Where a submission is made, the Council will give notice of a meeting at which the matter will be considered.

Dated 1 May 2015.

A. BOARDMAN, Chief Executive Officer

DISTRICT COUNCIL OF MALLALA

Appointment

PURSUANT to Section 56A (22) of the Development Act 1993, Council on 27 April 2015, appointed the Chief Executive Officer (Katrina Márton) as the Public Officer of the Mallala Council Development Assessment Panel.

Contact details for the Public Officer are:

Katrina Márton,
P.O. Box 18,
Mallala, S.A. 5502
Phone: (08) 8527 0200
Email: katrinam@mallala.sa.gov.au

K. MARTON, Chief Executive Officer

DISTRICT COUNCIL OF TUMBY BAY

Naming of Road

NOTICE is hereby given pursuant to Section 219 of the Local Government Act 1999, that a portion of the Lipson-Ungarra Road, between Lawrie Street and Ashman Terrace in the township of Ungarra, has been renamed Goodes Road. Effective from 1 June 2015.

T. SMITH, Chief Executive Officer

IN the matter of the estates of the undermentioned deceased persons:

- Beinke, Betty Christine*, late of 15 Leadenhall Street, Port Adelaide, home duties, who died on 29 January 2014.
- de Meyer, Norma Jean*, late of 8 Fletcher Road, Mount Barker, retired shop assistant, who died on 10 February 2015.
- Hogg, Merle*, late of 100 Seaford Road, Seaford, of no occupation, who died on 22 February 2015.
- Hoskin, Robert Stephen*, late of 470 Churchill Road, Kilburn, of no occupation, who died on 26 December 2014.
- Johnson, Daphne Mimmie*, late of 8 Shackleton Avenue, Ingle Farm, of no occupation, who died on 18 November 2014.
- Kalin, Dorothy Jean*, late of 219 Christo Road, Waratah, New South Wales, widow, who died on 5 November 2014.
- Knowles, Diana Mary*, late of 30 Marnhull Street, Elizabeth Grove, home duties, who died on 13 August 2014.
- McHugh, Maureen Daphne*, late of 43 Fisher Street, Magill, retired departmental manager, who died on 27 February 2015.
- Pinding, Geoffrey Carl*, late of 29 Townsend Street, Crescent, retired cellar hand, who died on 15 December 2014.
- Roberts, Geoffrey Ralph*, late of 3 Grant Avenue, Gilles Plains, retired refrigeration mechanic, who died on 22 January 2015.
- Rogers, Geoffrey*, late of 16 Ethel Street, Stirling, retired linesman, who died on 16 September 2014.
- Sage, Ethel Eileen*, late of 52 Dunrobin Road, Hove, of no occupation, who died on 23 January 2015.
- Stevanovic, Bisenija*, late of 102 Cedar Avenue, Royal Park, retired factory worker, who died on 28 March 2015.
- Tudhope, Penelope Amanda*, late of Hawdon Street, Whyalla, Norrie, of no occupation, who died on 8 December 2014.

Notice is hereby given pursuant to the Trustee Act 1936, as amended, the Inheritance (Family Provision) Act 1972 and the Family Relationships Act 1975, that all creditors, beneficiaries, and other persons having claims against the said estates are required to send, in writing, to the Office of Public Trustee, G.P.O. Box 1338, Adelaide, S.A. 5001, full particulars and proof of such claims, on or before 5 June 2015, otherwise they will be excluded from the distribution of the said estates; and notice is also hereby given that all persons indebted to the said estates are required to pay the amount of their debts to the Public Trustee or proceedings will be taken for the recovery thereof; and all persons having any property belonging to the said estates are forthwith to deliver same to the Public Trustee.

Dated 7 May 2015.

D. A. CONTALA, Public Trustee

Appendix 3. Development Report

GUIDELINES

For the preparation of a

DEVELOPMENT REPORT

**Integrated Hotel Development
Adelphi Terrace, Glenelg**

Wunda Projects Australia Pty Ltd

July 2015



CONTENTS

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APPENDICES

1	Section 46D of the <i>Development Act 1993</i>	
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1. BACKGROUND

- 1.1** On 7 May 2015, the Minister for Planning made a declaration in *The South Australian Government Gazette* that an Integrated Hotel Development at Adelphi Terrace Glenelg, be assessed as a Major Development pursuant to Section 46 of the *Development Act 1993* (the Act).
- 1.2** The proposal is an integrated hotel development comprising tourist accommodation, as well as private apartments, together with a function centre, recreation areas, cafe and bar, and associated car parking and infrastructure.
- 1.3** The Major Development declaration, appearing in the Government Gazette, includes:
- The construction of a building within the site for residential accommodation; tourist accommodation; retail premises; commercial premises; function centre;
 - the demolition of any existing buildings within the site;
 - the undertaking of works for the purposes of, or otherwise related to; roads, stormwater and effluent treatment in connection with the development whether undertaken within the site or on other adjacent land;
 - a change in the use of land associated with any development listed above;
 - the division of an allotment associated with any development listed above;
 - any related or ancillary development associated with development listed above.
- 1.4** Section 46 of the Act ensures that matters affecting the environment, the community or the economy to a significant extent, are fully examined and taken into account in the assessment of this proposal.
- 1.5** These Guidelines set out the assessment issues associated with the proposal along with their scale of risk as determined by the Development Assessment Commission.
- 1.6** Each guideline is intended to be outcome focused, risk-based and pragmatic (for applicants and decision makers). Issues are ranked in terms of risk and scale, based on how well known an issue is, as well as how understood the response is.
- 1.7** Guidelines may be accompanied by suggested assessment approaches. These suggestions are not exhaustive, and may be just one of a wide range of methods to consider and respond to a particular guideline.

2. PROCESS

- 2.1** The Development Assessment Commission (Commission) has determined that the proposal will be subject to the processes of a Development Report (DR), as set out in Section 46D of the Act. The Commission's role in the assessment process is now completed. From this point The Minister will continue with the assessment under Section 46 of the Act.
- 2.2** The DR should detail any expected environmental, social and economic effects of the development, and the extent to which the development is consistent with the provisions of the Councils Development Plan, the Planning Strategy and any matter prescribed by the Regulations under the Act.
- 2.3** In preparing the DR, the proponent should bear in mind the following aims of the DR and public review process:
- To provide a single source of information from which interested persons can gain an understanding of the proposal;
 - To provide a forum for consultation and informed comment on the proposal;
 - To provide a framework within which all aspects of the proposal are considered.
- 2.4** Following the release of these Guidelines the DR must be prepared by the proponent in accordance with the Guidelines.

- 2.5 The completed DR is submitted to the Minister for public release, and is subsequently referred to Council and relevant government agencies for comment.
- 2.6 An opportunity for public comment will occur when the completed DR is released. Public exhibition is undertaken for 15 business days. An advertisement will be placed in the *Advertiser* and local *Messenger newspapers* inviting submissions.
- 2.7 Copies of the submissions from the public, Council and other relevant agencies will be provided to the proponent.
- 2.8 The proponent may then prepare a 'Response Document' within 10 business days to address the matters raised during the Public exhibition period.
- 2.9 The Minister then prepares an Assessment Report. The Assessment Report and the Response Document will be available for inspection and purchase at a place determined by the Minister for a period determined by the Minister.
- 2.10 Availability of each of these documents will be notified by advertisements in *The Advertiser* and *local Messenger newspapers*. A copy of the DR, Response Document and the Assessment Report will be provided to the Council.
- 2.11 When a proposal is subject to the DR process, the Governor makes the final decision under Section 48 of the Act. The documentation from the assessment process will be used by the Governor in the decision-making process under Section 48 of the Act.
- 2.12 In deciding whether the proposal will be approved and any conditions that will apply, the Governor must have regard to:
- Provisions of the Development Plan;
 - The Development Act and Regulations;
 - If relevant, the Building Code of Australia;
 - The South Australian Planning Strategy;
 - The DR and the Ministers Assessment Report;
 - Where relevant, any other government policy and/or legislation.
- 2.13 The Governor can at any time indicate that the development will not be granted authorisation. This may occur if the development is inappropriate or cannot be properly managed. This is commonly referred to as an *early no*.

3. DEVELOPMENT REPORT (DR)

- 3.1 The DR should be presented in terms that are readily understood by the general reader. Technical details should be included in the appendices.

3.2 THE REPORT MUST INCLUDE THE FOLLOWING

Information and Assessment

The provision of all information sought by the guidelines, together with consideration and assessment against each of the matters identified in Section 4 of these Guidelines.

Consistency with Policy and Legislation

The Act requires the DR to state its consistency with the relevant Development Plan and Planning Strategy, and other key policies and/or legislation as identified within these guidelines (refer to Appendix 2 for other 'useful documents').

Commitment to meet Conditions

Please state the proponent's commitments to meet conditions to avoid, mitigate, manage and/or control any potentially unreasonable impacts from the development.

3.3 THE REPORT SHOULD INCLUDE THE FOLLOWING

Summary

A concise summary of the matters set out in Section 46D of the Act, including all aspects covered in the Guidelines set out below, in order for the reader to obtain a quick but thorough understanding of the proposal and all its effects.

Introduction

The introduction to the DR should briefly cover the following:

- Background to and objectives of the proposed development;
- Details of the proponent;
- Staging and timing of the proposal;
- Relevant legislative requirements and assessment process.

Need for the Proposal

A statement of the objectives and justification for the proposal, including:

- the specific objectives the proposal is intended to meet;
- expected local, state or national benefits and costs;
- a summary of environmental, economic and social arguments to support the proposal; including the consequences of not proceeding with the proposal.

4. ASSESSMENT

4.1 CRITICAL ASSESSMENT

Economic Impact

The proposal should make a positive contribution to the commercial and tourism functions of the Glenelg area – *Evaluate the economic contribution of the proposal on the Glenelg and Holdfast Shores precincts, taking into account the existing commercial, retail and tourist accommodation circumstances of the area.*

Strategic Precinct Evaluation

It should be demonstrated why the proposal could be considered a logical extension to the wider Holdfast beachside precinct – *Evaluate the nature and use of the offering in a precinct wide sense, taking into account matters of alternative site availability, the urban form and relationship to development of scale, and relationship and proximity to the commercial precincts of Jetty Road and Holdfast Shores environs.*

Neighbourhood Interface

Demonstrate interface impacts (such as overlooking, overshadowing and visual impact) of neighbouring development are appropriately managed – *Evaluate the impacts of the proposal on the locality, taking into account its height, scale and interface relationship to neighbouring development, balanced with the expectation of increased development intensity.*

Tourism

The proposal should make a positive contribution to tourism within the local area, wider Adelaide and the State generally - *Evaluate the proposals contribution to the South Australian tourism economy, in particular its association with current Government tourism policy, such as the South Australian Tourism Commission's Tourism Plan 2020.*

4.2 MEDIUM ASSESSMENT

Design Quality

The proposal will be a high quality design for the site and local area – *The proposal should be evaluated against and respond to the Principles of Good Design by Office for Design + Architecture SA, with continued participation in the Government Architect led design review process. This process and its evolution shall be documented.*

Public Realm Interface

The proposal will respond to the public realm and open space areas within the local area in a meaningful and positive way – *Evaluate the proposal's relationship within its urban public context, in particular at the street frontage interface and neighbouring open spaces areas opposite the development site.*

Employment

The proposal should enhance job creation and foster ongoing employment opportunities for the local area – *Evaluate the local and broader job creation and employment opportunities (including any multiplier effects) resulting from the proposal, from construction through to completion and operation.*

4.3 STANDARD ASSESSMENT

The following standard information is required for assessment –

- **Current Certificate(s) of Title**
- Completed and signed **Electricity declaration form** to certify the proposal meets the setback requirements from electricity infrastructure pursuant to Schedule 5 (2A) of the Development Regulations 2008.

TYPICAL PLANS

- **Context and locality plans** should illustrate and analyse existing site conditions and the relationship of the proposal to surrounding land and buildings. The plan should be drawn to a large scale to allow presentation on a single sheet and be readily legible. The plan should indicate:
 - location of buildings on adjoining properties;
 - the height of these buildings;
 - the location of car parking areas;
 - landscaped areas;
 - window openings;
 - any other information that would help to set the context for the locality within which your development is proposed.
- **Shadow diagrams** demonstrating the extent of overshadowing (pre and post development) on adjoining properties at 9am, 12noon and 3pm during the solstice and equinox.

- A **landscaping plan** to be prepared which includes the location of any regulated or significant trees on the site and/or adjoining land.
- Coloured high resolution **perspectives** of the proposal shown in context from various locations, including streetscape perspectives, views at the human/pedestrian scale, as well as longer views from strategic approaches to the precinct.
- **Site plan** (drawn at a scale of 1:100 or 1:200) clearly indicating the proposed buildings and works, including demolition.
- **Elevations** (drawn at a scale of 1:100 or 1:200) are required for all sides of the building with levels and height dimensions provided in Australian Height Datum.
- **Cross sections** of the building are required and should include ground levels, floor levels, ceiling heights and maximum height in Australian Height Datum.
- Provide **floor plans** (drawn at a scale of 1:100 or 1:200) for each level of the building demonstrating what is proposed at each floor, with indicative internal layouts.
- **Site survey** plan demonstrating the development will be contained within the allotment boundaries.
- **Sequencing and staging plans** of the proposal if you wish to seek Building Rules Consent in stages.
- A schedule of **materials and finishes and colours**.
- Location and dimensions of any external **advertising displays**. If signs are to be illuminated or contain a moving display this needs to be included.

SPECIALIST REPORTS AND DETAILS

- A **design statement** should provide an understanding the evolution of the proposal (including options explored and discounted) from the concept to the final design.
- **Transport, access and pedestrian impact assessment** prepared by a suitably qualified traffic and access planner/engineer. The assessment should evaluate current and proposed access arrangements, car parking, as well as pedestrian and vehicle interface at the street and within the local road network.
- **Waste management and minimization (for demolition, construction and operation)** demonstrating the location of waste storage (including separation of recyclables hard waste and e-waste) and disposal facilities on the site and provide details of how these facilities will be serviced.
- Should the proposal breach the Obstacle Limitation Surface (OLS) as determined by Adelaide Airports Limited, an **Aeronautical impact assessment** will be necessary to ensure there will be no unreasonable impact on the operations of Adelaide Airport
- Provide a **noise assessment** prepared by an acoustic engineer to moderate external and environmental noise disturbance and amenity impacts for future occupants of the development, but also other sensitive uses within the immediate area as a result of the proposed development.
- Details of proposed **stormwater management** and **flood impact mitigation** measures, as well as any retention and reuse as part of the development, inclusive of details for connecting into any street drainage channel or council drain and the method of drainage and services proposed to be used.
- **Wind impact assessment** of micro climatic impacts such as wind tunnelling and downward draft on pedestrian comfort and amenity within both the public realm and private recreational areas.

- A **sustainability assessment** must be provided, and will outline the environmental sustainability measures (energy efficiency, water sensitive design etc) incorporated into the proposal.
- Provide **Crime Prevention Through Environmental Design (CPTED)** details which outline measures incorporated into the proposal to deter criminal behaviour through environmental design, including but not limited to:
 - Clear sight lines, directional devices and way finding;
 - Use of public lighting and CCTV cameras;
 - Active street frontages and balconies to encourage passive surveillance;
 - Identifiable building entry;
 - Provision of secure and private areas for residents;
 - Details of how the proposal addresses pedestrian amenity in the public realm.
- **Site history assessment** - Where a development is to occur on land that has the potential to be contaminated (through previous land uses) a site history assessment is required.
- Details of **site services and infrastructure** including utility services (water, gas, electricity, sewerage disposal, waste water, drainage, trenches or conduits); location of ground and roof plant and equipment (fire booster; electricity transformer; air conditioning; solar panels etc).

APPENDIX 1 – SECTION 46D OF THE *DEVELOPMENT ACT 1993*

46D—DR process—Specific provisions

- (1) This section applies if a DR must be prepared for a proposed development.
- (2) The Minister will, after consultation with the proponent—
 - (a) require the proponent to prepare the DR; or
 - (b) determine that the Minister will arrange for the preparation of the DR.
- (3) The DR must be prepared in accordance with guidelines determined by the Development Assessment Commission under this Subdivision.
- (4) The DR must include a statement of—
 - (a) the expected environmental, social and economic effects of the development;
 - (b) the extent to which the expected effects of the development are consistent with the provisions of—
 - (i) any relevant Development Plan; and
 - (ii) the Planning Strategy; and
 - (iii) any matters prescribed by the regulations;
 - (c) if the development involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the Environment Protection Act 1993, the extent to which the expected effects of the development are consistent with—
 - (i) the objects of the Environment Protection Act 1993; and
 - (ii) the general environmental duty under that Act; and
 - (iii) relevant environment protection policies under that Act;
 - (ca) if the development is to be undertaken within the Murray-Darling Basin, the extent to which the expected effects of the development are consistent with—
 - (i) the objects of the River Murray Act 2003; and
 - (ii) the Objectives for a Healthy River Murray under that Act; and
 - (iii) the general duty of care under that Act;
 - (cb) if the development is to be undertaken within, or is likely to have a direct impact on, the Adelaide Dolphin Sanctuary, the extent to which the expected effects of the development are consistent with—
 - (i) the objects and objectives of the Adelaide Dolphin Sanctuary Act 2005; and
 - (ii) the general duty of care under that Act;
 - (cc) if the development is to be undertaken within, or is likely to have a direct impact on, a marine park, the extent to which the expected effects of the development are consistent with—
 - (i) the prohibitions and restrictions applying within the marine park under the Marine Parks Act 2007; and
 - (ii) the general duty of care under that Act;
 - (d) the proponent's commitments to meet conditions (if any) that should be observed in order to avoid, mitigate or satisfactorily manage and control any potentially adverse effects of the development on the environment;
 - (e) other particulars in relation to the development required—
 - (i) by the regulations; or
 - (ii) by the Minister.

(5) After the DR has been prepared, the Minister—

(a) —

(i) must, if the DR relates to a development that involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the Environment Protection Act 1993, refer the DR to the Environment Protection Authority;

(ia) must, if the DR relates to a development that is to be undertaken within the Murray-Darling Basin, refer the DR to the Minister for the River Murray;

(ib) must, if the DR relates to a development that is to be undertaken within, or is likely to have a direct impact on, the Adelaide Dolphin Sanctuary, refer the DR to the Minister for the Adelaide Dolphin Sanctuary;

(ic) must, if the DR relates to a development that is to be undertaken within, or is likely to have a direct impact on, a marine park, refer the DR to the Minister for Marine Parks;

(ii) must refer the DR to the relevant council (or councils), and to any prescribed authority or body; and

(iii) may refer the DR to such other authorities or bodies as the Minister thinks fit, for comment and report within the time prescribed by the regulations; and

(b) must ensure that copies of the DR are available for public inspection and purchase (during normal office hours) for at least 15 business days at a place or places determined by the Minister and, by public advertisement, give notice of the availability of copies of the DR and invite interested persons to make submissions to the Minister on the DR within the time determined by the Minister for the purposes of this paragraph.

(6) The Minister must, after the expiration of the time period that applies under subsection (5)(b), give to the proponent copies of all submissions made within time under that subsection.

(7) The proponent may then prepare a written response to—

(a) matters raised by a Minister, the Environment Protection Authority, any council or any prescribed or specified authority or body, for consideration by the proponent; and

(b) all submissions referred to the proponent under subsection (6), and provide a copy of that response to the Minister within the time prescribed by the regulations.

(8) The Minister must then prepare a report (an Assessment Report) on the matter taking into account—

(a) any submissions made under subsection (5); and

(b) the proponent's response (if any) under subsection (7); and

(c) comments provided by the Environment Protection Authority, a council or other authority or body; and

(d) other comments or matter as the Minister thinks fit.

(9) Copies of the DR, any response under subsection (7) and the Assessment Report must be kept available for inspection and purchase at a place determined by the Minister for a period determined by the Minister.

(10) If a proposed development to which a DR relates will, if the development proceeds, be situated wholly or partly within the area of a council, the Minister must give a copy of the DR, any response under subsection (7) and the Assessment Report to the council.

Appendix 4. Architectural Drawings

**MARINA REGENCY
HOTEL & APARTMENTS
6-10 ADELPHI TERRACE
GLENELG SA**

Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
1:200@A1
1:400@A3

Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-0000
COVER PAGE

DRAWING NUMBER	DRAWING NAME	DRAWING NUMBER	DRAWING NAME
SK-0000	COVER PAGE		
SK-0001	DRAWING INDEX	SK-4000	TYPICAL FACADE STUDY
SK-0002	AREA SCHEDULE	SK-4001	GREEN WALL CONCEPT
SK-0100	CONTEXT PLAN	SK-5000	STREETSCAPE CONCEPTUAL PLAN
SK-0200	EXISTING SITE & DEMOLITION PLAN	SK-5001	STREETSCAPE TECHNICAL PLAN
SK-1100	GROUND FLOOR PLAN	SK-5002	STREETSCAPE DIAGRAMS AND SCHEDULE
SK-1101	LEVEL C01 PLAN	SK-5003	GREEN ROOF CONCEPT
SK-1102	LEVEL 01 PLAN	SK-6000	SHADOW STUDY DIAGRAMS
SK-1103	LEVEL 02 PLAN	SK-6001	OVERLOOKING DIAGRAMS
SK-1104	LEVEL 03 PLAN	SK-6002	VISUAL IMPACT DIAGRAMS
SK-1105	LEVEL 04 PLAN	SK-6003	WASTE MANAGEMENT DIAGRAM
SK-1106	LEVEL 05 PLAN	SK-9000	MATERIALS AND FINISHES SCHEDULE
SK-1107	LEVEL 06 PLAN	SK-9100	ARTIST'S IMPRESSION - VIEW FROM ANZAC HIGHWAY
SK-1108	LEVEL 07 PLAN	SK-9101	ARTIST'S IMPRESSION - VIEW FROM KING STREET BRIDGE
SK-1109	LEVEL 08 PLAN	SK-9102	ARTIST'S IMPRESSION - VIEW FROM CORNER OF CANNING STREET AND STURT STREET
SK-1110	LEVEL 09 PLAN	SK-9103	ARTIST'S IMPRESSIONS - ADELPHI TERRACE STREETSCAPE
SK-1111	LEVEL 10 PLAN		
SK-1112	LEVEL 11 PLAN		
SK-1113	LEVEL 12 PLAN		
SK-1114	LEVEL 13 (PLANT) PLAN		
SK-1115	ROOF PLAN		
SK-1800	APARTMENT LAYOUTS SHEET 1		
SK-1801	APARTMENT LAYOUTS SHEET 2		
SK-2000	NORTH ELEVATION		
SK-2001	EAST ELEVATION		
SK-2002	SOUTH ELEVATION		
SK-2003	WEST ELEVATION		
SK-3000	SECTION AA		
SK-3001	SECTION BB		
SK-3002	CONCEPTUAL HOTEL LOBBY SECTION		



Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
1:200@A1
1:400@A3

Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-0001
DRAWING INDEX

MARINA BAY HOTEL
 1 Beds 73
 2 Beds 73

MARINA BAY APARTMENTS
 Apartments 36
 Penthouses 24

 Cafe 200m²

 Retail 767m²

 Function Centre 737m²

 Car parks 204

01 - ACCOMMODATION SUMMARY

m ²	1 BED	2 BED	APARTMENTS	PENTHOUSES	BALCONIES	PUBLIC SPACES (CAFÉ, FUNCTION, HOTEL LOBBY)	RETAIL	OFFICES	PLANT CORE, BOH, CIRCULATION	CARPARK	LANDSCAPE AND POOL	GFA TOTAL (EXCL CAR + LAND)	GFA TOTAL
	1B	2B	APT	PENT	BALC	PUB	RET	OFF	BOH	CAR	LAND		
L13									906			906	906
L12				1356	350				419			2125	2125
L11				1319	478				408			2205	2205
L10	416	615	207		405				482			2125	2125
L09	397	612	240		387				408			2044	2044
L08	382	610	202		604				407			2205	2205
L07	416	615	296		380				498			2205	2205
L06	416	615	296		380				498			2205	2205
L05	382	610	296		412				425			2125	2125
L04	325	676	202		404				437			2044	2044
L03	240	477	340		460				443		2535	1960	4495
L02	176	60	785		94			175	761	1902		2051	3953
L01	220	66	785		148	737			785	1899		2741	4640
C01									0	1765		0	1765
L00						507	767		961	2102		2235	4337
TOTAL	3370	4956	3649	2675	4502	1244	767	175	7838	7668	2535	29176	39379

02 - AREA SCHEDULE



Revision
A - DEVELOPMENT APP.

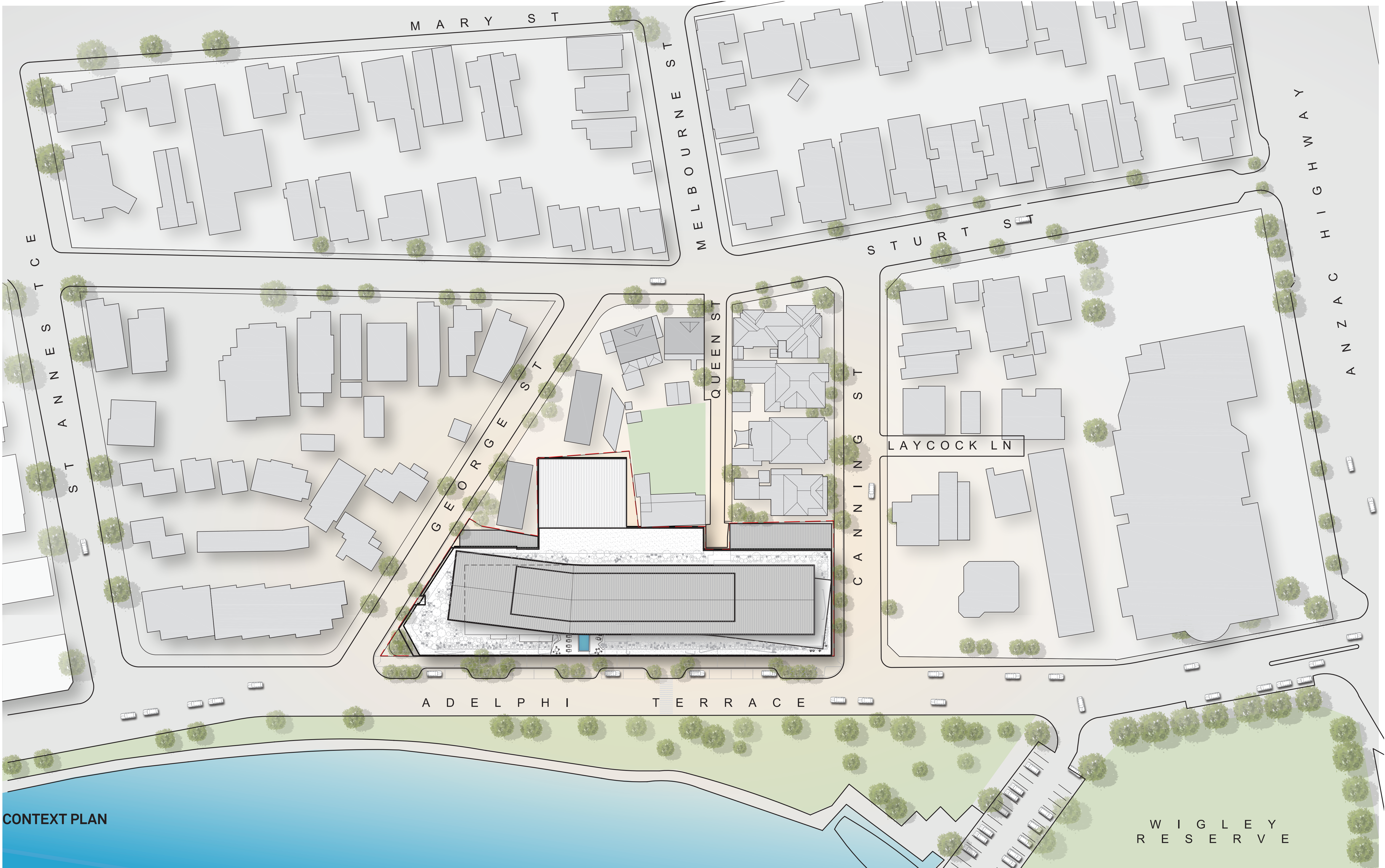
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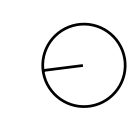
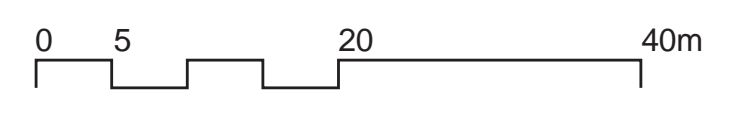
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-0002
AREA SCHEDULE



CONTEXT PLAN



Revision
A - DEVELOPMENT APP.

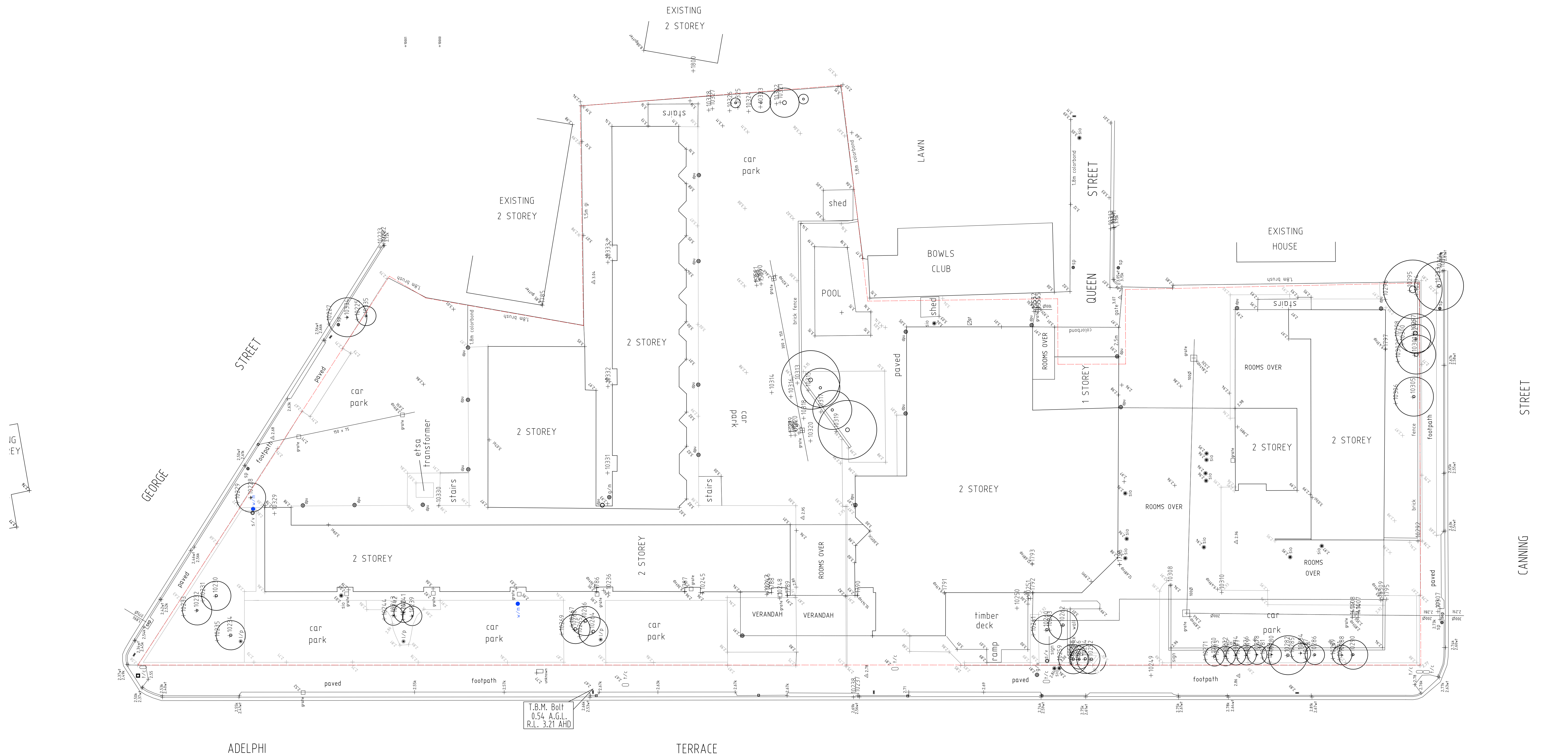
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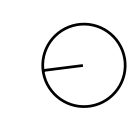
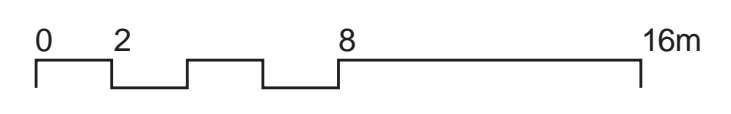
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-0100
CONTEXT PLAN



EXISTING SITE PLAN



Revision
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Date
14-08-2015

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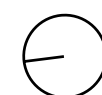
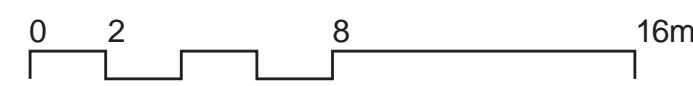
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-0200
EXISTING SITE & DEMOLITION
PLAN



GROUND FLOOR & SITE PLAN



Revision
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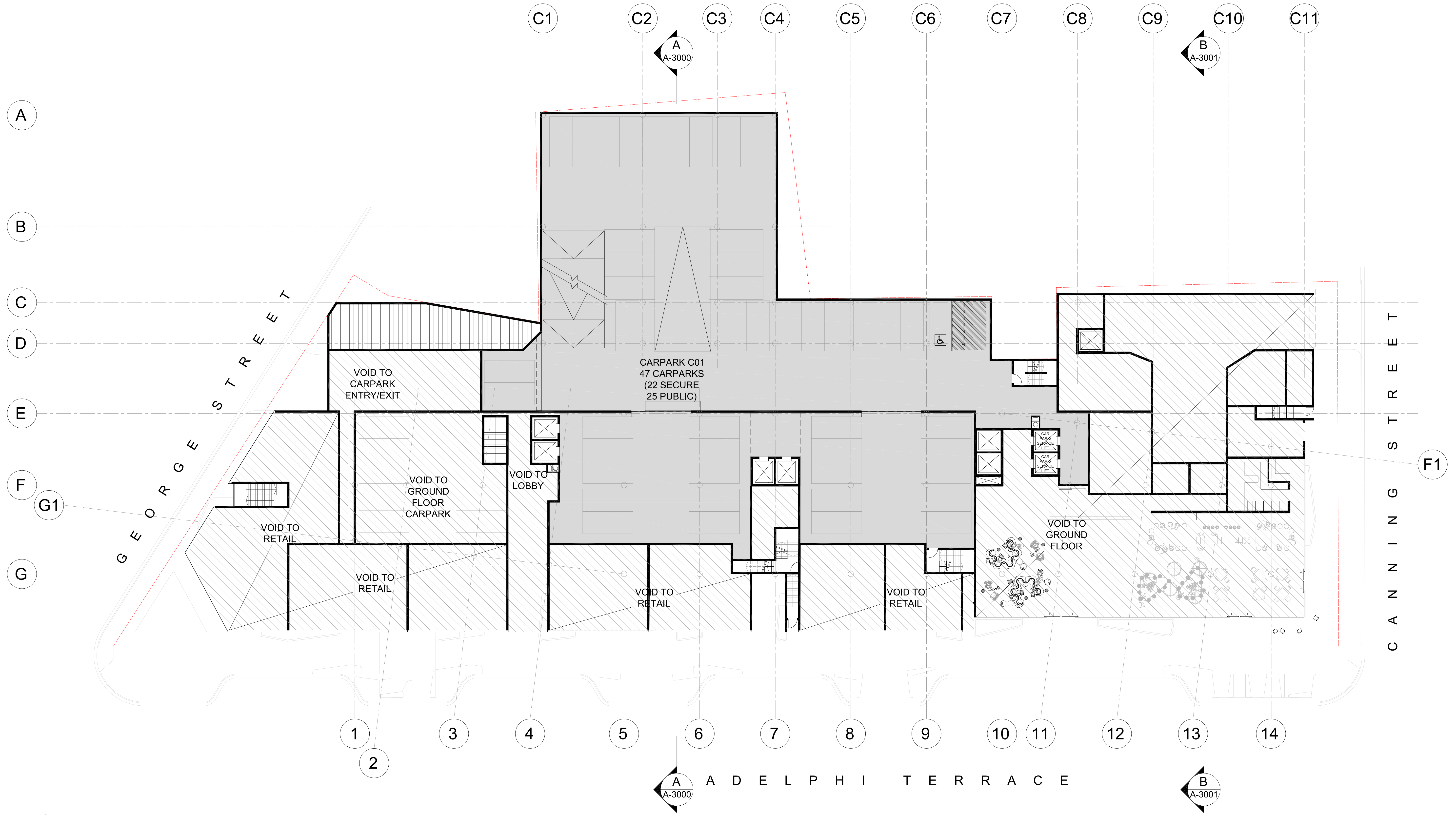
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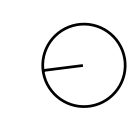
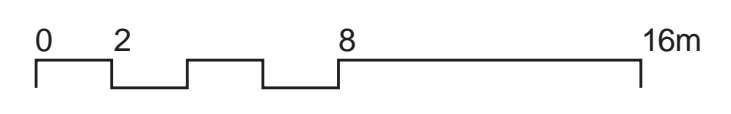
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1100
GA PLANS
GROUND FLOOR PLAN



LEVEL C01 PLAN



Revision
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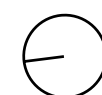
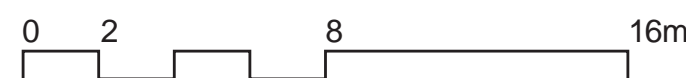
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Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelpi Toe
Glenelg SA

Drawing
SK-1101
GA PLANS
LEVEL C01 PLAN



LEVEL 01 PLAN



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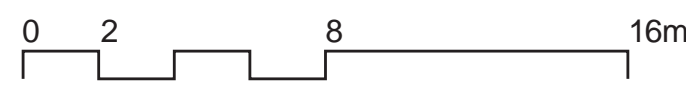
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Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1102
GA PLANS
LEVEL 01 PLAN



LEVEL 02 PLAN



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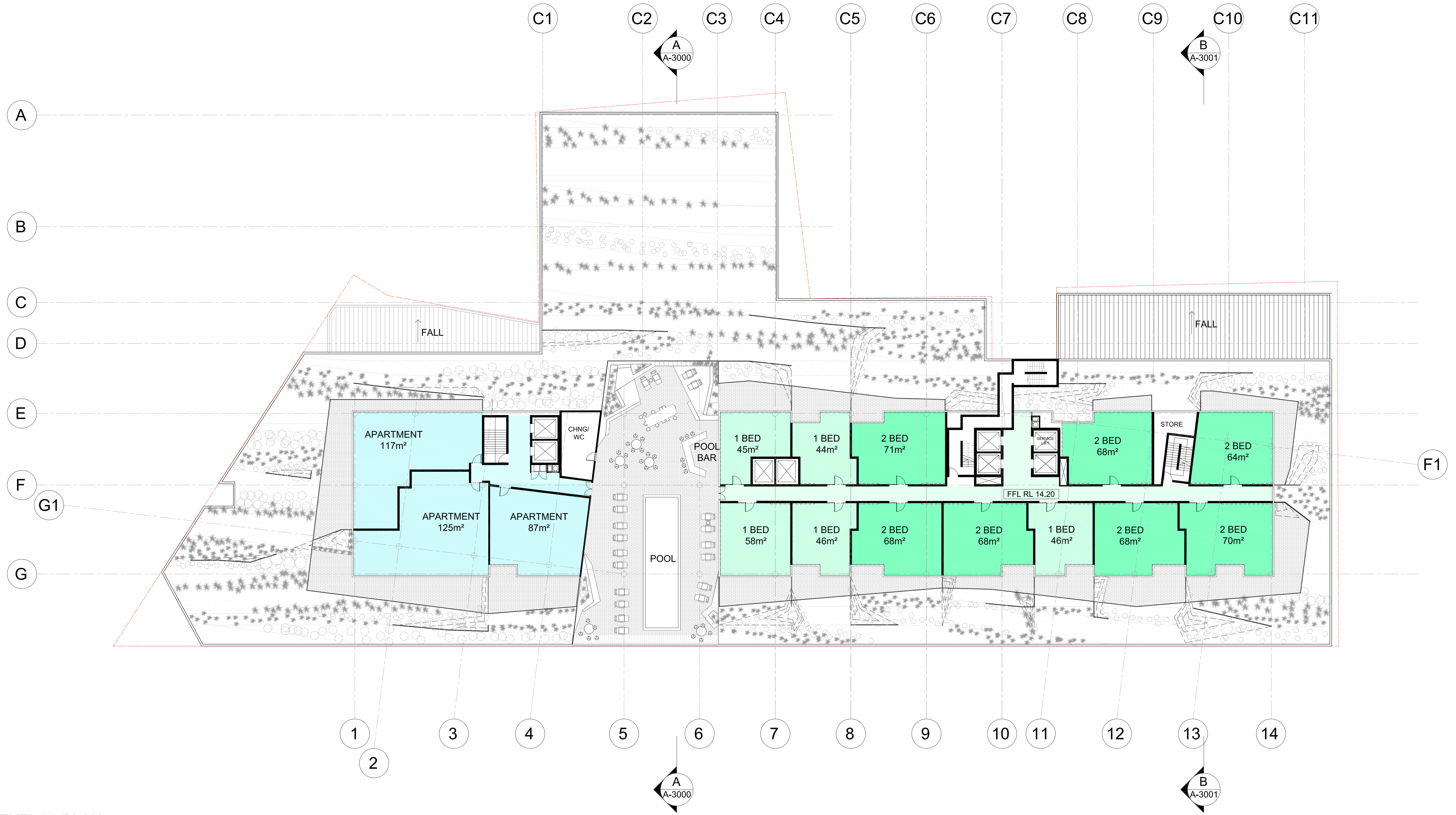
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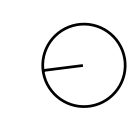
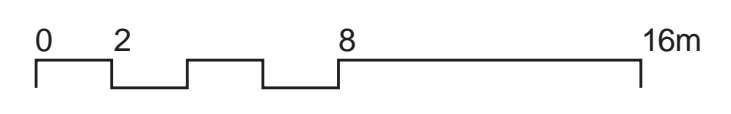
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Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1103
GA PLANS
LEVEL 02 PLAN



LEVEL 03 PLAN



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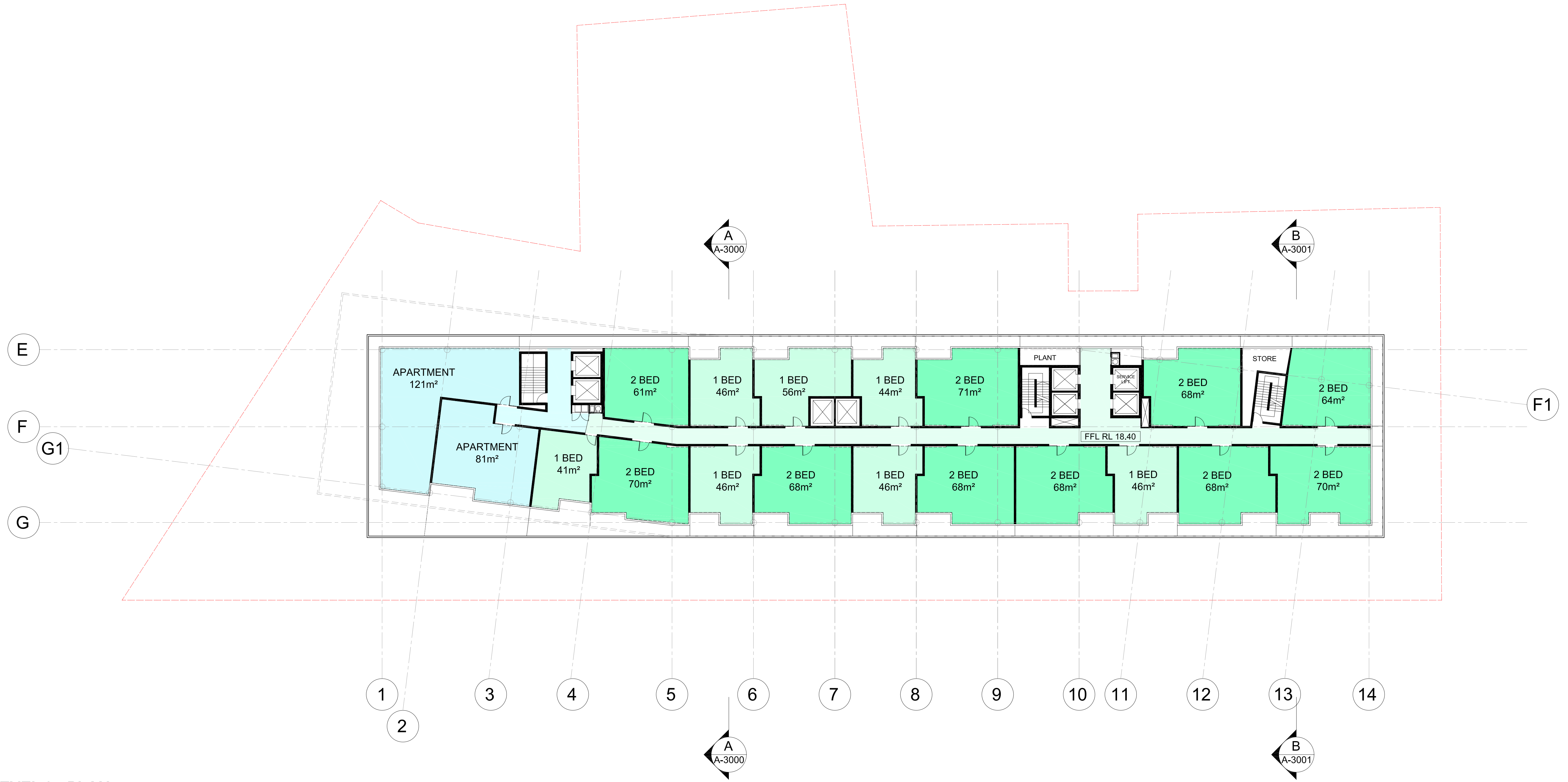
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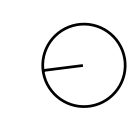
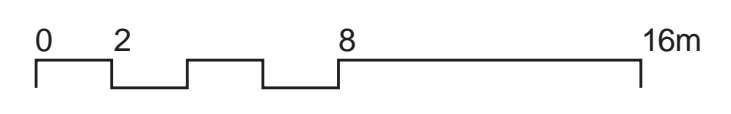
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1104
GA PLANS
LEVEL 03 PLAN



LEVEL 04 PLAN



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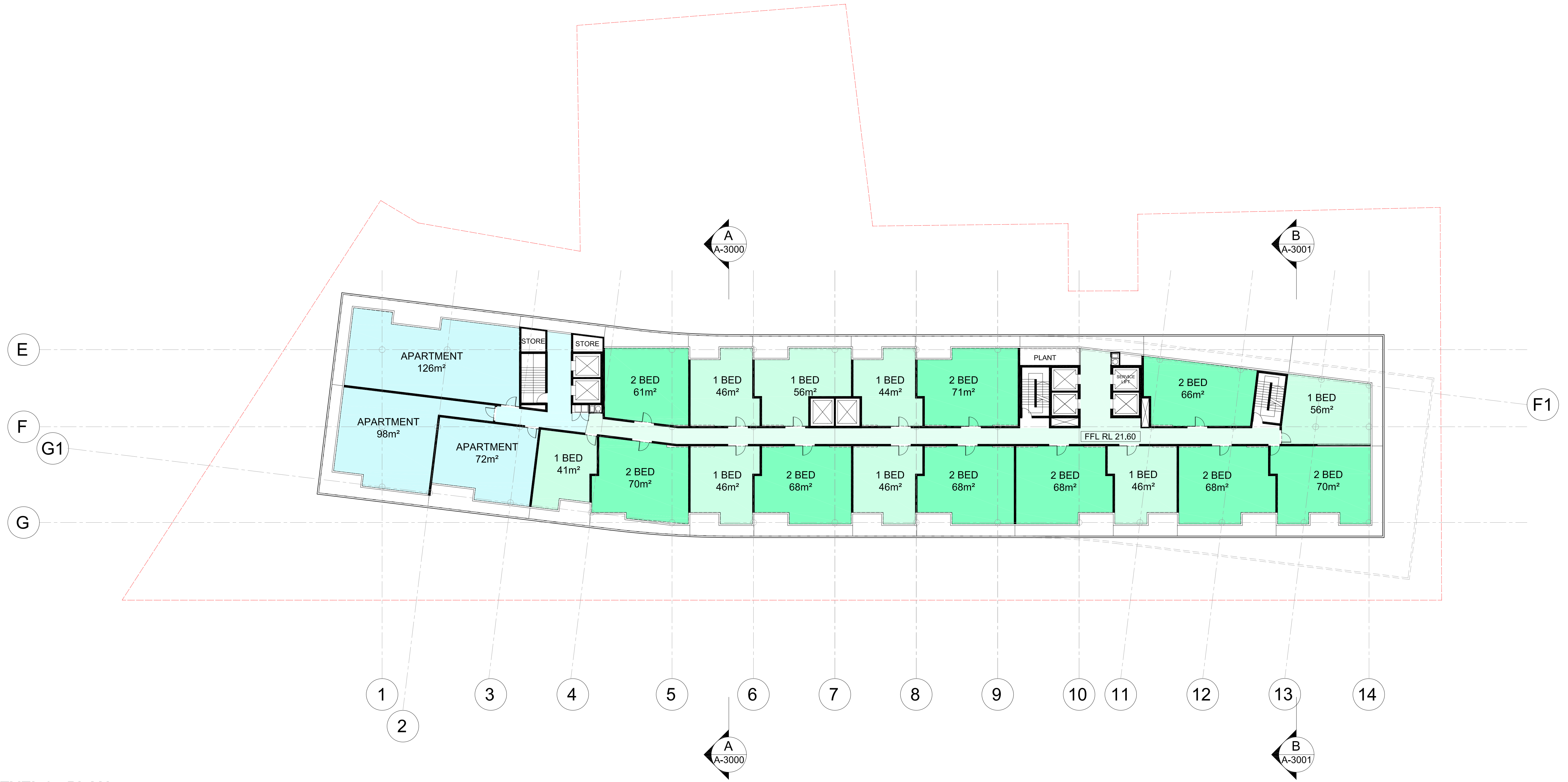
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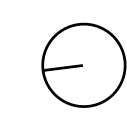
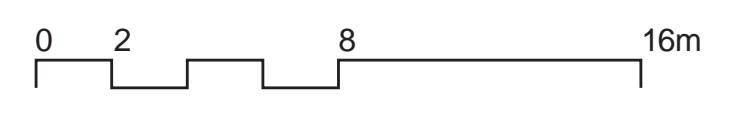
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-1105
GA PLANS
LEVEL 04 PLAN



LEVEL 05 PLAN



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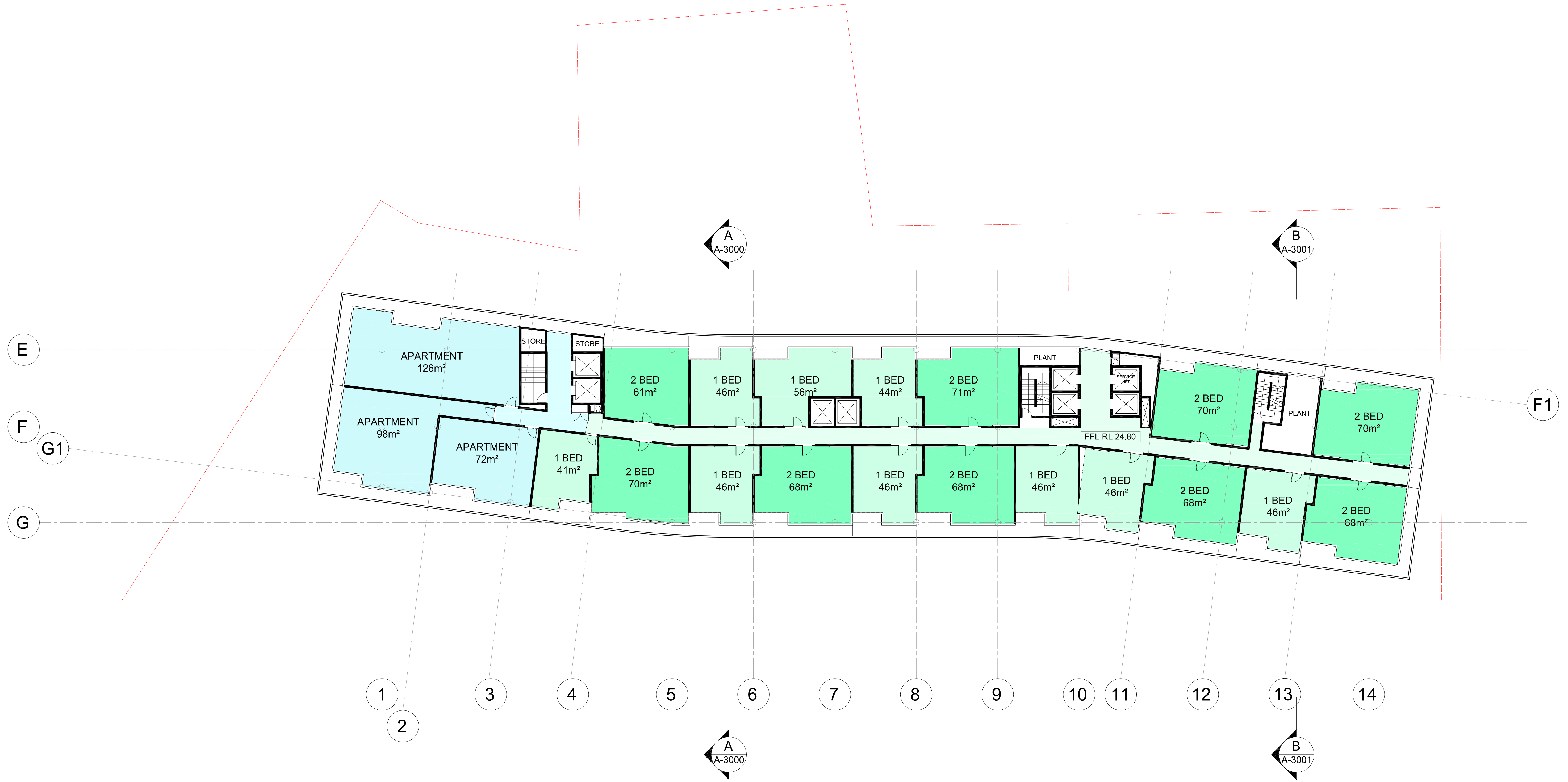
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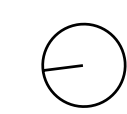
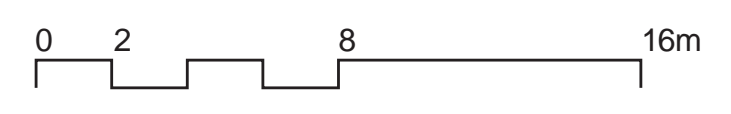
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Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-1106
GA PLANS
LEVEL 05 PLAN



LEVEL 06 PLAN



Revision
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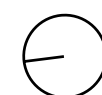
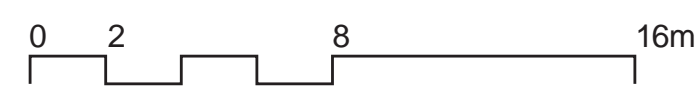
Client
Bruno Marveggi

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1107
GA PLANS
LEVEL 06 PLAN



LEVEL 07 PLAN



Revision
A - DEVELOPMENT APP.

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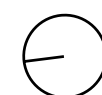
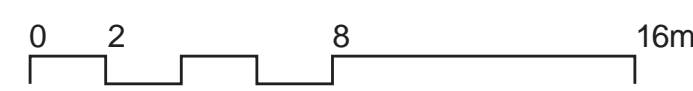
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1108
GA PLANS
LEVEL 07 PLAN



LEVEL 08 PLAN



Revision
A - DEVELOPMENT APP.

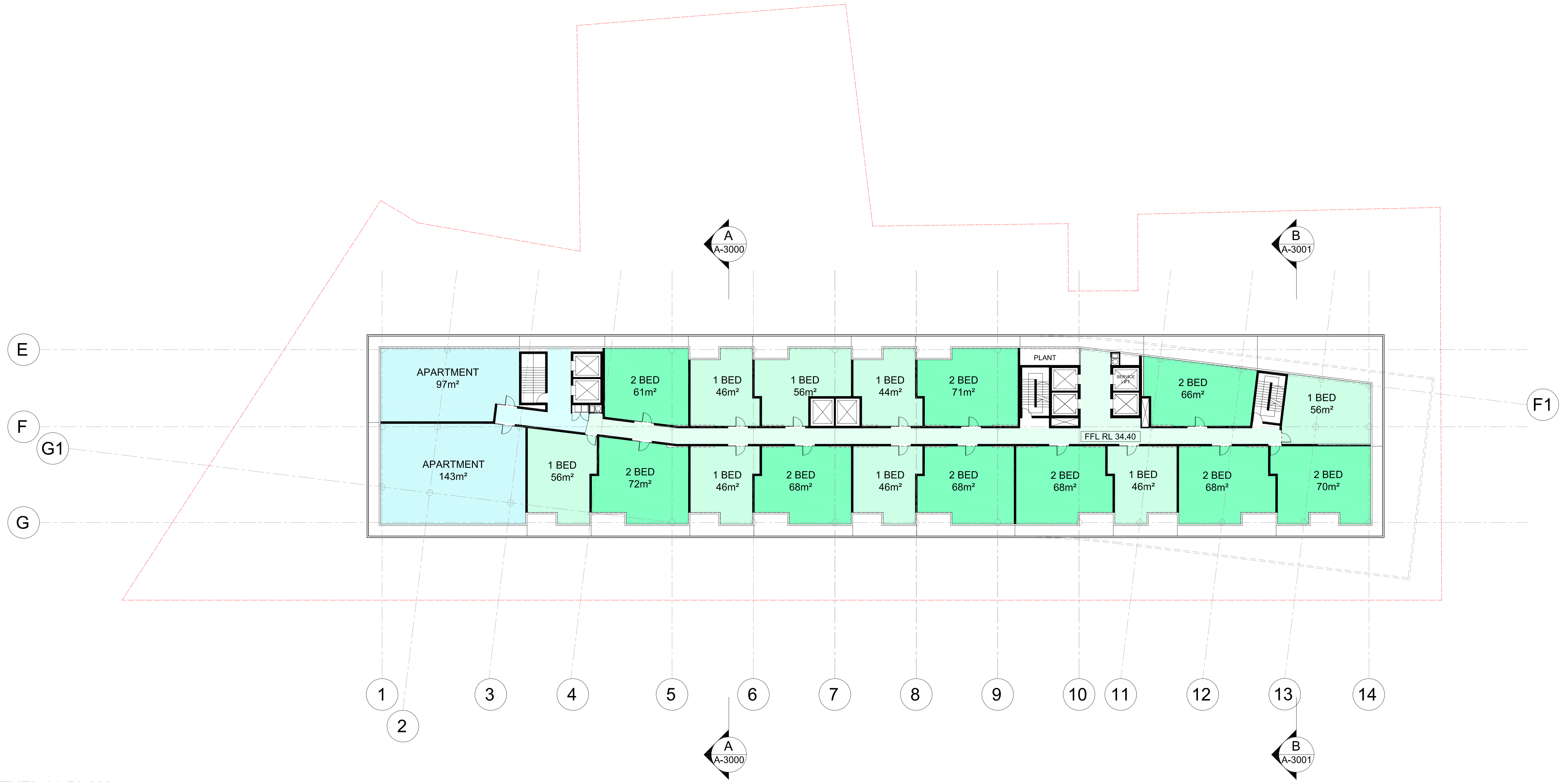
Date
14-08-2015

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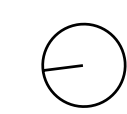
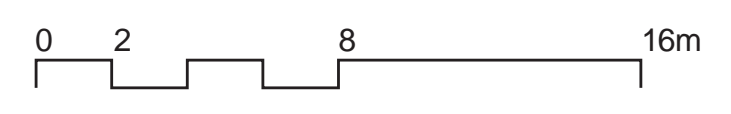
Client
Bruno Marveggi

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-1109
GA PLANS
LEVEL 08 PLAN



LEVEL 09 PLAN



Revision
A - DEVELOPMENT APP.

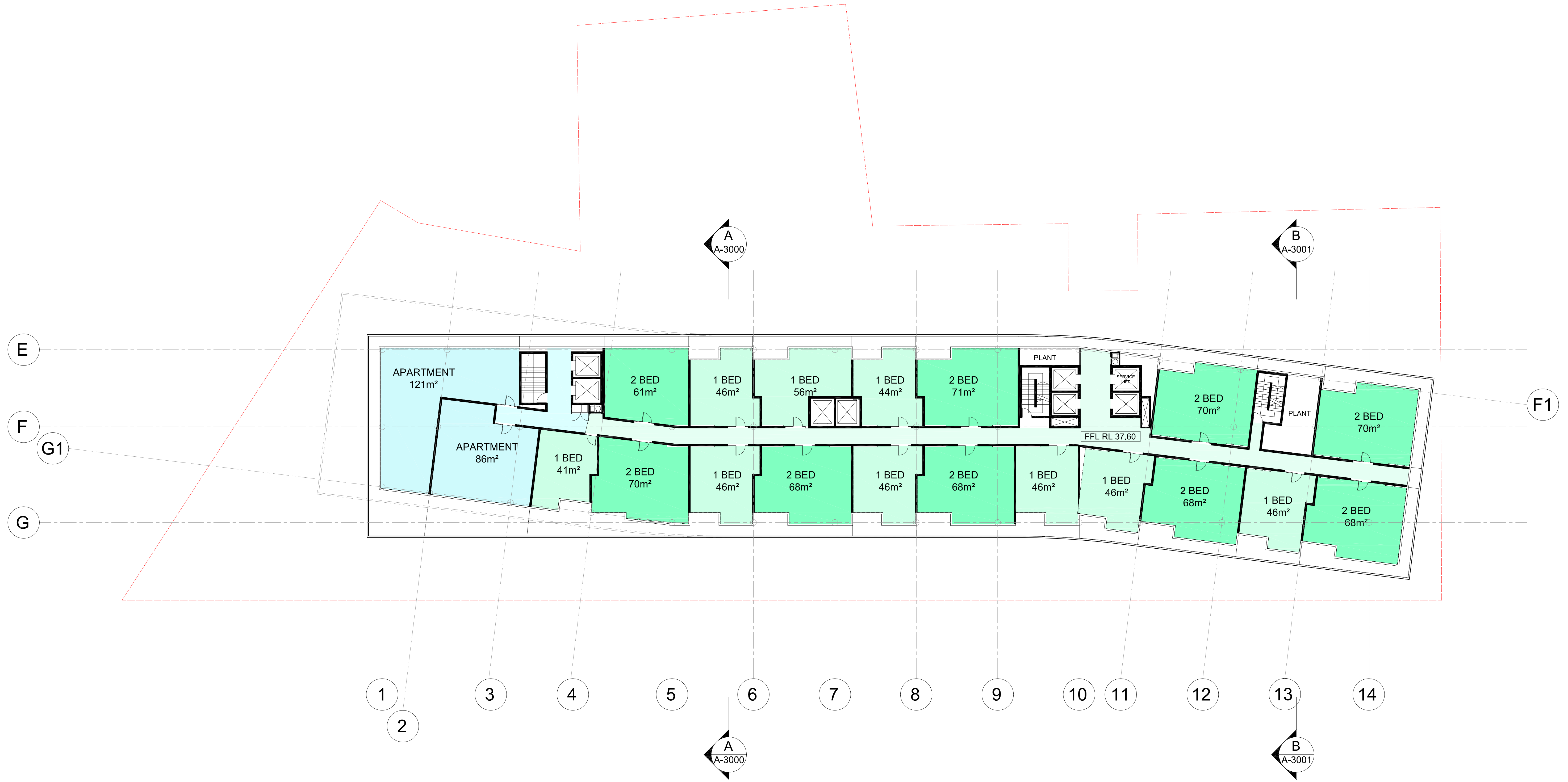
Date
14-08-2015

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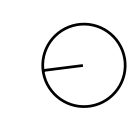
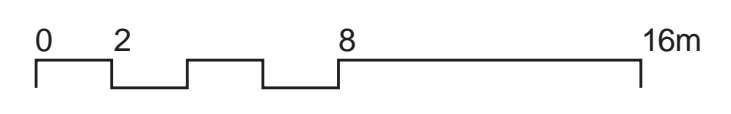
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1110
GA PLANS
LEVEL 09 PLAN



LEVEL 10 PLAN



Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
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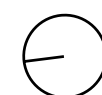
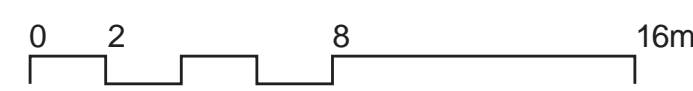
Client
Bruno Marveggi

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-1111
GA PLANS
LEVEL 10 PLAN



LEVEL 11 PLAN



Revision
A - DEVELOPMENT APP.

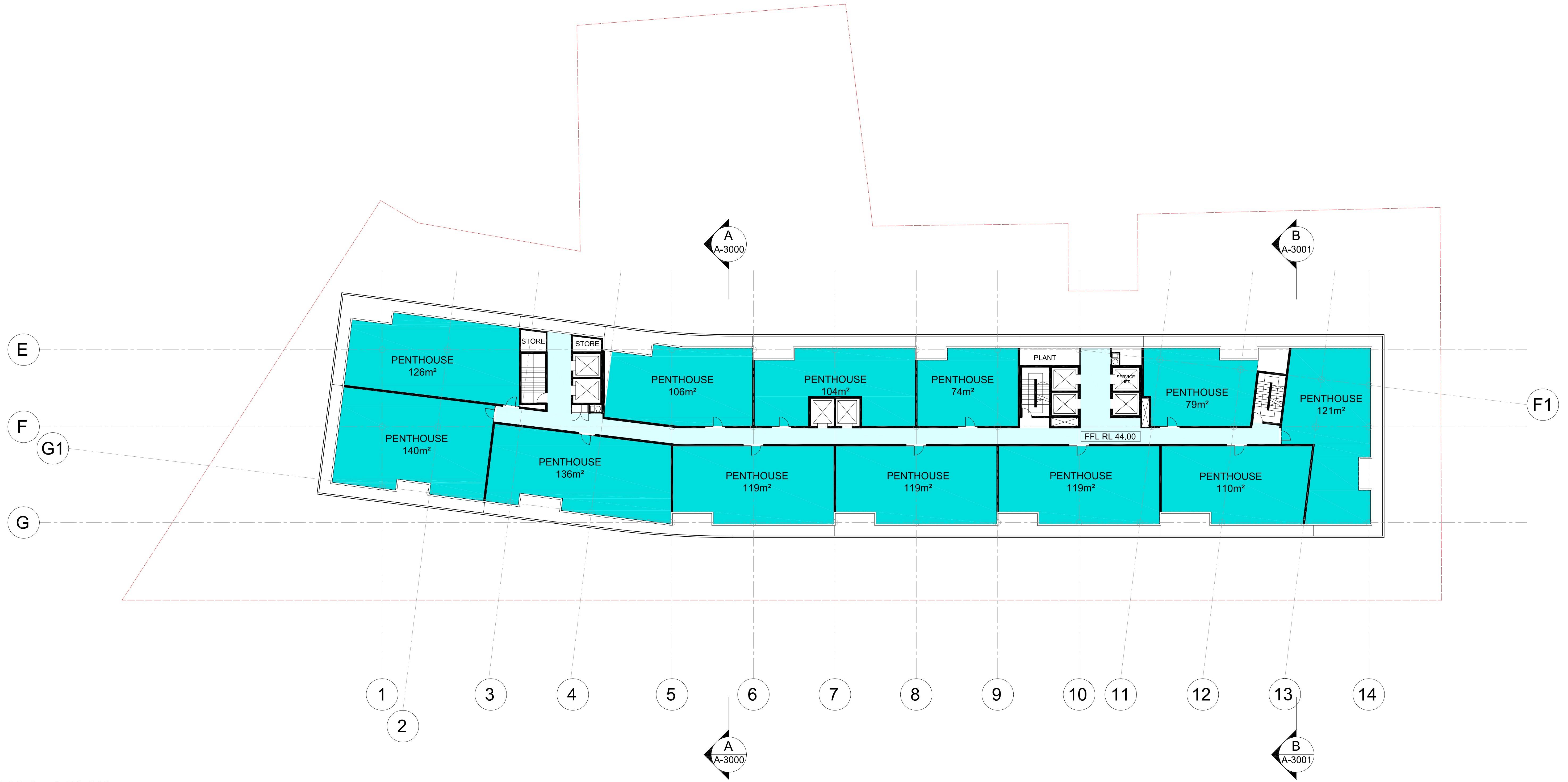
Date
14-08-2015

Scale
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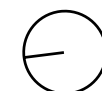
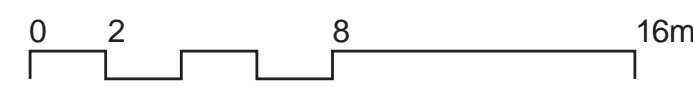
Client
Bruno Marveggi

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Tce
Glenelg SA

Drawing
SK-1112
GA PLANS
LEVEL 11 PLAN



LEVEL 12 PLAN



Revision
A - DEVELOPMENT APP.

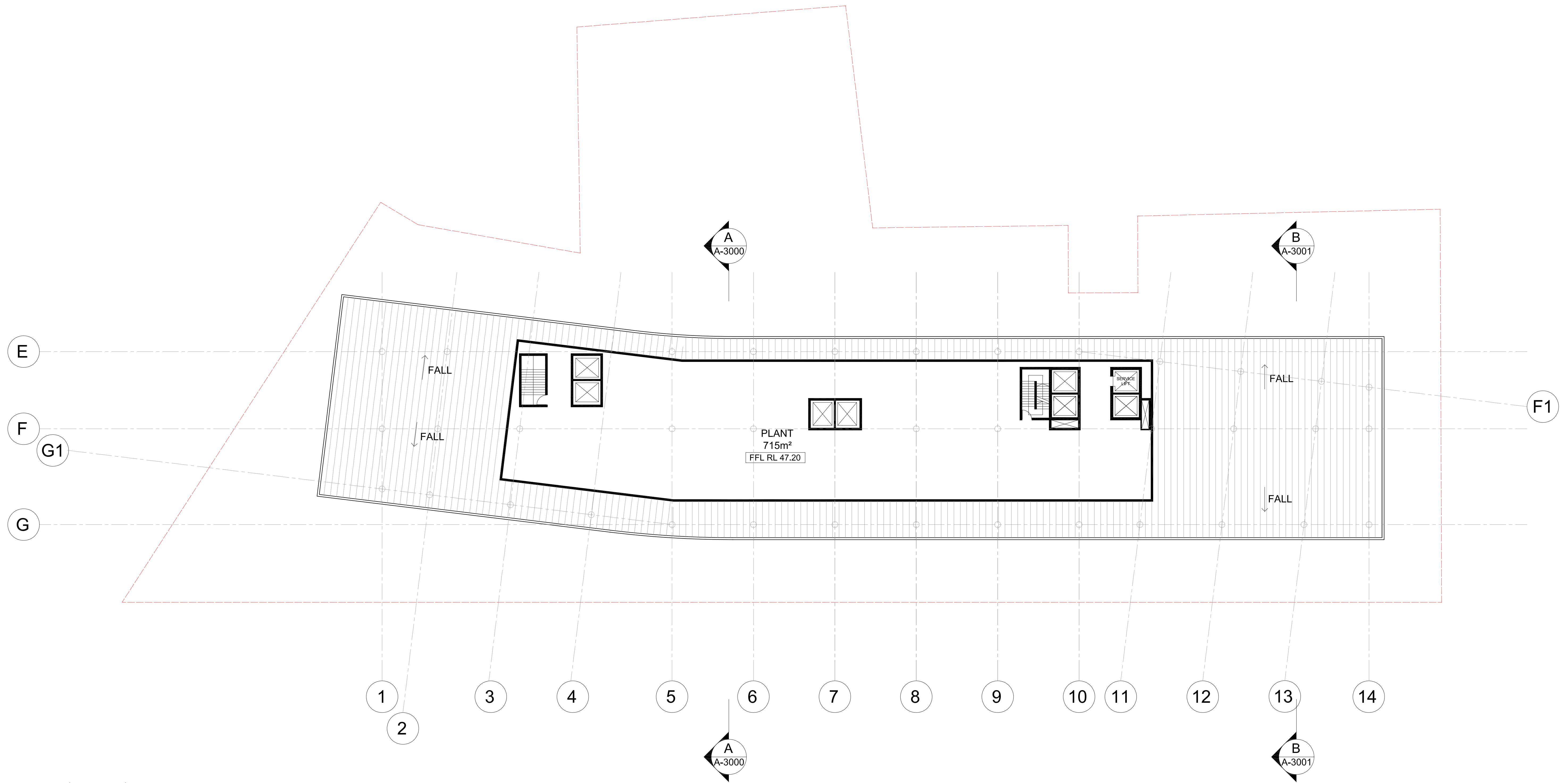
Date
14-08-2015

Scale
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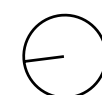
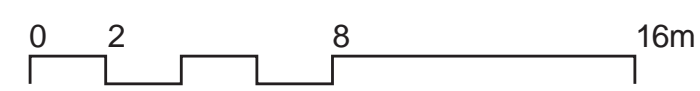
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1113
GA PLANS
LEVEL 12 PLAN



LEVEL 13 (PLANT) PLAN



Revision
A - DEVELOPMENT APP.

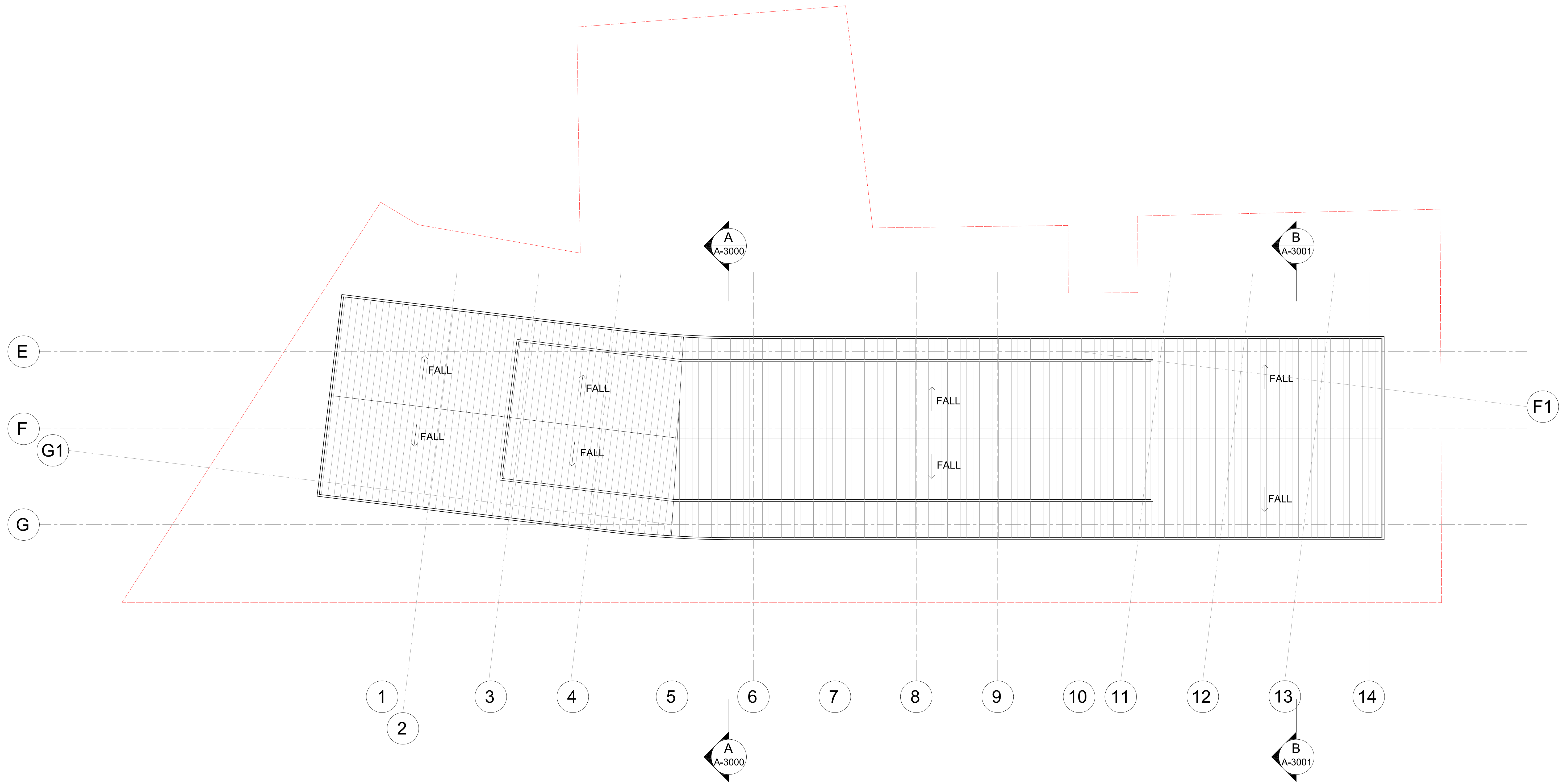
Date
14-08-2015

Scale
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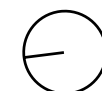
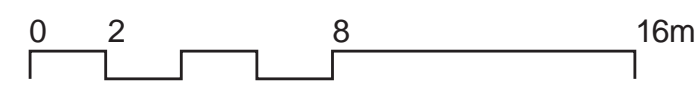
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1114
GA PLANS
LEVEL 13 (PLANT) PLAN



ROOF PLAN



Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
1:200@A1
1:400@A3

Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

Drawing
SK-1115
GA PLANS
ROOF PLAN

HASSELL



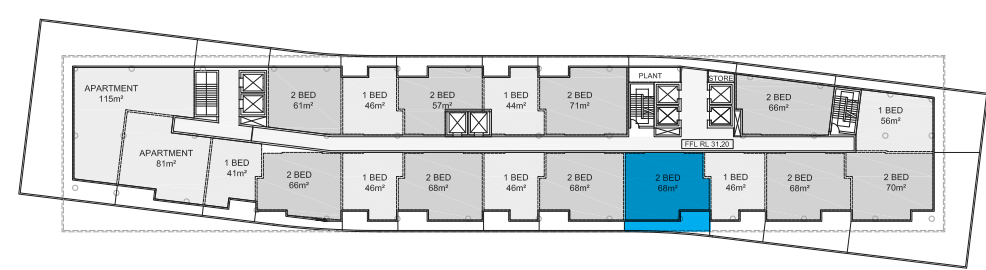
01 - TYPICAL 2 BEDROOM APARTMENT
LEVEL 08



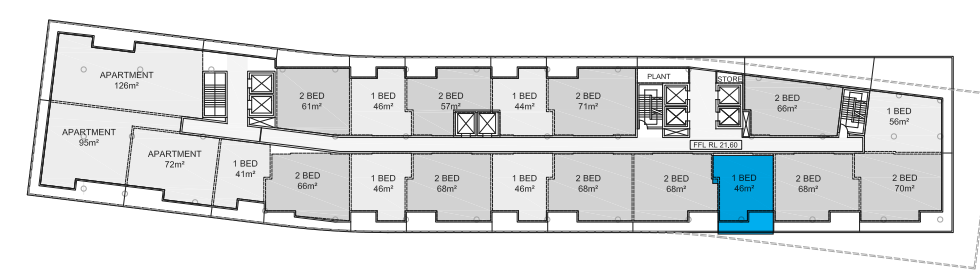
02 - TYPICAL 1 BEDROOM APARTMENT
LEVEL 05



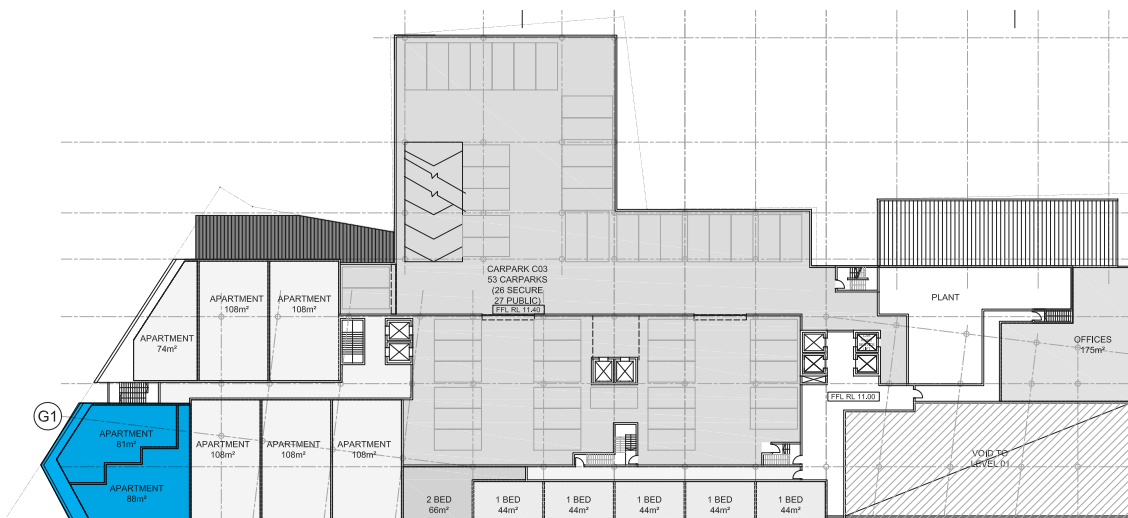
03 - 2 BEDROOM APARTMENTS
LEVEL 02



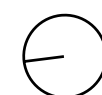
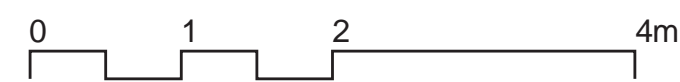
KEY PLAN
LEVEL 08



KEY PLAN
LEVEL 05



KEY PLAN
LEVEL 02



Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
1:50@A1
1:100@A3

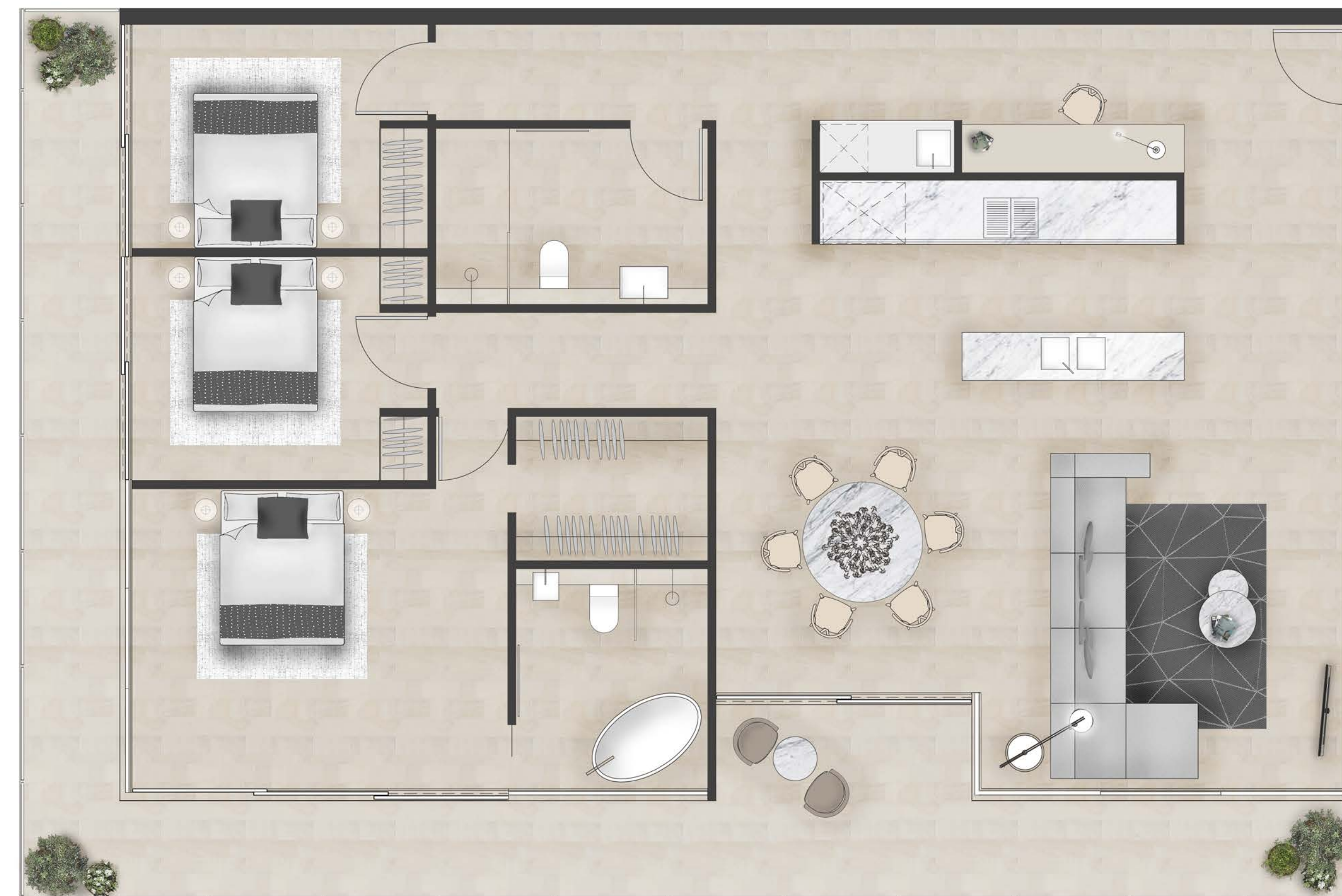
Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelphi Toe
Glenelg SA

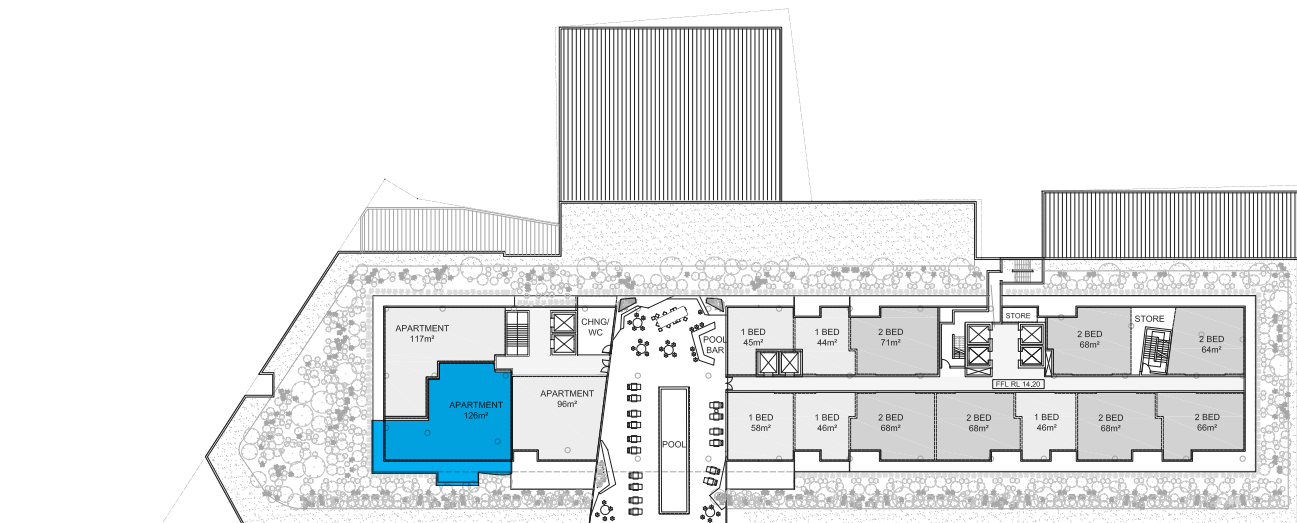
Drawing
SK-1800
APARTMENT LAYOUTS
SHEET 1



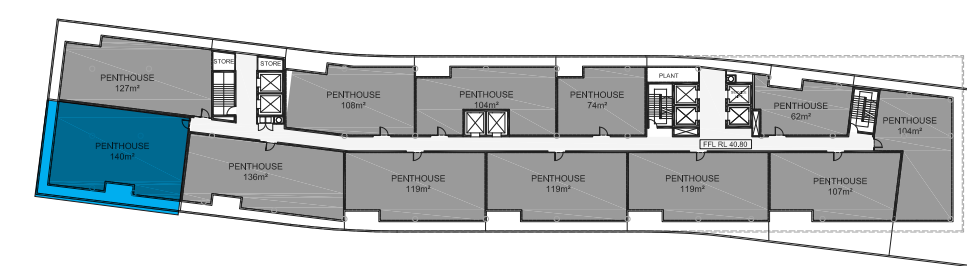
01 - 3 BEDROOM APARTMENT
LEVEL 03



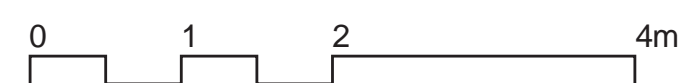
02 - 3 BEDROOM PENTHOUSE
LEVEL 11



KEY PLAN
LEVEL 03



KEY PLAN
LEVEL 11



Revision
A - DEVELOPMENT APP.

Date
14-08-2015

Scale
1:50@A1
1:100@A3

Client
Bruno Marveggio

Project Name
Marina Regency Hotel &
Apartments
6-10 Adelpi Toe
Glenelg SA

Drawing
SK-1801
APARTMENT LAYOUTS
SHEET 2