



# Planning Report

## High-Rise (30 building level) Mixed-Use Commercial Office Development

100 Rundle Mall, Adelaide

April 2025

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April 2025

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## 1 Introduction

MasterPlan (SA) Pty Ltd (MasterPlan) act on behalf of the applicant, Precision Group, in relation to the application described herein. The application is the partial demolition of an existing 4-level retail building and construction of a high rise (30 level) mixed-use commercial office building at 100 Rundle Mall, Adelaide ('the subject site').

This report has been prepared to accompany the application and provides background on the proposal, a description of the subject land and locality, a description of the proposed development, a discussion of the applicable procedural matters, and an assessment of the proposal against the relevant provisions of the Planning and Design Code.

In preparing this report, we have had regard to the Planning and Design Code, Version 2025.6 dated 27 March 2025 (the Code), the *Planning, Development and Infrastructure Act 2016* (the Act), and the *Planning, Development and Infrastructure (General) Regulations 2017* (PDI Regulations).

The planning report has been informed by and should be read in conjunction with the following documentation:

- **Appendix A** Certificate of Title Register Searches.
- **Appendix B** Design Statement, Site Analysis, Design Response and Architectural Drawings, prepared by PACT architects.
- **Appendix C** Traffic Impact Assessment, prepared by Empirical Transport Advisory (ETA).
- **Appendix D** Waste Management Plan, prepared by Colby Phillips Advisory.
- **Appendix E** Preliminary Aviation Impact Assessment, prepared by Aviation Projects.
- **Appendix F** Structural Concepts, prepared by Innovis.
- **Appendix G** Sustainability Statement, prepared by Summation.
- **Appendix H** Engineering Services detail, prepared by BESTEC.
- **Appendix I** Wind Impact Assessment, prepared by Vipac Engineers and Scientists.
- **Appendix J** National Construction Code Review, prepared by BuildSurv.

The report concludes that the proposal is appropriate development of the subject site and warrants Planning Consent being granted.



## 2 Background and Pre-Lodgement Process

Prior to lodgement, the applicant engaged in the Pre-Lodgement Panel (PLP) process and the Design Review Panel (DRP) process, facilitated by the State Planning Commission and the Office for Design and Architecture South Australia (ODASA), respectively.

### 2.1 Pre-Lodgement Panel

The applicant engaged in the Pre-Lodgement Panel process facilitated by the State Planning Commission on 12 December 2024. The applicant was informed by feedback received from:

- State Planning Commission
- Office for Design and Architecture SA
- Heritage SA
- City of Adelaide.

Visualisation of the proposed development at the time of the Pre-Lodgement Panel are shown at **Figure 1** and **Figure 2**. Recommendations received are set out in **Table 1** below.

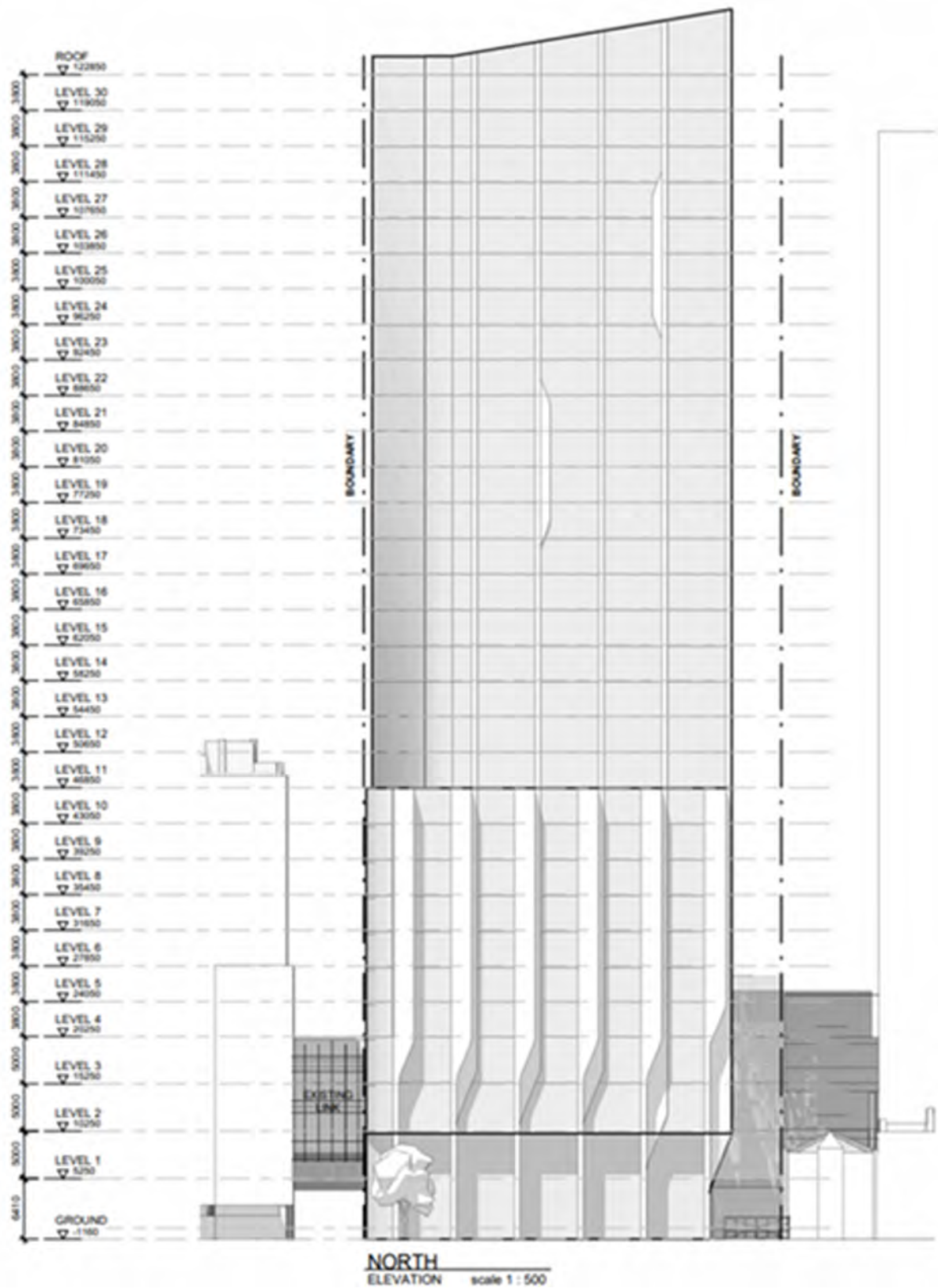


Figure 1: North Elevation





**Figure 2: Preliminary visualisation – North Terrace**

**Table 1: Summary of feedback received from Pre-Lodgement Panel**

Pre-Lodgement Panel Comments	Design Response
<b>Land Use</b>	
Ground floor presentation to North Terrace would have the potential to introduce additional activation to the streetscape and Central Business District's primary cultural boulevard.	Noted. Ongoing design development and refinement of the proposal.
<b>Heritage</b>	
<p>The overhang of built form over the western elevation has the potential to appear overbearing relative to the State Heritage Places.</p> <p>Greater transparency introduced to the northwest corner at ground level may have the potential to open up views of adjacent State Heritage Places.</p>	Noted. Ongoing design development and refinement of the proposal.
<b>Miscellaneous / Technical Issues</b>	
Provision of appropriate pedestrian shelter over the public realm is encouraged (e.g. insert spaces or colonnade structure rather than projecting canopy).	Noted. Ongoing design development and refinement of the proposal.



## 2.2 Design Review Panel

The Office for Design and Architecture SA (ODASA) was consulted with, and the proposal was presented to its first Design Review Panel on 6 February 2025.

Visualisation of the proposed development at the time of the first Design Review are shown at **Figure 3** and **Figure 4** below.

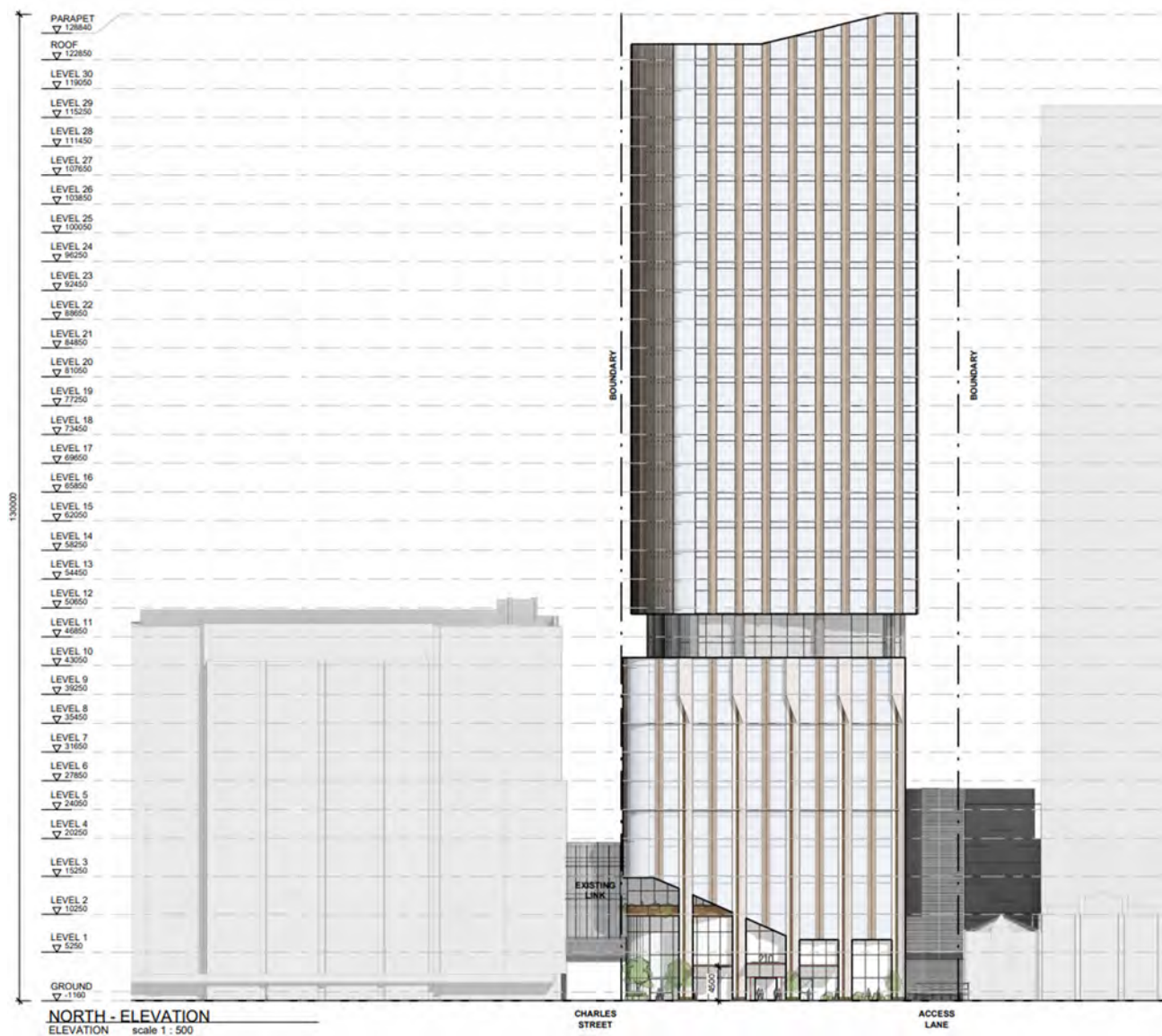


Figure 3: North Terrace



**Figure 4: Visualisation, view from across North Terrace**

Recommendations received from the panel and the design response are set out in **Table 2** below.

**Table 2: Design Review #1 Summary of Recommendations and Response**

Design Review Panel Recommendations	Design Response
Built Form and Architectural Expression	
<p>Holistic review of the built form composition and architectural expression of the building base, informed by the streetscape context of North Terrace, including:</p> <ul style="list-style-type: none"> <li>Reduction in the building base height, to be informed by the more defined datum at the top of the masonry portion of the Wilson Parking building to the east, and to improve the built form relationship with the lower scale of the State Heritage Places to the west.</li> <li>Consideration of the more orthogonal and vertical articulation with increased solidity, informed by the established North Terrace streetscape character.</li> <li>Consideration of wind impacts in the built form response.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in building base (Lower Podium) from 10 levels to 6 levels.</li> <li>Refinement of North Terrace façade.</li> <li>Parapet height increased to cover roof plant.</li> <li>Vipac Engineers and Scientists engaged to prepare a Wind Impact Assessment.</li> </ul>



Design Review Panel Recommendations		Design Response	
Ground Floor Configuration/ Public Realm			
<p>Pedestrian movement pattern analysis to inform the locations and sizes of the entries.</p> <p>Opportunities to improve efficiencies of the internal planning.</p> <p>Introduction of retail tenancies within the lobby space along Charles Street frontage to provide more fine grain activation along the interface with the small street.</p> <p>Further activation along the west boundary, to address the highly visible northwest corner and western bicycle entry.</p>		<ul style="list-style-type: none"><li>• Pedestrian scale evolved to encourage address and activation of both North Terrace and Charles Street.</li><li>• Refinement to locations and sizes of the entries with multiple entrance points introduced along Charles Street.</li><li>• Vertical columns wrapped around corner to Charles Street.</li><li>• Refinement of floor plans.</li><li>• Update to finishes along access laneway to reflect shared use (i.e. direct bicycle access to End-of-Trip facilities).</li><li>• Gates removed from access laneway.</li></ul>	
Commercial Floor Planning			
<p>Review of the office floor planning including:</p> <ul style="list-style-type: none"><li>• Exploration of lift efficiency strategies/technologies to reduce the core footprint.</li><li>• Review of the core configuration to reduce its north-south length to avoid small residual spaces with compromised functionality.</li><li>• Review of the tower setbacks to increase the lettable floor area with most valuable aspects.</li><li>• Review of non-square corners to improve office planning efficiencies.</li><li>• Review of the fire egress arrangement and confirmation of compliance.</li><li>• Consideration of premium grade office requirements, including security.</li><li>• Consideration of sky lobby.</li><li>• Test fit analysis to demonstrate functionality.</li></ul>		<ul style="list-style-type: none"><li>• Lift analysis undertaken by BESTEC.</li><li>• Review of core configurations to improve functionality.</li><li>• Refinement of non-square corners of upper tower to increase the lettable floor area and improve office planning efficiencies.</li><li>• BuildSurv engaged to provide advice on compliance with the Building Code of Australia (BCA).</li><li>• Consideration given to the inclusion of a sky lobby, however Applicant decided not to proceed.</li><li>• Introduction of commercial office and shared meeting areas with outdoor terrace at Levels 6 and 7.</li><li>• Test fit analysis of typical commercial level to demonstrate functionality.</li></ul>	

The proposal was presented to a second Design Review Panel on 6 March 2025.

Visualisation of the proposed development at the time of the second Design Review are shown at **Figure 5** and **Figure 6** below.



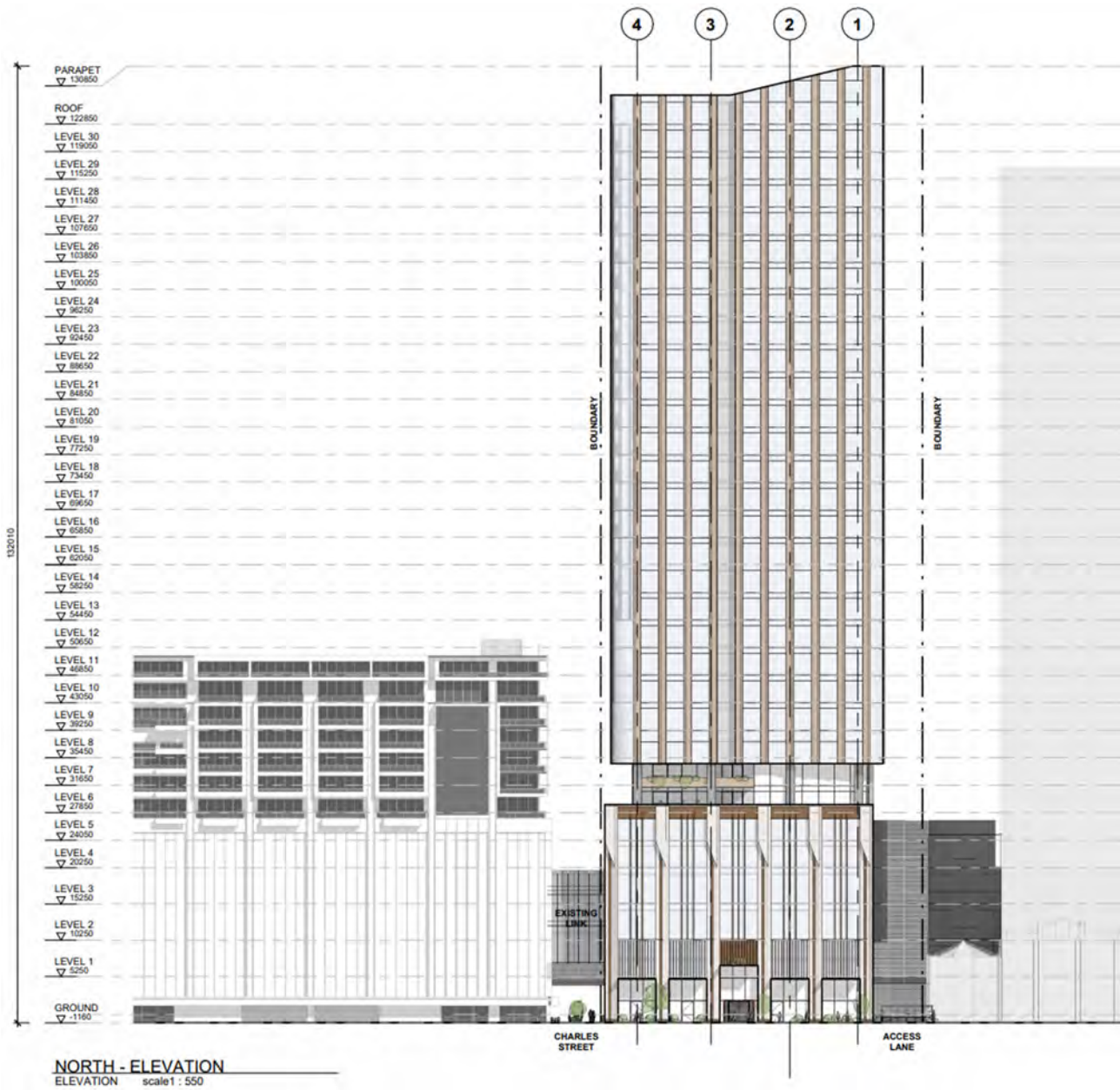


Figure 5: North Terrace Elevation



**Figure 6: Visualisation, view from across North Terrace**

Recommendations received from the panel and the design response are set out in **Table 3** below.

**Table 3: Design Review #2 Recommendations and Response**

Design Review Panel Recommendations	Design Response
Built Form and Architectural Expression	
<p>Further development and refinement of the tower expression, with particular attention given to:</p> <ul style="list-style-type: none"> <li>• Coherence between the base and tower expression</li> <li>• Treatment of the soffit/bottom of the tower to achieve greater modelling that relates to the refined expression of the building base</li> <li>• Relocation and potential addition of vertical recesses to the tower form, informed by internal layouts and programming.</li> </ul> <p>And,</p> <p>Consideration to the expression and materiality of the northern elevation of the retained Charles Street bridge element, as part of the overall composition with the new building base.</p>	<ul style="list-style-type: none"> <li>• Mass and scale further reduced including a reduction in the building base (Lower Podium) from 6 levels to 4 levels to improve efficiency.</li> <li>• Setback to eastern boundary retained in response to advice received from Vipac Engineers and Scientists with regard to wind impact.</li> <li>• Additional layer of vertical detail added to the Lower Podium to reference adjacent State Heritage Places and provide a sense of address at pedestrian-scale.</li> <li>• Improvements to expression and materiality of the northern elevation of the retained Charles Street bridge element.</li> </ul>



Design Review Panel Recommendations	Design Response
Ground Floor Configuration/ Public Realm	
<p>Ongoing design development of the ground floor configuration to achieve seamless transition to the existing retail floor, while satisfying fire separation requirements between structurally independent buildings.</p> <p>Review of the canopy heights to achieve effective weather protection and pedestrian amenity.</p> <p>Consideration given to removal/relocation of ancillary spaces (offices and services) (bridge structure) while maintain direct pedestrian links, with the view to reduce the built form and the resultant impact on Charles Street.</p> <p>Discussions with City of Adelaide regarding the city-wide public realm vision for the southern side of North Terrace.</p>	<p>The applicant <b>cannot</b> unilaterally remove or relocate the bridge structures, due to existing (binding and enforceable) third-party contractual rights relating to the structure. Precision Group is a party to a deed specifically relating to the bridge link structure and to which the owner of the adjoining building on the eastern side of Charles Street is also a party (Shahin Properties Pty Ltd).</p> <p>The removal of the bridge link would necessitate building works to the Shahin Properties building which is outside of the remit of the applicant to include within their application.</p> <p>Accordingly, the applicant's brief is to retain the existing Charles Street bridge link. Details of how the structure can be structurally supported during construction have been included in the application documentation (<b>Appendix F</b>).</p>
Commercial Floor Planning	
<p>Recommend consideration be given to provision of meaningful soft landscaping to these outdoor areas.</p>	<p>Noted.</p>



### 3 Subject Site and Locality

The subject site is located at 100 Rundle Mall, Adelaide, on the northern edge of the Central Business District (CBD) and is located within the Capital City Zone.

#### 3.1 Subject Site

The subject site is located on the southern side of North Terrace and extends through to Rundle Mall to its south. The site extends the full length of Charles Street along the eastern boundary. It is largely rectangular in shape, except for the northwest corner of the land where a State Heritage property is held in separate ownership.

**Table 4** below provides a summary of the whole of the subject site.

**Table 4: Subject Site**

Project Site	
Address	100 Rundle Mall, Adelaide
Local Government Area	City of Adelaide
Land Parcel and Title	Allotment 91 in File Plan 170739, Hundred of Adelaide Certificate of Title Volume 6144, Folio 935 ( <b>Attachment A</b> )
Encumbrances	Nil
Easements	Subject to easement(s) with limitations over the land marked N. R. S. T. U. V. W. AA. BB. and CC. to distribution lessor corporation. Subject to right(s) of way with limitations over the land marked B. Together with easement(s) over the land marked Q on CP 22241 except that portion of light court in lease 523040. Together with easement(s) with limitations over the land marked EE. appurtenant only to the land marked Z. Together with free and unrestricted right(s) of way over the land marked D. Together with right(s) of way with limitations over the land marked J. K. L. and M. on CP 22241.
Site Dimensions and Area	<div>North Terrace Frontage: 44.47 metres</div> <div>Rundle Mall Frontage: 53.70 metres</div> <div>Charles Street Frontage: 126.45 metres</div> <div>Site Area: Approx. 6,680 square meters</div>





The subject site is occupied by an existing 4-level retail building known as Adelaide Central Plaza. Adelaide Central Plaza currently accommodates anchor tenant David Jones, other retail tenancies and a food court on the lower ground floor. The retained section of Adelaide Central Plaza will continue to operate during construction of the proposed development.

The existing retail building has primary pedestrian access points from Rundle Mall and North Terrace, with an additional access point from Charles Street. The northern frontage also includes retail tenant, Tiffany & Co, with independent access from North Terrace.

The existing 4-level retail building is connected to a mixed-use building (multi-level car park, retail tenancies, and residential apartments) to the east of Charles Street, with an overhead bridge providing direct access between David Jones and Wilson Parking (a multi-level public car park). The overhead bridge link, which includes retail and office floor space, together with building services, is to be retained.

Loading and deliveries for the site, including waste collection, occur within the basement, with access provided via an existing vehicle access way adjacent the western boundary of the site and providing a negative separation to the adjacent State Heritage property at 206-207 North Terrace (former G & R Wills Warehouse buildings, known as 203-207 North Terrace) with a crossover to North Terrace.

No on-site car parking is provided.

Footpaths are provided along the full length of North Terrace, Rundle Mall and Charles Street, with primary entry locations on Rundle Mall and North Terrace. Limited to no dedicated bicycle infrastructure is provided in the vicinity of the site.

The easements and Rights of Way registered over the subject land (detailed in **Table 4**) do not prevent the redevelopment of the northern portion of the site, being the area proposed for redevelopment.

The Right of Way identified as the land marked 'B' exists over the existing vehicle access from North Terrace and exists in favour of the property at 206-207 North Terrace, with the right of way height limited to 49.70 metres AHD.

The land enjoys rights of way over the land marked J, K, L and M in Community Plan 22241 (**Attachment A**), being the plan for the adjacent building on the eastern side of Charles Street and affords the rights for the openings and access across the 'overway' between the existing David Jones and the adjacent multi-level car park (Wilson Parking).

The subject site has a fall of approximately 1.2 metres from south to north.

### 3.2 Locality

North Terrace is a key pedestrian promenade and cultural boulevard. The subject site is directly opposite the cultural and education precinct, which includes the South Australian Museum, State Library of South Australia, Art Gallery of South Australia, and University of Adelaide.



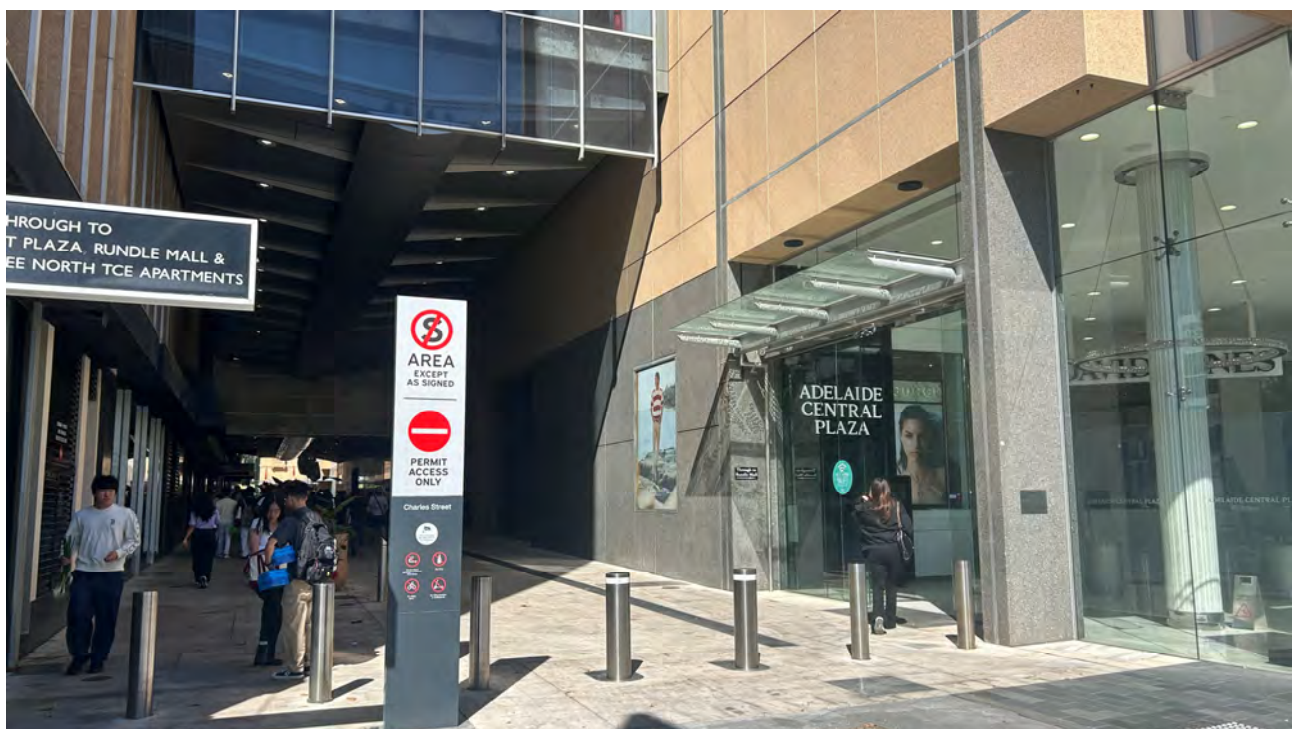
Adjacent the subject site, to the west, are the State Heritage listed former G & R Wills Warehouse buildings at 203-207 and 201-202 North Terrace, Adelaide.

Recently completed, notable buildings in the locality include:

- The Switch, 35-level student accommodation building
- Scape, 21-level student accommodation building
- Adelaidean and Crown Plaza, 38-level residential and tourist accommodation
- Yugo, 36-level student accommodation building
- Realm Apartments, 40-level residential mixed-use building.

The wider character of this section of North Terrace is a mix of State and Local Heritage listed buildings, commercial, civic and residential buildings exhibiting a variety of architectural styles, materials and design. The existing buildings generally have zero setback to the street boundary with a high solid-to-void ratio in response to the heritage context.

Charles Street, to the east of the subject site, is a small north-south street between North Terrace and Rundle Mall, providing connections to the greater pedestrian network of the city. Charles Street has recently been upgraded by City of Adelaide (**Figure 7** and **Figure 8**), with the focus on creating a kerb-less street to prioritise pedestrian access and limiting vehicle access (vehicle access for services and loading is permitted from the northern end only). The provision of stone paving and improvements to street lighting have also been completed. Charles Street is largely enclosed by the overhead bridge, providing direct access between David Jones and Wilson Parking.



**Figure 7: Upgraded Charles Street**



**Figure 8: Upgraded Charles Street**

North Terrace, being the primary street frontage of the subject site, is a distributor road under the care and control of the City of Adelaide. It provides for direct travel through the northern part of the CBD between East Terrace and West Terrace. It also provides a key connection into the CBD, with connections to Port Road in the west and Dequetteville Terrace, Hackney Road and North Terrace in the east. North Terrace comprises dual 2-lane carriageways separated by the tram line in front of the subject site. No stopping yellow line marking is provided on North Terrace in the vicinity of the subject site.



## 4 Nature of the Proposal

The proposal includes the partial demolition of an existing 4-level retail building and construction of a high-rise (30-level) mixed-use commercial office building to the northern portion of the subject site, connected to the retained section of the existing retail building.

The proposed development is summarised in **Table 5** below:

**Table 5: Proposed Development Summary**

Proposed Development Summary	
Summary Description	Partial demolition of an existing 4-level retail building and construction of a high-rise (30-level) mixed-use office building.
Development Elements	Partial demolition Alterations and Addition Office Shop

The full extent of the proposed works is outlined in the following sections and more fully illustrated in the compendium of architectural drawings prepared by PACT architects listed in **Table 6** below.

**Table 6: Drawing Schedule**

No.	Sheet Title	Status	Date
A-01-01	Site Plan	Planning Approval	28.03.2025
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	28.03.2025
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
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



No.	Sheet Title	Status	Date
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	28.03.2025
A-04-02	Elevations – East	Planning Approval	28.03.2025
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

The compendium of architectural drawings is supported by a Project Summary, Site Analysis and Design Response, also prepared by PACT architects (**Appendix B**).

#### 4.1 Land Use

The proposal is considered to be mixed use, in that it integrates multiple land uses, within a single building. The proposed development comprises:

- 33,960 square metres of office net lettable floor area
- 2,541 square metres of floor area dedicated to food and beverage offerings
- 2,318 square metres of retail floor area.

These uses are consistent with the land use definition of both an ‘Office’ and ‘Shop’, contained in Part 7 – Land Use Definitions of the Planning and Design Code, as detailed in **Table 7** below.

**Table 7: Land Use Definitions**

Land Use Term	Definition	Includes	Excludes
Office	Means any building or part of a building used for administration or the practice of a profession, but does not include a consulting room or premises where materials are stored for sale or manufacture.		Consulting room
Shop	Means: (a) a premises used for the sale by retail, rental or display of	Bulky goods outlet; Personal or domestic services establishment;	Adult entertainment premises; Adult products and services premises; Hotel;





Land Use Term	Definition	Includes	Excludes
	goods, foodstuffs, merchandise or materials; or (b) a personal or domestic services establishment.	Restaurant	Motor repair station Retail fuel outlet. Service trade premises; Wholesale plant nursery

## 4.2 Built Form and Character

The following design statement has been prepared by PACT architects in support of the proposal:

*“Centrally located in the premium cultural precinct of North Terrace, this landmark project responds to the significance of its location, aiming to create a positive and lasting impact.*

*Responding to the primary hard built edge of the Southern side of North Terrace, the mass of the lower levels is brought to the boundary. A rhythm already established by neighbouring heritage is continued through structured masonry elements with deep reveals to allow activation, permeability while still maintaining strength and solidity to the buildings base. Holding the North Terrace frontage to both corners of the site, the rhythm continues into both the access lane, and into Charles Street with activation of the pedestrian link a strong focus.*

*A secondary rhythm in the buildings base allows a finer level of detail and references the reduced height of the adjacent heritage to the west. Fine bronze details culminate above bronze-coloured canopies that further respond to a pedestrian scale at street level, while reiterating the street rhythm by projecting between the masonry columns.*

*A significant break in the building’s mass is apparent at levels 5 and 6, housing commercial office & shared meeting areas along with external terraces. This break references existing context and rationalises the proportion of the tower. The tower’s materiality is paired back further enabling the tower to respond to the cityscape in a consistent way, while still referencing the base through its rhythm. ”*



**Figure 9: Proposed building (Adelaide Central Plaza Tower)**



The proposed building height is 30 levels above ground (plus two existing levels below ground), with a total height of approximately 132.10 metres above the existing ground level (measured to the back of North Terrace footpath) or 175.85 AHD. The base of the built form comprises a 5-level lower podium with a height of approximately 26.4 metres. A 2-level recessive transition element separates the base of the building from a 23-level upper tower form.

The building base, comprising natural limestone-clad columns, is set on the North Terrace boundary and extends the full height of the podium, creating deep reveals along the street frontages. A secondary layer of vertical coloured steel and aluminium elements are proposed in between the main columns. The feature natural limestone-clad columns respond to the masonry character of North Terrace, with the spacing and rhythm informed by the neighbouring State Heritage Places. Additional vertical coloured steel and aluminium fins at Level 1 provide a layering of materials on the façade that responds to the datum line of the neighbouring State Heritage Places and provides a sense of address at pedestrian scale.

The 2-level transitional recessed element is largely glazed with externally exposed circular columns. This break references existing context of building heights and rationalises the proportion of the base to the tower.

The predominately glazed upper tower includes tapered setback alignments along the northern boundary, with curved corners. The facades of the upper built form continue past the roof plant level to provide an integrated screening that increases in height towards the west. The tower's materiality is paired back, further enabling the built form to respond to the cityscape in a consistent way, while still referencing the base through its rhythm.

At Level 7, the tower encroaches over the existing vehicle access to the basement by 1.75 metres at a height of 75.85 metres AHD.

The built form is summarised in **Table 8** below.

**Table 8: Summary of Built Form**

Element	Summary
<b>Built Form</b>	
Building Height	132.10 metres (175.85 AHD)
Building Levels	30-levels above ground plus two existing levels below ground.
<b>Setbacks</b>	
Podium (Building base)	Nil – Recessed glazing line behind masonry columns.
Recessed Transitional Floors (Levels 5 and 6)	North Terrace: 3.8 – 10.4 metres Charles Street: 4.2 metres



Element	Summary
Upper Tower (Levels 7 – 30)	<p>North Terrace: Nil – 1.8 metres</p> <p>Charles Street: 1.0 metres</p> <p>Western Boundary: 5.8 metres</p>
<b>Levels</b>	
Basement	Services, delivery and collection, waste.
Ground – Lower	Food court with open connection to the existing food court.
Ground	Commercial lobby, lounge, café, new retail with open connection to existing retail.
Level 1	Void over ground floor commercial lobby, new retail with open connection to the existing retail.
Level 2	Food and beverage precinct, with open connection to the existing retail.
Level 3	New retail, with open connection to the existing retail.
Level 4	Services, and End-of-Trip (EOT) facilities.
Level 5	Commercial office and shared meeting area (817 square metre net lettable area), terrace (397 square metres) with opportunities for landscaping.
Level 6	Commercial office and shared meeting area (818 square metre net lettable area), terrace (90 square metres), with opportunities for landscaping
Levels 7 to 17	Office (1,307 square metre net lettable area per floor).
Levels 18 to 30	Office (1,376 square metre net lettable area per floor).
Roof	Roof plant, lift overrun.
<b>Services</b>	
Vertical transportation services	<p>A total of 12 passenger lifts, service the office tower and amenities with an additional lift provided for the retail floor areas. The lifts are split to provide for efficiency of service across all floors of the building while maintaining full access to the amenities, EoT facilities and basement to manage waste and deliveries.</p> <p>Escalators associated with the retail component of the development will transport customers to and from Lower Ground, Ground, Level 1 and Level 2.</p>
Loading and unloading	<p>Utilisation of existing loading dock at basement level.</p> <p>All delivery and collection vehicles will enter and exit in a forward direction from North Terrace using the existing access laneway and ramp.</p>





Element	Summary
Waste collection	<p>Utilisation of the existing retail waste room and construction of a new waste storage room for the office floor spaces located within the basement level.</p> <p>Waste vehicles to enter and exit in a forward direction from North Terrace using the existing access laneway and ramp.</p>

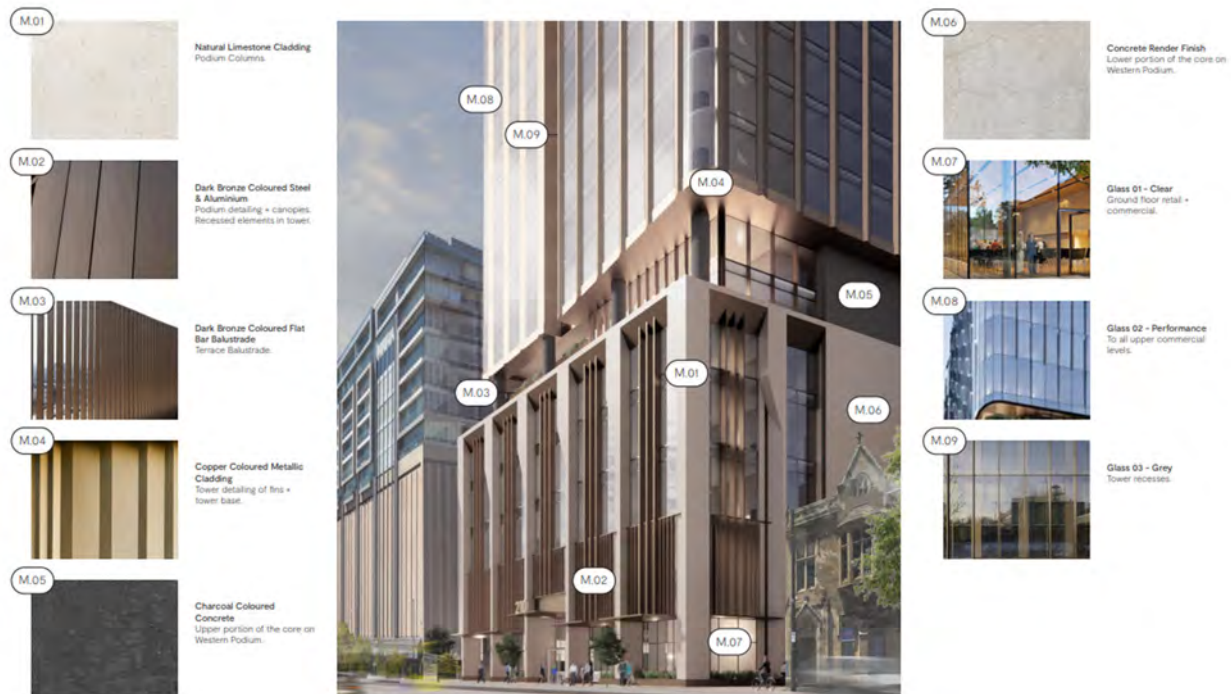
### 4.3 Materials and Finishes

The selected materials and finishes reflect the significance of the proposed building with a range of materials and finishes selected to provide a unified, modern building whilst also referencing the classic masonry of the neighbouring State Heritage Places through the use of natural stone clad elements at Lower Podium.

The selected materials and finishes are summarised in **Table 9** below and visually represented in **Figure 10**.

**Table 9: Summary of Materials and Finishes**

Element	Materials
Podium	<p>Natural limestone cladding to columns</p> <p>Dark bronze coloured steel and aluminium detailing</p> <p>Clear glass</p> <p>Concrete rendered finish to western elevation</p> <p>Copper coloured metallic clad fins</p>
Recessed Transitional Floors	<p>Dark bronze coloured flat bar balustrade</p> <p>Charcoal coloured concrete to western elevation</p> <p>Grey glass</p> <p>Copper coloured metallic clad fins</p>
Tower	<p>Clear performance glass</p> <p>Copper coloured metallic clad fins (lighter than Podium)</p> <p>Dark bronze coloured steel and aluminium detailing to recessed elements</p>



**Figure 10: Materiality**

## 4.4 Movement, Parking and Access

### 4.4.1 Access

A large loading dock is located in the existing basement, which will be used by the proposed building. All delivery and collection vehicles will enter the basement loading dock from North Terrace (left in and left out) via the existing access lane and ramp.

No on-site car parking is proposed. Car parking is available in the adjacent multi-level public carpark, with pedestrian access via the existing overhead bridge spanning Charles Street.

### 4.4.2 Bicycle Parking

Bicycle parking is proposed to be provided within dedicated End-of-Trip (EoT) facilities located at Level 4 of the tower. This bicycle store will provide storage for up to 192 bicycles. A further 34 visitor bicycle parks are accommodated in the EoT access foyer on the ground floor, with 10 bicycle parking spaces at Charles Street.



The EoT facilities will be accessed via an entry proposed from the service lane for direct bicycle access to the bicycle parking and EoT facility via a dedicated entry and lift. The entry has been recessed, to provide a position for people with a bike to stop and observe if a vehicle is on the access lane or ramp.

## 4.5 Waste Management

Advice in respect to waste management has been sought from Colby Phillips Advisory, who have informed the design of the waste storage requirements and waste management protocols for the development. The advice accompanies this application in the form of a Waste Management Plan (**Appendix D**).

The proposed building has been designed to:

- Allow waste collection on site, with waste vehicles entering and exiting the subject site in a forward direction from North Terrace (left in and left out) via the existing access laneway and ramp.
- Utilise the existing well-established retail waste room within the Adelaide Central Plaza (basement level) and new dedicated waste storage room for the tower. The waste room at basement level provides 297 square meters of commercial waste storage within the existing basement previously used for general storage.

The system supports recycling of a comprehensive range of materials, including (but not limited to):

- general waste
- mixed dry recycling
- cardboard and paper
- soft plastics and polystyrene
- food waste
- waste oil.

Collection frequency will be increased to meet the needs of the proposed building. **Table 10** provides a summary of the proposed waste services.

**Table 10: Proposed Waste Services**

Type of Service	Disposal	Collection Frequency
General Waste	Disposed to tower basement into 1,100 litre skip bins. Bins are moved to existing loading dock and emptied into a compactor bin for collection.	3 to 4 times weekly
Mixed Dry Recycling	Disposed to tower basement into 1,100 litre skip bins. Bins are moved to existing loading dock for collection with Rear-Lift truck.	Up to 3 times weekly
Cardboard and Paper	Bin storage room in eastern area of building. Lifting platform to move bins to loading dock.	Up to 4 times weekly



Type of Service	Disposal	Collection Frequency
Soft Plastics and Polystyrene	Packed into 200 litre bale bags in tower basement. Bags moved to loading dock for collection.	Weekly/ Monthly
Food Waste	Disposed to tower basement into 660 litre skip bins. Bins are moved to existing loading dock for collection with rear lift truck. May be temporarily stored in refrigerated room with General Waste compactor bin.	Waste moved to east/west bin rooms by site cleaners
Waste Oil	Disposed to 400 litre stainless steel tank (or similar) in basement. Collected from loading dock by specialist truck.	Fortnightly

All waste collection services will be provided by private contractors.

Tenants within the retained section of Adelaide Central Plaza will continue to use the existing dedicated bin storage area, access lane and ramp both during construction and post construction.

#### 4.6 Building Services

Advice with respect to engineering services has been sought from BESTEC. BESTEC have provided summary advice considering the provision of services to the proposed building and associated infrastructure requirements. The advice accompanies this application at **Appendix H**.

The basement will accommodate services including the Fire Tank Room, mechanical services for the Food Court and Commercial Lobby, High Voltage Switch Room, DAF Room and Communications Room.

Existing Transformers will be maintained on the ground level adjacent the existing basement ramp and on Level 4 with two additional transformers utilising the existing high voltage customer feed to the site positioned adjacent the existing retained transformers on Level 4.

Level 4 provides for the retention of existing services for the retained portion of the building.

The tower roof will provide screened services including cooling towers, WC chiller, and HVAC air-conditioning units.

A comprehensive description of the building services and location for Hydraulic, Electrical, Mechanical, Fire and Vertical Transportation are detailed in the BESTEC engineering services report.



#### **4.7 Environmental Performance**

The proposed building will present a significant increase in sustainable design and energy efficiency against minimum practice. The applicant is committed to a 6-star Green Star rating and a 5.5-star NABERS Energy Rating, ensuring strong performance outcomes.

A Sustainability Statement has been prepared by Summation, and details commitments to achieving the Green Star and NABERS energy ratings.



## 5 Procedural Matters

### 5.1 Planning and Design Code

In accordance with the requirements of the *Planning, Development and Infrastructure Act 2016* (PDI Act) and *Planning, Development and Infrastructure (General) Regulations 2017* (PDI Regulations), the relevant policy instrument for the assessment of this application is the Planning and Design Code, Version 2025.5, dated 13 March 2025.

### 5.2 Policy Context

The Planning and Design Code identifies and applies policies for the assessment of development relative to each zone.

For each zone, policies and rules are identified and applied to classes of development within the zone, including by the application of policies within subzones and overlays that apply only in the area affected by the subzone/overlay, together with the relevant general development policies.

Part 1 – Rules of Interpretation, Application of Spatially Based Policies and Rules of the Planning and Design Code states:

*Where a zone, subzone, overlay or technical and numeric variation (TNV) does not spatially apply to the whole of the site that is the subject of the development application, the spatially based rules of the zone (including assessment pathway exclusions), subzones, overlay or TNV are only applicable to the portion of the site to which the zone, overlay or TNV spatially covers. Reference to the South Australian Property and Planning Atlas of the SA planning database will be made to determine whether a zone, subzone, overlay or TNV is relevant to the site of the proposed development application.*

**Table 11** below, provides a summary of the applicable zone, subzone, overlays and general development policy sections that have been identified as applying to the subject land and proposed development.

**Table 11: Planning and Design Code Summary**

Planning and Design Code Summary	
Version and Date	Version 2025.6 dated 27 March 2025
Zone	Capital City Zone
Overlays	Airport Building Heights (Regulated) Overlay Building Near Airfields Overlay Design Overlay Hazards (Flooding – Evidence Required) Overlay Heritage Adjacency Overlay



Planning and Design Code Summary	
Variations	Maximum Building Height (Metres) – No prescribed height limit Concept Plan 79 – Primary Pedestrian Area
General Development Policies	Clearance from Overhead Powerlines Design in Urban Areas Interface between Land Uses Transport Access and Parking

The zones, subzones, overlays and general development policies that apply may contain sections headed ‘Procedural Matters’, including the requirement to notify certain applications for planning consent, and referrals to prescribed bodies.

**Table 12** below, provides a summary of the procedural matters associated with the proposal.

**Table 12: Procedural Matters Summary**

Procedural Matters Summary	
Relevant Authority	State Planning Commission
Assessment Pathway	Performance Assessed
Statutory Referrals	Government Architect Minister responsible for administration of the <i>Heritage Places Act 1993</i> Adelaide Airport Operator City of Adelaide
Public Notification	Exempt from public notification

### 5.3 Relevant Authority

As the proposed development is within the City of Adelaide and the total amount to be applied to work, where all stages of the development are completed, exceeds \$10,000,000 in accordance with Section 94(1) of the *Planning, Development and Infrastructure Act 2016*, the State Planning Commission is the relevant authority.

### 5.4 Assessment Pathway

The development application is to be assessed on its merits against the provisions of the Planning and Design Code as a Code Assessed - Performance Assessed development.



## 5.5 Statutory Referrals

The overlays applicable to the subject site have been reviewed to determine whether any statutory referrals are required. **Table 13** below details the applicable statutory referrals.

**Table 13: Relevant Statutory Referrals**

Statutory Reference	Referral Body	Reason/ Purpose of Referral	Supporting Documentation
Planning and Design Code Design Overlay	Government Architect	The development is within the City of Adelaide and the total amount to be applied to work, where all stages of the development are completed, exceeds \$10,000,000	Design Statement, Site Analysis, Design Response, prepared by PACT architects ( <b>Appendix B</b> ).
Planning and Design Code Airport Building Heights (Regulated) Overlay	Adelaide Airport Operator	The proposal is located in an area identified as 'All structure' (no height limit is prescribed) or will exceed the height specified in the Airport Building Heights (Regulated) Overlay.	Preliminary aviation impact assessment, prepared by Aviation Projects ( <b>Appendix E</b> ).
Planning and Design Code Heritage Adjacency Overlay	Minister responsible for the administration of the <i>Heritage Places Act 1993</i>	Development which in the opinion of the relevant authority materially affects the context within which the State Heritage Place is situated.	Plans and Details Accompanying the application including the Design Statement, Site Analysis, Design Response, prepared by PACT architects ( <b>Appendix B</b> ).
<i>Planning, Development and Infrastructure (General) Regulations 2017</i> , Part 5, Regulation 23 (2) (b)	The Chief Executive of the City of Adelaide	The impact of the proposed development on the following at the local level: <ul style="list-style-type: none"> <li>essential infrastructure</li> <li>traffic</li> <li>waste management</li> <li>stormwater</li> <li>public open space</li> <li>other public assets and infrastructure</li> </ul>	Traffic Impact Assessment, prepared by Empirical Transport Advisory (ETA). ( <b>Appendix C</b> ) Waste Management Plan, prepared by Colby Phillips Advisory ( <b>Appendix D</b> ). Engineering Services detail, prepared by BESTEC ( <b>Appendix H</b> ).

## 5.6 Public Notification

In accordance with Table 5(2) of the Capital City Zone, any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone, is exempt from public notification. The subject site does not share an interface with a residential purpose in the neighbourhood-type zone, therefore, public notification of the proposal is not required.





## 6 Assessment

Based on our review of the relevant policies of the Planning and Design Code contained within the Capital City Zone, relevant Overlays and General Development Policies section, we consider the following to be the key planning matters for assessment.

- Land Use
- Built Form
- Heritage Adjacency
- Movement, Parking and Access
- Waste Management.

### 6.1 Land Use

The subject site is located within the Capital City Zone. The Capital City Zone is the commercial and business core of the Adelaide square mile and the economic and cultural focus of the state. It seeks a vibrant mix of residential, retail, community, commercial and professional services, civic, cultural, health, educational, recreational, tourism and entertainment facilities.

The application proposes the partial demolition of an existing 4-level retail building and construction of a high rise (30 level) mixed-use commercial office building. The introduction of the office land use, to the northern portion of this site, is consistent with the intent of the Capital City Zone with the proposed development having the potential to be a major driver of people to the northern edge of the Central Business District, acting as a central hub for work, social interaction and economic activity, thus contributing to the vibrancy and functionality of the area (PO 1.1).

The building comprises a double-height commercial lobby, lounge, café and new retail at Ground Level with level entry via North Terrace and Charles Street (PO 2.2). The commercial lobby on Ground Level also includes a concierge desk adjacent the lift core. A new feature vertical connection with escalators from Lower Ground, Ground, Level 1 and Level 2 will provide access between the existing and new publicly accessible floors. An open connection to existing retail is also proposed.

Levels 1, 2 and 3 within the building's podium offer a range of retail floor space to complement and reconfigure the existing retail offering while offering additional retail food and beverage opportunities to cater for the increased demand generated by the additional office floor space proposed in this location.

Levels 5 and 6 both accommodate commercial office and shared meeting areas with outdoor terraces, allowing for the flexible use of the floor area as a transition between the uses within the podium and the premium commercial office floorspace offering in the tower above.



Levels 7 to 30 of the tower provide for a total of 33,900 square meters of premium commercial office space, comprising:

- Levels 7 to 17 (1,307 square metre net lettable area per floor)
- Levels 8 to 30 (1,376 square metres net lettable area per floor).

## **6.2 Built Form**

The assessment provisions of the Capital City Zone provide guidance on the built form and its relationship with the public realm.

The proposed building height is 30 levels above ground (plus two existing levels below ground), with a height of approximately 132.10 metres above the existing ground level. The built form comprises a 5-level podium with a height of approximately 26.4 metres; a 2-level recessive transition element separates the base of the building from a 23-level upper tower form (PO 3.1, PO 3.2, PO 3.3).

The base of the building features columns set on the North Terrace boundary, reflecting the solid to void ratios exhibited in the lower scale buildings along the North Terrace boulevard (PO 3.4, PO 3.5). Extending the full height of the podium, these columns create deep reveals which provide an informal pedestrian 'pause place' and opportunity for landscaping. Wrapping around the building to Charles Street, these deep reveals also provide opportunity for outdoor dining and additional landscaping (PO 2.3).

The ground level frontages introduce an active street frontage along Charles Street and returning along the service vehicle access way, reinforcing the visual activity at the ground level, which establishes a plane level with North Terrace as opposed to the many historical built forms that exhibit an elevated ground floor plane.

Access points for pedestrians are provided on the Charles Street and North Terrace frontages, with canopies positioned between the feature columns along North Terrace providing shelter for pedestrians.

An additional entry is proposed from the service lane for direct bicycle access to the bicycle parking both within the EoT facility on Level 4 and in the EoT access foyer on ground level. The entry has been recessed to provide a position for people with a bike to stop and observe if a vehicle is on the access lane or ramp.

The two-storey tall transitional element at Levels 5 and 6 provides a clear separation between the building's base and tower elements. These levels are setback and are largely glazed with the diagonal setback on the northeast corner providing for the expression of the structural columns. Each terrace provides an outlook to the North Terrace Cultural Precinct, providing high value amenity to tenants.

The predominately glazed tower includes tapered setback alignments along the north boundary, with curved corners capitalising on the valuable northeast aspect. The lifts are split to provide for efficiency of service across all floors of the building while maintaining full access to the amenities, EoT facilities and basement to manage waste and deliveries.



The facade of the upper built form continues past the roof plant level to provide an integrated screening that increases in height towards the west. The tower's materiality is paired back, further enabling the built form to respond to the cityscape in a consistent way, while still referencing the base through its rhythm.

The proposal retains the existing overhead bridge over Charles Street, which currently connects David Jones with Wilson Parking, with improvements to the expression and materiality of the northern elevation to provide a unified built form.

### 6.3 Heritage Adjacency

The Heritage Adjacency Overlay applies to the subject site. The assessment provisions of the Heritage Adjacency Overlay seek to ensure that development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place (PO 1.1).

Adjacent the subject site, to the west, are the State Heritage listed former G & R Wills Warehouse buildings at 203-207 and 201-202 North Terrace, Adelaide which directly result in the application of the Heritage Adjacency Overlay. Opposite the site (on the opposite side of North Terrace) is the North Terrace cultural precinct, home to some of Adelaide's most notable heritage buildings, including the South Australian Museum, State Library of South Australia, Art Gallery of South Australia, and University of Adelaide and while they contribute to the setting of the site on the North Terrace Boulevard do not directly result in the need for the assessment of the Heritage Adjacent Overlay policies.

Testing and massing options have informed the built form composition (**Figure 11**). The five-level building base, comprising natural limestone-clad feature columns responds to the masonry character of North Terrace, with the spacing and rhythm informed by the neighbouring State Heritage Places (**Figure 12**). Additional vertical coloured steel and aluminium fins at Level 1 provide a layering of materials in the façade that respond to the datum line of the neighbouring State Heritage Places and provide a sense of address at pedestrian scale. The zero setback to the North Terrace boundary and high solid-to-void ratio in response to the heritage context and broader streetscape.

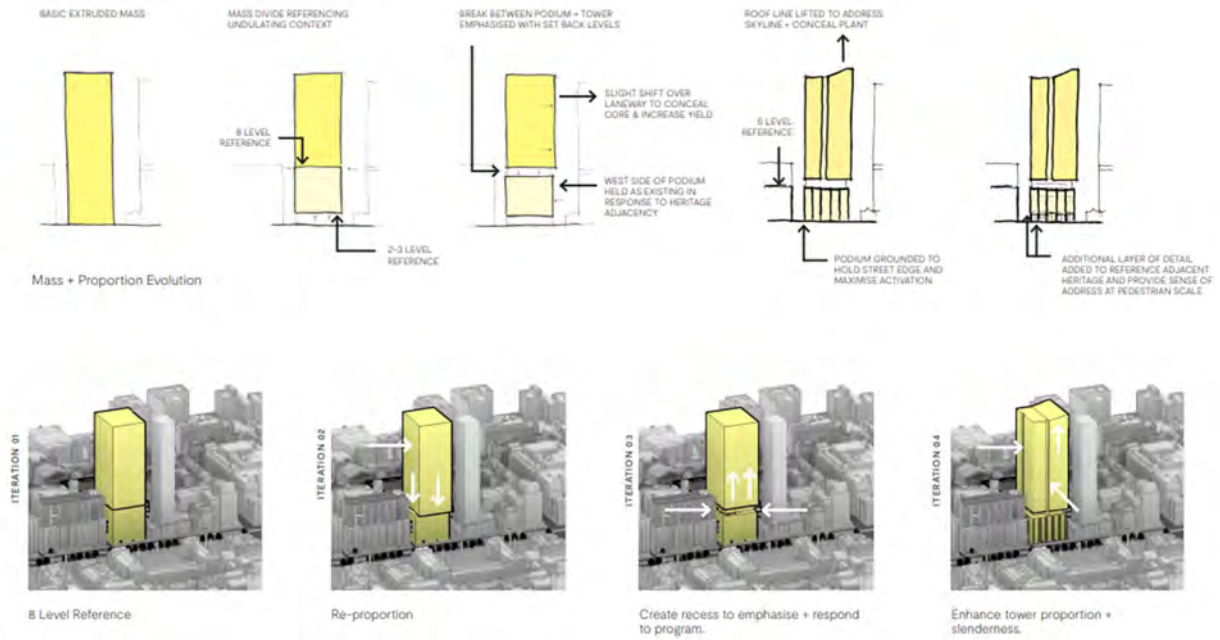


Figure 11: Massing (Evolution of)

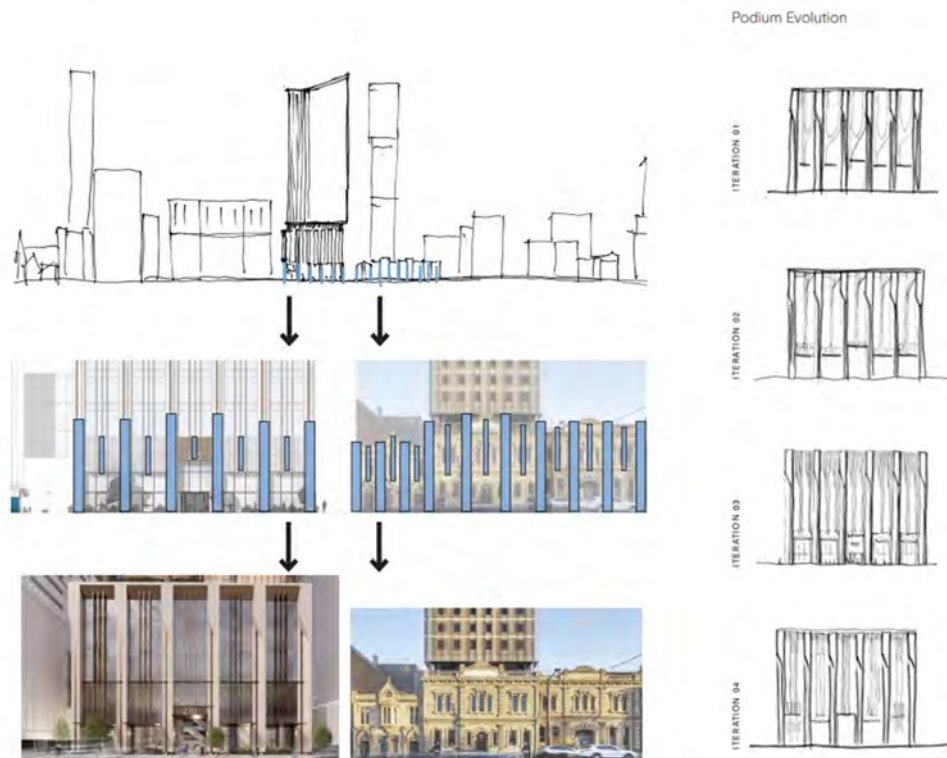


Figure 12: Podium Rhythm (Evolution of)



The proposed building retains the existing vehicle access way adjacent the western boundary of the site, which additionally provides a negative separation to the adjacent State Heritage, former G & R Wills Warehouse buildings.

#### **6.4 Transport, Access and Parking**

The General Development Policies – Transport, Access and Parking of the Planning and Design Code provides guidance on vehicle movement, access, as well as vehicle and bicycle parking rates.

Advice in respect to movement, access and parking has been sought from Empirical Transport Advisory (ETA). The advice accompanies this application in the form of a Traffic Impact Assessment (**Appendix C**).

##### **6.4.1 Vehicle Access**

A large loading dock is located in the existing basement, which will be used by the proposed building. All delivery and collection vehicles will enter the basement loading dock from North Terrace (left in and left out) via the existing access lane and ramp, as per the existing situation (PO 1.4, PO 3.1, PO 3.3 and PO 3.5).

Once operational, it is anticipated that there will be a small increase in the number of deliveries and waste collection trips to the subject site due to the proposed commercial uses. The increase is, however, considered to be minor in terms of daily traffic generation of the existing site and likely to be similar in quantum to the existing use of the site. The existing loading arrangement are therefore, considered appropriate for the proposed development.

##### **6.4.2 Car Parking**

The proposed development does not include any car parking on the site.

Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas does not provide either a minimum or maximum number of spaces for non-residential development in the Capital City Zone (PO 5.1).

##### **6.4.3 Bicycle Parking**

The EoT facilities will be accessed via an entry, proposed from the service lane for direct bicycle access to the bicycle parking and EoT facility via a dedicated entry and lift. The entry has been recessed, to provide a position for people with a bike to stop and observe if a vehicle is on the access lane or ramp (PO 2.1, PO 2.2).

The development generates a bicycle parking requirement of 234 spaces, comprising 190 staff spaces and 44 visitor parking spaces, as detailed in **Table 14**, below:



**Table 14: On-site bicycle parking facility requirements**

Use	Size (m2)	Code Requirement	Bicycle Parking Requirements	
			Staff	Visitors
Food and Beverage (Shop)	2,541	1 space for every 300m2 of gross leasable floor area plus 1 space for every 600 m2 of the gross leasable floor area for customers.	7	4
Retail (Shop)	2,318		10	5
Commercial (Office)	33,960	1 space for every 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 of gross leasable floor area for visitors.	172	34
<b>Total</b>			<b>189</b>	<b>43</b>

Based on the above, the development generates a bicycle parking requirement of 232 spaces. 236 (+4) bicycle parking spaces are proposed, with 192 secure spaces located within the EoT facilities located on Level 4, which provides showers, changing facilities and secure lockers to encourage cycling as a mode of journey-to-work transport (PO 9.2 and PO 9.3). An additional 34 secure visitor bicycle parking spaces are located in the EoT access foyer on the ground floor accessed via the access lane, with an additional 10 spaces in the form of bike rails located adjacent Charles Street.

It is anticipated that the bicycle parking spaces in the EOT access foyer on the ground floor and the 10 spaces accessed via Charles Street will be accessed by visitors, with staff utilising the bicycle parking spaces within the EoT facilities on Level 4.

The provision of on-site bicycle parking facilities is therefore provided in accordance with Transport, Access and Parking Table 3 – Off Street Bicycle Parking Requirements (PO 9.1).

## 6.5 Waste Management

The General Development Policies – Design in Urban Areas of the Planning and Design Code provides guidance on waste management.

Advice in respect to waste management has been sought from Colby Phillips Advisory. The advice accompanies this application in the form of a Waste Management Plan (**Appendix D**).

The proposed building has been designed to connect with the existing waste collection facilities, with collection frequency increased to meet the needs of the new building. A new dedicated waste storage room is also provided for the tower (PO 11.1, PO 11.2, PO 11.5).



The existing waste room located at basement level, with no access or visibility by the public. The waste room provides for the segregated disposal of a range of waste and recoverable material, including (but not limited to):

- general waste
- mixed dry recycling
- cardboard and paper
- soft plastics and polystyrene
- food waste
- waste oil.

The waste room is to include suitable mechanical ventilation to prevent build-up of odours (PO 11.3).

Bin wash facilities are co-located within the waste room with no risk of stormwater entry to sewer. Bin wash is to include a basket screen for removal of gross solids prior to disposal to sewer (PO 43.1).

All waste is collected from the waste room and moved to the loading dock for collection by private contractors via the access laneway and ramp from North Terrace (left in and left out). All waste collections currently occur (and will continue to occur) at night, which ensures the basement is largely free of delivery and collection vehicles, with all vehicles entering and exiting the site in a forward direction (PO 11.4).



## 7 Conclusion

The report demonstrates that the proposal is an entirely appropriate development for the subject site and accords with the relevant policies, overlays and general intent of the Planning and Design Code.

The applicant appreciates the significance of the North Terrace address, and the historic streetscape context. The proposal:

- Comprises partial demolition of an existing 4-level retail building, known as Adelaide Central Plaza and construction of a high-rise (30 building level) mixed-use commercial office building.
- Delivers a high quality in building design responsive to the premium North Terrace location.
- Utilises a diverse range of materials and finishes to provide a unified, modern building that successfully responds to the established built form of the North Terrace.
- Has the potential to be a major driver of people to the northern edge of the Central Business District, acting as a central hub for work, social interaction and economic activity.
- Does not include any car parking spaces.
- Accommodates 236 on-site bicycle parking in accordance with the provisions of the Planning and Design Code.
- Loading and waste collection is proposed to continue to be undertaken from the existing basement loading area.

For these reasons and with consideration of the assessment herein, it is our conclusion that the proposed development warrants the granting of Planning Consent.