4 July 2025

Ben Scholes

State Planning Commission
Via: PlanSA Portal

Our Ref: 53935LET03

Dear Ben

Response to City of Adelaide Referral Response - Development Application 25010111, 100 Rundle Mall, Adelaide – corrigendum to letter dated 27 June 2025

On behalf of Precision Group ('our client' or 'the applicant'), we refer to the referral response received from the City of Adelaide, dated 13 May 2025.

The referral response raised various matters, with respect to the following:

- Public Realm and Infrastructure
- Traffic and Access
- Stormwater Management.

This correspondence responds to each of the matters raised in turn.

Public Realm and Infrastructure

It is noted that plans do not reflect the recent upgrade to Charles Street. The upgrade should be shown to demonstrate adequate integration of the design with Charles Street public realm and infrastructure.

A set of revised architectural drawings, prepared by PACT architects, is **enclosed** for your reference.

As requested, the Ground Plan, Drawing No. A-02-02 has been revised to incorporate the recently completed upgrades to Charles Street.

Elements shown on the 'Ground Floor Architectural Plan' appear to encroach on the Charles Street footpath, such as landscaping, outdoor dining and bike parking (when occupied by a bicycle). A clear footpath within this high pedestrian movement area shall be maintained and the plans amended accordingly.

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A set of revised architectural drawings, prepared by PACT architects, is **enclosed** for your reference.

Empirical Traffic Advisory (ETA) have confirmed that the proposed bicycle parking systems comply with the relevant Australian Standards. Specifically, the proposed bicycle parking on Charles Street, with a depth of 1.9 metres, can accommodate a standard bicycle length of 1.8 metres, ensuring that parked bicycles will not encroach onto Charles Street. The Proposed Bicycle Parking Dimensions Concept Plan is **enclosed** with the correspondence from ETA.

The outdoor dining area was shown indicatively to illustrate how the proposed development could contribute to the activation of Charles Street. This element has since been removed from the revised Ground Plan, Drawing No. A-02-02.

Landscaping is shown indicatively and is proposed to be planted within the site boundaries.

Floor levels, including the transition to adjacent Council land and western laneway levels should be provided. All levels, including proposed floor levels, should be shown in AHD including transitions between internal and external levels.

As requested, the Elevations – North & South, Drawing No. A-04-01 and Elevations – East, Drawing No. A-04-02 have been revised to indicate the proposed floor levels in AHD. These revisions reflect a fall of 1.16 metres from the south (Rundle Mall) to the north (North Terrace).

There will be no change to the existing fire stair egress to Charles Street. Entry to the commercial lobby will be based on the existing ground levels on Charles Street. Internally, the proposed floor levels align with the current ground and upper ground levels, ensuring all existing levels are maintained.

A site survey will be carried out during the detailed design phase to inform the gradients at each new entry point on Charles Street, North Terrace and the western loading access.

A site survey of the surrounding public realm is required.

A site survey, along with a survey of the surrounding public realm, will be carried out during the detailed design phase. A contextual assessment of the surrounding public realm has identified that the proposed design does not impact on existing public realm features.

All redundant infrastructure on Council land shall be removed (e.g. driveway crossovers, stormwater outlets etc.)

It is not anticipated that there will be any redundant infrastructure, such as driveway crossovers or stormwater outlets. However, the Applicant acknowledges that any redundant infrastructure on Council land, must be removed.

All service infrastructure related to the development must be located within the site and not encroach on Council land (e.g. earthing electrodes, down pipes, etc.).

The Applicant acknowledges that all service infrastructure associated with the development such as earthing electrodes, downpipes, and similar elements must be contained entirely within the site boundaries and must not encroach on Council land, except where the existing Council encroachment guidelines contemplate accepted encroachments.

Traffic and Access

The existing laneway appears to be gated and controlled by a traffic light system. Further information is required on the function of the laneway, both from a safety aspect as well as addressing any potential impact for road users on North Terrace (e.g. queuing etc.) and compliance with relevant standards and guidelines including AS/NZS2890.1:2004 and AS2890.2:2018.

As part of the proposed redevelopment, the existing gates on North Terrace will be removed. The current traffic light system controlling the single-lane ramp is proposed to remain unchanged. Under the current configuration, the signal system stops vehicles at either the top or bottom of the ramp when a vehicle is detected on the ramp to manage one-way access.

To determine the typical traffic movements for the site, Empirical Traffic Advisory (ETA) conducted a review of the existing lane operations by analysing CCTV footage captured over a 24-hour period on 20 May 2025. A copy of the correspondence from ETA is **enclosed** for your review.

During this period, ETA recorded no instance of more than one vehicle queuing at the top of the ramp, with over 20 metres of queuing space still available to North Terrace.

The correspondence from ETA confirms that the laneway has a minimum overall width of 7.3 metres, which meets the minimum requirement outlined in AS2890.2:2018, specifically, a 6.5 metre roadway plus 300mm clearance in either side for vertical obstructions.

Information is required detailing existing loading dock arrangements, including number and type of vehicles and access paths, proposed changes/increase in loading within the site and how changes will be accommodated.

ETA's assessment indicates that the proposed use may generate approximately 18 additional vehicle trips to and from the site per day, primarily due to increased commercial activity. Assuming 10% of these trips occur during the AM and PM peak hours, this equates to an estimated increase of just 2 during each peak. This level of additional traffic is considered negligible and, with access restricted to left-in and left-out movements, is not expected to have adversely affect the safety or operation of the existing laneway.

Furthermore, the existing loading docks are expected to adequately accommodate the modest increase in delivery vehicle movements associated with the development.

No changes are proposed to the existing North Terrace access point, or the loading dock configuration as the building modifications are limited to the northern portion of the site and the laneway surface and the maximum vehicle size currently accessing the site will remain the same.

As there are no alterations to the access arrangements or loading facilities, turn path assessments are not considered necessary.

Existing vehicular access to the western laneway should be detailed on the plans to demonstrate how access arrangements are suitable.

It is noted that no changes are proposed to the North Terrace access point, the largest anticipated vehicle size or the overall width of the laneway. Accordingly, the existing access is considered suitable to maintain the existing access arrangements.

Information is required demonstrating bicycle parking complies with AS2890.3 – Dimensions of bike parking, the proposed parking system and pathways to the facilities should be detailed.

The development proposes two types of bicycle parking systems, bicycle rails and a multi-tier racking system. Five bicycle rails (10 parking spaces), are to be installed at 90 degrees with access to Charles Street and are designed in accordance with Figure B5 of AS2890.3:2015.

Multi-tier bicycle parking is proposed for both the End-of-Trip (EOT) facilities on Level 4 and within the EOT lobby. It is understood that the proposed system to be installed is the Cora Bike Rack Double Tier system. This system provides a minimum access aisle width of 2.0 metres between parking areas and walls, meeting the requirements in Figure B9 of AS2890.3:2015. The parking spaces are part of a 'dynamic' parking system, with a space of between 0.4 metres and 0.5 metres, complying with Clause 3.3(a) of AS2890.3:2015.

As such, ETA have confirmed that the proposed bicycle parking systems proposed, meet the relevant Australian Standards. The Proposed Bicycle Parking Dimensions Concept Plan is **enclosed** with the correspondence from ETA.

Stormwater Management

A Stormwater Drainage Concept Plan and report prepared by a qualified engineer addressing requirements of Planning and Design Code, including Hazard (Flooding Evidence Required) Overlay, SA WSUD Policy and Council is required. Please refer to Council's Infrastructure Design Guidelines, City Works Guide #2 which is available on Council website.

A Stormwater Management Plan has been prepared by Innovis. A copy of the Stormwater Management Plan is **enclosed** for your reference.

As detailed in the Stormwater Management Plan, the retained portion of the existing building is not expected to undergo significant modifications and will continue to discharge stormwater via nine (9) existing discharge points to Rundle Mall, Charles Street and Fisher Place. The current basement

entrance will also remain unchanged, maintaining its existing freeboard conditions and cross over arrangements.

The new development will reuse two existing legal points of discharge (LPDs). One is located at the Grated Inlet Pit in the site's northwest corner, and the other at the Grated Inlet Pit in the northeast corner. Both LPDs will ultimately connect to the Council's stormwater drainage system along North Terrace.

To comply with Council requirements for stormwater discharge and detention, an underground detention tank is proposed to capture runoff generated from the building's roof and side walls. The outflow from this tank will be pumped to Council's drainage system along North Terrace. The stormwater drainage system has been modelled using DRAINS software for 5% AEP minor design events and the 1% AEP major design events. Results from the DRAINS modelling confirm that the proposed detention tank effectively limits post-development flows during a 1% AEP event to the equivalent of pre-development flows for a 5% AEP event.

The finished floor level of the ground floor will be set at a minimum of 300mm above the top of kerb to ensure compliance with freeboard requirements. Based on the existing back of footpath levels, it is not anticipated that there will be any discernible level change between the footpath and the finished ground floor level at the boundary of the property. No changes are proposed to the existing basement access ramp, and it is not considered to pose a risk during a 1% AEP design event.

Revised Architectural Drawings

A set of revised architectural drawings, prepared by PACT architects, is enclosed for your reference. For ease of review, all changes have been *clouded* on the drawings.

Table 1: Drawing Schedule

No.	Sheet Title	Status	Date
A-01-01	Site Plan	Planning Approval - Issue 02	24.06.2025
A-02-00	Basement Plan	Planning Approval	28.03.2025
A-02-01	Ground – Lower Plan	Planning Approval	28.03.2025
A-02-02	Ground Plan	Planning Approval – Issue 02	24.06.2025
A-02-03	Level 01 Plan	Planning Approval	28.03.2025
A-02-04	Level 02 Plan	Planning Approval	28.03.2025
A-02-05	Level 03 Plan	Planning Approval	28.03.2025
A-02-06	Level 04 Plan	Planning Approval	28.03.2025
A-02-07	Level 05 Plan	Planning Approval	28.03.2025

No.	Sheet Title	Status	Date
A-02-08	Level 06 Plan	Planning Approval	28.03.2025
A-02-09	Level 07-17 Plan	Planning Approval	28.03.2025
A-02-10	Level 18-30 Plan	Planning Approval	28.03.2025
A-02-11	Roof Plan	Planning Approval	28.03.2025
A-02-12	Basement & Lower Ground – Existing & Demo	Planning Approval	28.03.2025
A-02-13	Ground & Level 01 – Existing & Demo	Planning Approval	28.03.2025
A-02-14	Level 02-03 – Existing & Demo	Planning Approval	28.03.2025
A-04-01	Elevations – North & South	Planning Approval – Issue 02	24.06.2025
A-04-02	Elevations - East	Planning Approval – Issue 02	24.06.2025
A-04-03	Elevations - West	Planning Approval	28.03.2025
A-05-01	Section 01	Planning Approval	28.03.2025
A-05-02	Section 02	Planning Approval	28.03.2025
A-11-01	Sun Shading Study	Planning Approval	28.03.2025

Closure

We trust that this information clarifies the matters raised by the City of Adelaide.

Should you require any additional information or clarification, please do not hesitate to contact the writer.

Yours sincerely

Kirsten Falt
MasterPlan SA Pty Ltd

enc: Set of revised architectural drawings, prepared by PACT architects
Correspondence from ETA
Stormwater Management Plan, prepared by Innovis