

Precision Group

Partial demolition of an existing four (4) level retail building and construction of a multi-level mixed-use building

100 Rundle Mall, Adelaide

Development Application 25010111



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DEVELOPMENT NO.:	25010111
APPLICANT:	Precision Group
ADDRESS:	100 RUNDLE MALL ADELAIDE SA 5000
NATURE OF DEVELOPMENT:	Partial demolition of an existing four (4) level retail building and construction of a multi-level mixed-use building
ZONING INFORMATION:	Zones: <ul style="list-style-type: none"> • Capital City • City Main Street Subzones: <ul style="list-style-type: none"> • Rundle Mall Overlays: <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Design • Heritage Adjacency • Hazards (Flooding – Evidence Required) • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree Technical Numeric Variations (TNVs): <ul style="list-style-type: none"> • Maximum Building Height (No prescribed height limit) • Concept Plan 79 (Primary Pedestrian Area)
LODGEMENT DATE:	29 April 2025
RELEVANT AUTHORITY:	State Planning Commission
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.7 10/04/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	No
RECOMMENDING OFFICER:	Ben Scholes, Senior Planning Officer
REFERRALS STATUTORY:	The Secretary of the relevant Commonwealth Department responsible for administering the <i>Airports Act 1996</i> (Adelaide Airport Ltd), City of Adelaide, Government Architect, Minister responsible for the administration of the <i>Heritage Places Act 1993</i> (Heritage SA)

EXECUTIVE SUMMARY:

The application is for a multi-level mixed-use development that would be possible following demolition of the northern portion of a substantial retail development known as the ‘David Jones’ department store.

This application is classified as a performance assessed form of development, with statutory referrals issued to the City of Adelaide (the Council) pursuant to Regulation 23 of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations), Heritage SA (on behalf of the Minister responsible for administration of the *Heritage Places Act 1993*), Adelaide Airport Limited (on behalf of the Secretary of the Commonwealth Department of Infrastructure, Transport, Regional Development, Communication and the Arts) and the Government Architect (GA) in accordance with Regulation 41 of the Regulations.

Public Notification was not required for the application in accordance with Table 5 – Procedural Matters of the Planning and Design Code (the Code)'s Capital City Zone, as the development would not be adjacent to land used for residential purposes in a neighbourhood-type zone and would not involve demolition of a recognised State or Local Heritage Place or a building in a Historic Area Overlay.

The proposal would perform acceptably against Code policy expectations by including an appropriate land use mix, acceptable building height, a high level of design quality, appropriate contributions to the public realm, effective arrangements concerning vehicle access and servicing, management of waste and stormwater and a strong commitment to implementation of ecologically sustainable development initiatives.

Referral agencies have indicated support for the proposal, subject to matters considered appropriate for further assessment and conditions directed for assignment to any Planning Consent granted.

Development of this nature is not considered inappropriate on the subject land as it would successfully contribute to the reasonable redevelopment of a prominent destination of Adelaide's CBD and sufficiently address policy expectations of applicable Overlays, the Zone and General Development policies.

Unresolved technical matters are expected to be addressed through the assignment of reserve matters and conditions of any Planning Consent granted.

PRE-LODGE

The proponent engaged with the Department for Housing and Urban Development (the Department)'s pre-lodgement service, participating in one Pre-lodgement Panel meeting in December 2024 and two Design Review Panel meetings convened by the GA in February and March 2025, providing opportunities for initial and independent planning, technical and design advice during which the proponent made selected changes to design features including architectural expression, public realm contributions and external materials.

The applicant lodged the application prior to finalising any pre-lodgement agreements and as such, formal referrals were undertaken.

DETAILED DESCRIPTION OF PROPOSAL:

The proposal is for partial demolition of the northern portion of an existing five-level building used as a major retail sales premises (known as Adelaide Central Plaza / David Jones) and subsequent construction of a multi-level building addition within an area encompassing approximately 1,520m² at the northern portion of the subject land, incorporating 31 levels of floorspace reaching approximately 132 metres above-ground.

The building addition would be characterised by architectural transitions incorporating an approximately five-level base, a recessed two-level transition element above and upper-level tower reaching 24 levels. Proposed land uses detailed in the following table would include shops comprising retail sales outlets (2,736m²) and food and beverage offerings (2,013m²), commercial office tenancies (33,900m²) and associated and amenity areas.

External materials would consist of natural limestone cladding, steel and aluminium cladding and flat-bar balustrades finished 'Dark Bronze', metallic cladding finished 'Copper', concrete panels with sections finished 'Charcoal' and 'Grey' and clear, grey and performance-grade glazing.

The configuration of structural columns proposed over the proposed building's five-level base would create inset areas along North Terrace and Charles Street, with overhead canopies to be provided along the North Terrace frontage varying in height of 4.7 to 6 metres.

The podium height and its external material composition are intended to reference the adjoining Martin Towers apartment building and reflect existing built form in the locality including vertically expressed structures and masonry or stone elements established at street level, in both contemporary and historic buildings nearby.

The northern facade of the building connection spanning over Charles Street (linking the existing David Jones retail tenancy and the adjacent Martin Towers / car parking facility over levels three to five) would be upgraded

by addition of performance glazing and a combination of aluminium and steel framing features finished “Dark Bronze”.

The two-level inset transition element above the proposed podium would delineate the building’s base from its tower which would be expressed by extensive glazing, vertically aligned cladding (finished ‘Copper’), a recessed feature at the approximate centre of the north elevation and a mix of curved and orthogonal building edges.

Vehicle access to basement level areas via a laneway at the northwest corner of the subject land would be maintained, with new work to proposed to basement levels intended to accommodate the lift core base and additional areas for servicing, waste management and storage consistent with operations of the existing development.

The northwest access lane would be repaved to encourage shared use, and a recessed entry would be included at the southern end of the lane to provide a safe access to and from end-of-trip facilities proposed at ground level. No advertising signage is proposed in this application.

Form of Development	Description of Development
Demolition	<ul style="list-style-type: none"> Removal of the northern portion of the existing building (encompassing sections of the basement to level four)
Construction	<p>Development of a 31-level building addition (approximately 132 metres in height above ground) incorporating the following features and land uses over the respective building levels:</p> <ul style="list-style-type: none"> <u>Basement level 1</u> – retail delivery and service areas (storage, waste collection), circulation spaces <u>Basement Level 2</u> – lower food court, retail tenancy <u>Ground / Level 1</u> – commercial (double-height) lobby, cafe tenancy, retail tenancies and circulation spaces <u>Level 2</u> – food and beverage precinct <u>Level 3</u> – retail tenancy <u>Level 4</u> – service areas, end-of-trip facilities <u>Levels 5 – 6</u> – commercial office tenancies and shared meeting areas <u>Levels 7 – 31</u> – commercial office tenancies <u>Rooftop</u> – mechanical plant enclosure
Public Realm Additions	<p>Construction of:</p> <ul style="list-style-type: none"> Pedestrian canopies above the North Terrace frontage (between 4.7 and six metres above ground) Repaving of northwest access point and new paving along indented areas along Charles Street to integrate with recent public realm upgrade

SUBJECT LAND & LOCALITY:

Site Description:

The collective subject land is a rectilinear allotment encompassing 6,670m² in area with frontages to North Terrace of 44.5 metres, Charles Street of 130 metres and Rundle Mall of 54 metres, with the proposed development area consisting of an approximately 1,520m² portion of land at the northern extent of the property as indicated in Figure 1.

Several easements exist over the land permitting rights of way including access required for electricity supply purposes, which the applicant asserts would not prevent the proposed redevelopment of the northern portion of the site.

Vehicle access to the land is provided from North Terrace via a dual-lane driveway at the northwest corner, enabling access to a dual-level basement for loading and service areas. The land features a moderate fall in level (approximately 1.2 metres) from south to north.

The site is occupied by the Adelaide Central Plaza building comprising the David Jones department store and various allied retailers offering food and beverages, clothing, jewellery, hairdressing, personal services and pharmaceuticals in tenancies located in the basement (lower ground floor), ground floor and level one.

A dual-lane driveway at the subject land's northwest corner provides vehicle access from North Terrace to a basement level, and pedestrian access to the existing building is available in various locations along all street frontages mentioned above.

The existing building is connected to the Wilson Parking / Martin Towers apartment building to the east of Charles Street via an enclosed building connection accommodating retail and office space and circulation areas, the latter enabling access between David Jones' retail floors and the car park portion of the adjacent building over levels three to five.

Location reference: 100 RUNDLE MALL ADELAIDE SA 5000

Title ref.: CT 6144/935

Plan Parcel: F170739 AL91

Council: ADELAIDE CITY COUNCIL

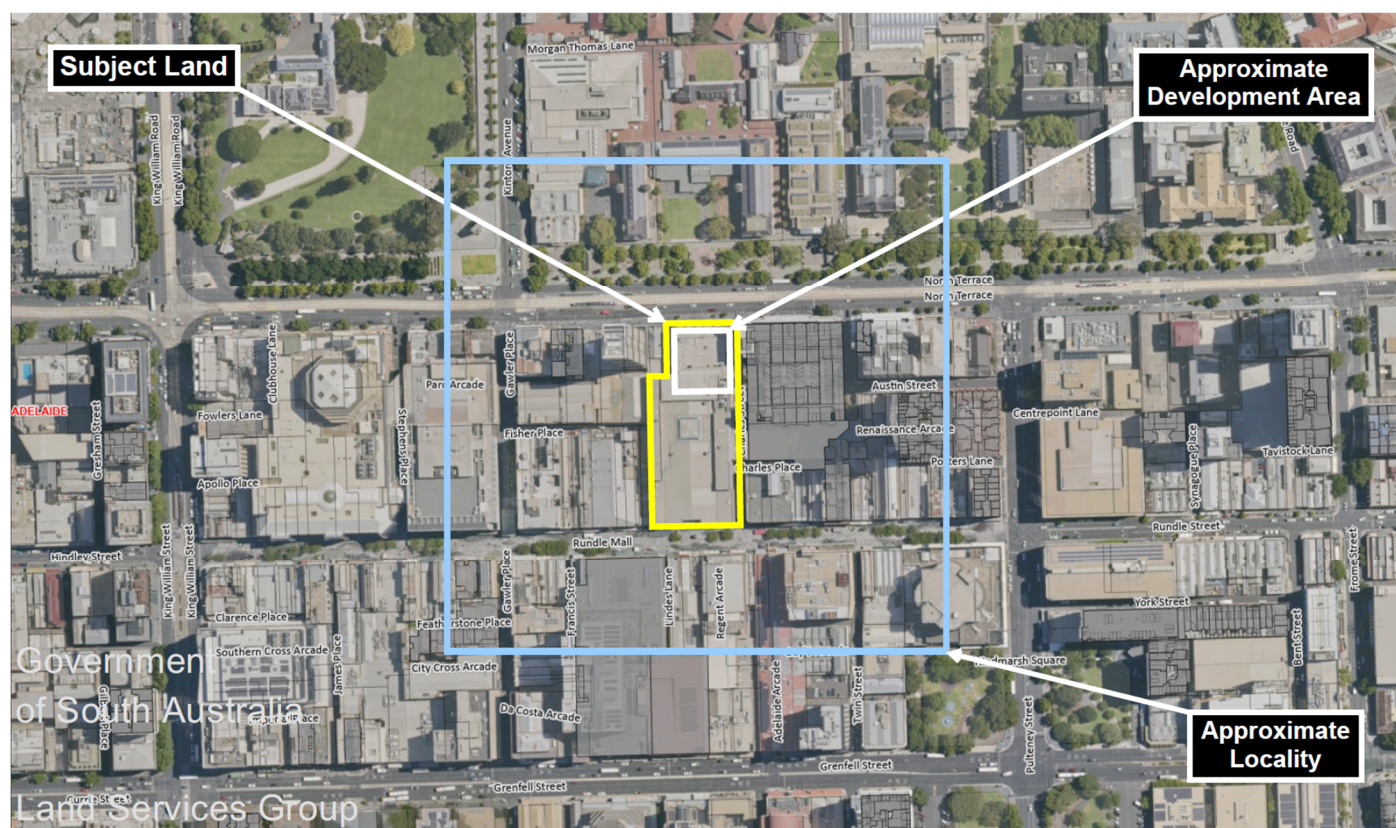


Figure 1 – Subject Land

Locality

North Terrace is a key pedestrian promenade and prominent cultural boulevard that provides an important northern edge to the city, forming a key part of the national heritage listing that applies to the Adelaide City layout. North Terrace includes a pair of two-lane carriageways providing high frequency public transport services (AdelaideMetro buses and trams), with connections to Port Road to the west and Botanic Road to the east.

The broader locality comprises a diverse mix of cultural, institutional, recreational and commercial facilities with built form ranging from between two and 40 levels above ground. Notable built form and community assets in the locality are summarised in the following table:

Direction	Development
North	<ul style="list-style-type: none"> SA Museum, Art Gallery of SA, State Library, Adelaide University
East	<ul style="list-style-type: none"> 'Martin Towers' apartments (above paid car parking facility – 13 levels overall), 'Scape' student accommodation (21 levels), 'Realm' apartments (40 levels)
South	<ul style="list-style-type: none"> Various retail premises, shops and commercial facilities (along Rundle Street)

West

- 'The Switch' student accommodation (32 levels)

Several places of State and Local Heritage significance are situated in the locality, the closest of which are indicated in Figure 2 and detailed in the following table.

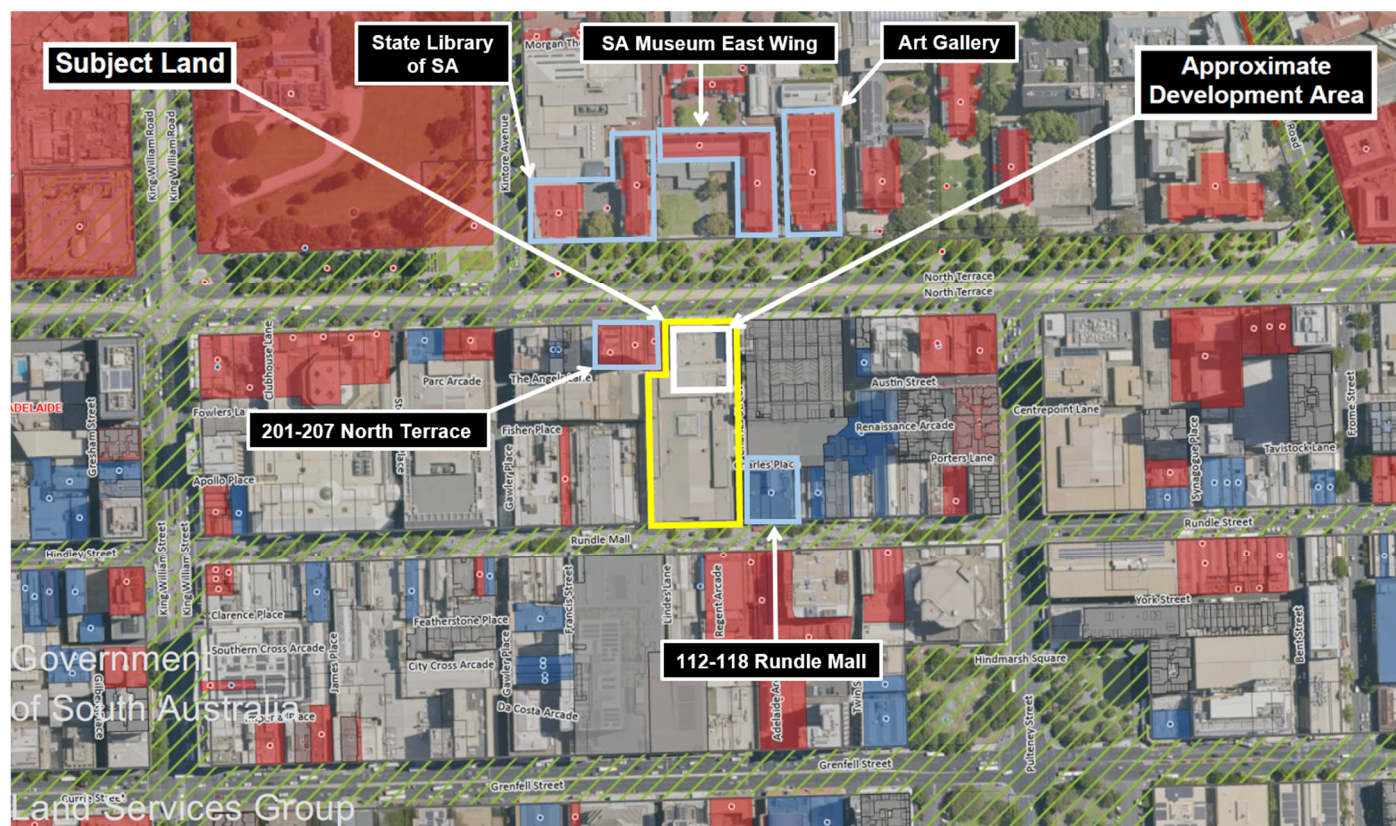


Figure 2 – Heritage Places in Locality

Heritage Place	Designation	Summary of Heritage Significance (Extent of Listing)
201 – 207 North Terrace, Adelaide Office (former Consulting Rooms) and former G & R Wills Warehouse	State Heritage Place (SHP)	<p>The former warehouse is historically significant for its direct association with a large South Australian merchant firm which traded throughout Australia. The three-storey masonry building features classical, decorative Italianate stucco detailing, and its architectural significance is enhanced by the high integrity of both the exterior and interior, most of which remains in near original condition.</p> <p>The warehouse forms a pair with a similar building on its western side, whereas the neo-Gothic styled building to the east is one of the few to survive to represent the former professional and residential nature of North Terrace.</p> <p>The eastern building is of architectural significance because of its exceptionally high integrity, both internally and externally, and its ability to give an insight into early twentieth century medical practices through the retention of original room layouts and finishes, including features such as the tiled 'operating room' and large waiting rooms.</p>
Former South Australian Institute Building, State Library of SA	SHP	The southern half of the Institute Building was completed in 1860 and is historically significant as the oldest cultural building on North Terrace. It was the first permanent home of what are now termed the State Library and South Australian Museum.
South Australian Museum East Wing	SHP	The South Australian Museum's Eastern Wing is historically significant as the third of four wings planned in the 1870s, funded by a Carnegie Corporation grant.

Art Gallery (former National Gallery) of South Australia	SHP	None listed.
112-118 Rundle Mall, Adelaide	Local Heritage Place (LHP)	External form, in particular the fabric and detailing of facades. Excludes incongruous later shopfronts.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- PER ELEMENT:**

Demolition

Shop: Code Assessed - Performance Assessed

Office

Building Alterations: Code Assessed - Performance Assessed

Partial demolition of a building or structure: Accepted

Office: Code Assessed - Performance Assessed

Change of use: Code Assessed - Performance Assessed

- OVERALL APPLICATION CATEGORY:**

Code Assessed - Performance Assessed

- REASON**

P&D Code; All of the proposed uses have either no assessment pathway identified by the Code or are classified as either accepted or performance assessed forms of development in Table 3 of the Zone. As such the application defaults to a Code Assessed - Performance Assessed form of development.

PUBLIC NOTIFICATION

No

- REASON**

Item 2 of the Zone's Table 5 – Procedural Matters – Notification: The proposal is a form of development that would occur on land where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone, and would not involve either:

2) the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building); or

2) the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).

AGENCY REFERRALS

Referral Body	Function	Summary of Response
(Adelaide Airport Ltd) The Secretary of the relevant Commonwealth Department responsible for administering the <i>Airports Act 1996</i> Regulation 41	Direction	No objection, with a directed condition regarding a requirement for separate approval of the proposed building height in accordance with the <i>Airports Act 1996</i> and the <i>Airports (Protection of Airspace) Regulations 1996</i>
Minister responsible for the administration of the <i>Heritage Places Act 1993</i>	Direction	No objection, with comments, directed conditions and an advisory note regarding requirements for: <ul style="list-style-type: none"> – dilapidation survey recording the condition of an adjacent SHP;

Regulation 41		<ul style="list-style-type: none"> – monitoring of the condition of the SHP (and vibration levels at the SHP) during any future construction activity; and – final design of details of bronze-coloured blades / fins, glazing, column design and external material selection for the podium
Government Architect Regulation 41	Advice	<p>General support for the proposal, with comments and recommendations regarding:</p> <ul style="list-style-type: none"> – design intent incorporating building base, recessed level and tower elements; – architectural expression and external material selection including perimeter paving; – public accessibility of the entry foyer; – transition between existing building and proposed addition; – crime prevention strategies and pedestrian amenity; and – retention of the bridge structure over Charles Street
City of Adelaide Regulation 23(3)(b) (Referrals issued on 29 April 2025 and 7 August 2025)	Comment	<p>No objection, with comments regarding:</p> <ul style="list-style-type: none"> – public realm implications including encroachments over the Charles Street footpath (bicycle parking, landscaping, outdoor dining and service infrastructure); – finished floor level transitions to footpaths; and – management of vehicle movements, stormwater and waste

INTERNAL REFERRALS

N/A

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Code, which are contained in Appendix One.

Question of Seriously at Variance

A development must not be granted planning consent if it is seriously at variance with Code policy in accordance with section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016* (the Act).

The proposed development comprises a multi-level mixed-use building addition to an existing commercial development used primarily for retail sales. Development of this nature is not considered inappropriate on the subject land, as its focus on retail and commercial activity would be likely to contribute to the economic and cultural focus of the CBD generating opportunities for employment and economic growth as expected by Capital City Zone DO 1.

Further, the development would introduce a high intensity and large-scale built form featuring high street walls reinforcing the city grid and exhibiting a high level of design quality, advocated for by Capital City Zone DO 2.

Ultimately the proposal would appropriately respond to main objectives and performance outcomes encouraged by the relevant Overlays and Capital City Zone policies related to building height, design and appearance, heritage conservation, public realm contributions, interface impacts and transport matters as discussed in the following sections.

In the context of the 'seriously at variance' test, the proposal is not considered to be inconsistent or materially detrimental to the Code's performance expectations to result in a development that could reasonably be determined to be seriously at variance to the relevant policy provisions, in adherence with section 107(2)(c) of the Act.

Quantitative Provisions

Design Parameters	P&D Code Guideline	Proposal	Achieved / Not Achieved
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Maximum Building Height	No maximum height specified	31 levels or approximately 132 metres (175.85 metres AHD) above ground	Achieved
Front Setback	Development that maintains a consistent streetscape appearance	Development constructed to the North Terrace and Charles Street boundaries	Achieved
Car Parking	No recommended minimum or maximum car parking rate in the Capital City Zone (Table 2 – Off-Street Car Parking Requirements in Designated Areas)	No passenger car parking proposed Service vehicle parking areas and waste management provisions proposed at basement level using existing access arrangements (western access lane and ramp)	Achieved
Bicycle Parking	232 bicycle parking spaces (Table 3 – Off-Street Bicycle Parking Requirements)	236 spaces, comprising: <ul style="list-style-type: none"> • 192 bicycle parks (at level 4) • 34 bicycle parks in secure storage at ground floor • 10 bicycle parks in public realm (along Charles Street) 	Achieved

Concept Plan 79 (Primary Pedestrian Area) anticipates retention of the pedestrian thoroughfare along Charles Street between Rundle Mall and North Terrace as indicated below, which the development would satisfy.

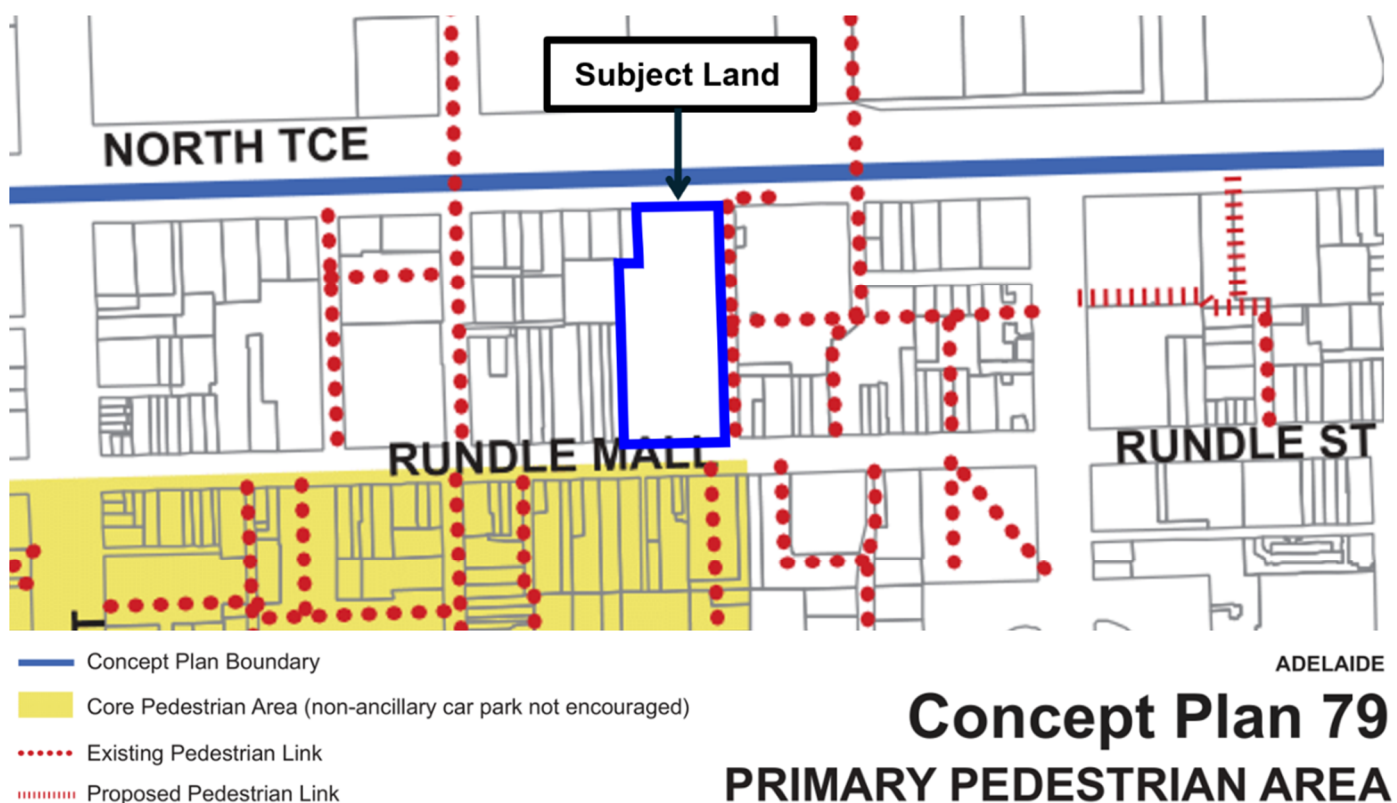


Figure 3 - Excerpt of Concept Plan 79

Land Use

The subject land's southern portion lies within the Rundle Mall Subzone and the City Main Street Zone, whereas the northern portion (comprising the proposed development area) is in the Capital City Zone (the Zone) but no Sub Zone.

The Zone anticipates a range of commercial, community, tourism and entertainment facilities generating opportunities for growth in population and employment. Buildings should be adaptable and flexible to

accommodate a range of land uses, by including features such as a minimum ground floor ceiling height of 3.5 metres.

The applicant's intent to provide commercial office tenancies with associated amenities and shop tenancies including retail sales and food and beverage offerings would substantially satisfy the Zone's land use expectations including (Land Use) PO 1.1.

While the ground floor ceiling height of the proposed building addition would substantially exceed the vertical dimension recommended by Zone (Built Form and Character) PO 3.13, this portion of the development is not likely to be used for a purpose other than an entry lobby enabling access to commercial office accommodation proposed in the building's upper levels.

The proposal would be likely to contribute to a greater daytime population and corresponding increase in levels of activity, such that the proposal would be acceptable in terms of its intended land use mix.

Building Height

No maximum building height is recommended in this part of the Zone however policy outcomes anticipate development that would reinforce prevailing datum heights and parapet levels, manage differences in scale and achieve optimal height and floor space yields.

Adelaide Airport Limited (AAL) had regard to a Preliminary Aviation Impact Assessment prepared by Aviation Projects (included as **Attachment 11**) which considered relevant legislation and objectives of the National Airports Safeguarding Framework, the Adelaide Airport Master Plan 2019 and the Parafield Airport Master Plan 2024.

Aviation Projects' assessment recognised the proposed development would penetrate the Obstacle Limitation Surface (OLS) established for this location, concluding that should the development proceed to construction, associated crane operations should not exceed 161.15 metres (205 metres AHD) above ground to prevent encroachment into the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface established for this location.

AAL confirmed the proposal will require approval in accordance with the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996* with final approval by the Department of Infrastructure, Transport, Regional Development, Communication and the Arts.

The GA is not concerned with the proposed building height due to the site's central location and the comparable heights of recently completed and approved developments in the locality. The GA also supports the height of the building's base which would be expected to successfully respond to the established built form scale of the North Terrace streetscape.

Accordingly, the proposed building height and scale is considered acceptable in this location as these would be consistent with Zone policy anticipating:

- high intensity and large-scale development with high street walls reinforcing the distinctive grid pattern layout of the city (Zone DO 2);
- contextual design responses that manage differences in scale and building proportions to maintain a cohesive streetscape and frame the city edge; (Zone (Built Form and Character) PO 3.1 and PO 3.4); and
- buildings designed to achieve optimal height and floor space yields (Zone (Building Height) PO 4.3).

Design & Appearance

Design Overlay PO 1.1 anticipates high-rise buildings exhibiting high-quality design which positively contribute to the liveability, durability and sustainability of the built environment. Zone (Built Form and Character) policy advocates for contextual design responses that maintain a cohesive streetscape and frame city streets, and strongly modelled building facades incorporating a vertical composition and consistent architectural detailing along minor streets and laneways.

The proposal would constitute a significant built form addition to the northern portion of the existing retail sales facility, with entrances to spacious lobby areas accessible from North Terrace and Charles Street. Built form would comprise of a five to six-level (approximately 26 metres) tall building base, a two-level recessive transition element and a 24-level tall tower form above characterised by extensive glazing and metallic framing.

Profiled limestone-clad columns would delineate the subject land's perimeter and extend up to the level five podium edge with inset areas at ground level along the building's northern and eastern edges. Vertically aligned steel and aluminium fins finished dark bronze would articulate recessed spaces between the columns above five canopy sections projecting over the North Terrace footpath and reference the parapet height of a SHP to the west.

The Concept Design Documents prepared by PACT Architects (included as **Attachment 1C**) show the column and cladding arrangement is intended to reinforce North Terrace's built form edge and reflect the spacing and rhythm of nearby buildings, with the columns returning along Charles Street and the western access lane to pronounce these corners and emphasise the solidity of the building's base. An upgrade of the north elevation of the connecting structure over Charles Street is also proposed.

Above level five, a two-level (6.75 metre-high) transitional element would be composed of clear glazing, circular columns with bronze cladding and a section of dark bronze flat-bar balustrading and copper-coloured metallic cladding along the northeast edge of the level six terrace with integrated landscaping at levels five and six.

The proposed tower element would feature curved corners with a tapered setback at the building's northwest edge and vertical recessed sections over the north, east and south facades with inset grey-coloured glass. The tower's western edge would encroach approximately 1.8 metres over the laneway below to extend beyond the alignment of the western stair core, concealing the core behind a facade of performance glazing between level seven and the roof parapet.

The GA has indicated general support for the proposal, recognising the applicant's ambition for a premium commercial offering and the benefits of increased daytime population the proposal could bring to this part of the city. The GA is supportive of:

- the design intent for masonry materiality and provision of a building base informed by North Terrace's character, including prevailing datum heights;
- the orthogonal base form that would hold the northeast street corner;
- the elongated upper tower form displaying increased depth and three-dimensionality to respond to the classical rhythm and masonry materiality of the streetscape;
- detailing at the top of the building base, which has resulted in a refined and assertive expression;
- the intent for a facade upgrade to the northern elevation of the Charles Street bridge structure, to achieve a coherent composition with the proposed building base;
- continuation of a consistent facade treatment over the tower's west elevation, and the overall intent for a building in the round;
- inclusion of continuous vertical recesses with grey-coloured glazing emphasising vertical expression;
- the general location of the core at the west boundary and the efficiency of internal planning;
- the inclusion of shared areas with associated outdoor spaces on levels five and six introducing potential for valuable amenity for building occupants; and
- the applicant's intent for high-quality materiality, which is considered critical to the development's overall success given its significant scale and location.

The GA has recommended that the applicant:

- reconsider its intent to retain the existing bridge structure over Charles Street, based on potential amenity impacts and feasibility of maintaining the structure during any future construction;

- consider opportunities to remove or relocate ancillary spaces in the bridge structure to prioritise pedestrian movement through this area;
- provide landscaping details to substantiate provision of viable soft landscaping to outdoor areas at levels five and six; and
- prepare and submit a physical material samples board to confirm final selection of external materials and finishes, demonstrating these would be commensurate with the envisaged premium offering.

While the removal of the bridge structure would be likely to improve pedestrian amenity along Charles Street by providing additional views of the sky and solar access as encouraged by Zone (Activation) PO 2.2 (b), removal of the structure in question is not proposed as the applicant is understood to be bound by third-party contractual rights which prevent removal of the structure or alterations to the Martin Towers building. As such, removal of the bridge structure is not a realistic opportunity in this circumstance and is not relevant for assessment purposes.

Details of how the applicant intends to physically support this structure during any future construction are documented in the Structural Concepts report prepared by Innovis (included as **Attachment 1J**) and would consist of installation of a propping and cross bracing system and partial removal of cladding over the structure's underside, with further detailed assessment also necessary to consider the integrity of the Martin Towers building.

In recognition of referral agency feedback, the proposal would be expected to perform appropriately against policy expectations of the Design Overlay, Zone (Built Form and Character) PO 3.1 - PO 3.7, PO 3.11 and PO 3.13, and Design in Urban Areas (All Development - External Appearance) PO 1.1 - PO 1.3 and (All Development – Medium and High Rise – External Appearance) PO 12.1 - PO 12.7 by providing:

- a high-rise building demonstrating high-quality design;
- a contextual design response referencing prevailing datum and parapet levels;
- strongly modelled facades with vertical composition reflecting the proportions of existing frontages;
- consistent detailing around corners and along Charles Street;
- continuous built form at the street boundary framing the city edge; and
- fine-grain uses at street level and internal areas that could be adaptable for alternative land uses.

In the event Planning Consent is granted, final details of external materials and landscaping strategies would be reserved for further assessment to ensure these elements would provide the expected high levels of design quality and sustainability as critical features of the development.

Heritage

The Heritage Adjacency Overlay advocates for development adjacent heritage places that would maintain the values of those places and would not dominate, encroach or unduly impact on their settings. While the applicant did not engage a heritage architect to obtain independent design advice related the proposal's interface with nearby heritage places, Heritage SA considered application details concerning the proposed adjacency with the Office (former Consulting Rooms) and former G & R Wills Warehouse at 201-207 North Terrace.

PACT Architects prepared massing options shown in Attachment 1C to inform the built form composition and the intended response to the setting of nearby heritage places, including external materials and resulting solid-to-void ratio. Heritage SA considered application details and has advised the proposed development would be acceptable in relation to the above SHP for the following reasons.

- the podium design solution would provide an acceptable built form transition in scale between the adjacent (former John Martins Store) façade to the east and the SHP to the west reflecting the earlier, lower scale of development along North Terrace;

- the arrangement of columns and recessed glazing to the north and west would result in a colonnade solution which would be compatible with the arrangement of architectural features and openings on the adjacent SHP and form a suitable built form backdrop when viewed from the west;
- the proposed podium would be sited at the streetscape edge continuing the established built form alignment of buildings along North Terrace and supporting the legibility of the spatial definition of the edge of the city grid; and
- the proposed use of bronze blades/screening elements between the podium structural columns would reference the height of the adjacent SHP, reducing the visual impact of the podium scale within the setting of the heritage place.

Based on these views, the proposal's material composition and siting would be expected to provide an appropriate and relatively neutral built form addition within the background, context and setting of nearby heritage places, adequately satisfying the Code's Heritage Adjacency Overlay (Built Form) PO 1.1.

Heritage SA has directed several conditions to be assigned to any consent granted, requiring provision of final design details of external materials, preparation of a dilapidation survey of the adjacent SHP and monitoring of the structural condition of the SHP during any future ground works and construction stages (including monitoring of vibration levels).

Interface

The subject land is subject to the Noise and Air Emissions Overlay, which advocates for protection of community health and amenity from adverse noise and air emission impacts. It should be noted the land uses proposed in the application are not subject to the achievement of requirements prescribed by the [*Ministerial Building Standard MBS 010 – Construction requirements for the control of external sound*](#).

Development in this location should be also designed to manage interfaces with sensitive uses regarding building proportions, massing, instances of glare and overshadowing to enable natural sunlight access to the southern footpaths within the adjacent City Main Street Zone.

Nearby sensitive uses include the residential component of the Martin Towers building to the east and 'The Switch' student accommodation to the west, however the proposed mix of land uses is not expected to result in substantial impacts on occupants of nearby development in terms of noise or air emissions.

Although the building would cast considerable shade over land to the south during the winter solstice (as shown in shadow diagrams included in **Attachment 1A**), most of those properties are not particularly susceptible to interface impacts of this nature and are generally prone to shadow cast by existing development. The shade expected to be cast by the development would also be within the tolerances expected by Code policy, including for overshadowing of sensitive uses in neighborhood-type zones (which should receive at least 3 hours of direct sunlight between 9AM-3PM on 21 June).

As such the proposal would be expected to adequately satisfy Code policy expectations including Zone (Built Form and Character) 3.12, Interface between Land Uses (General Land Use Compatibility) PO 1.2, (Hours of Operation) PO 2.1 and (Overshadowing) PO 3.1 - PO 3.3.

Public Realm

The Capital City Zone envisages development that:

- includes non-residential land uses at ground floor level promoting pedestrian activity and providing visual interest;
- includes universally accessible access that is safe, convenient and legible and gives priority to pedestrians and cyclists; and
- maximises views to the Park Lands and not clutter existing views of the Adelaide Hills.

The development would incorporate a double height lobby accessible from North Terrace and Charles Street with the ground floor level matching the footpath level/s along of each street frontage. A cafe tenancy is proposed at the ground level's northeast corner with an adjacent lounge area, and the threshold between

internal spaces and the exterior would be characterised by recessed areas between structural columns softened by landscaped planter boxes along the building's edges.

Extensive use of glazing at ground floor would enable passive surveillance and improve the sense of activation along the street frontage without creating unacceptable opportunities for concealment. Five projecting canopy sections over the North Terrace footpath would provide some degree of pedestrian refuge in inclement weather without interfering with existing infrastructure or street trees.

The GA recommends the applicant to continue its discussions with Council representatives regarding the Council's intent for the public realm along the southern side of North Terrace in the interests of providing paving that would achieve a consistent and high-quality outcome for the precinct.

Although paving treatments would ultimately be a matter to be agreed between Council and the applicant, the proposal would be expected to provide a carefully resolved, high-quality addition to the public realm satisfying Zone PO 10.1 and Design in Urban Areas (All Development – External Appearance) PO 1.2. To ensure appropriate review and oversight of public realm contributions, the applicant's final selection of paving treatments, public realm furniture and lighting infrastructure would be reserved for further assessment in consultation with the GA as part of any Planning Consent granted.

Traffic Impact, Access and Parking

The Code's General (Transport, Access and Parking) policy advocates for efficient operation of the transport system including safe and convenient access to and from the road network and provision of adequate on-site vehicle parking.

The applicant engaged Empirical Traffic Advisory (ETA) to prepare a Transport Impact Assessment (included as **Attachment 1E**) to consider the transport implications of the proposed having regard to existing traffic and parking conditions, the proposed development's parking and traffic demand, intended access arrangements and the overall transport impact of the proposed development. These matters are discussed in the following sections.

Site Access

Development in the Zone should be designed so that vehicle access for servicing, deliveries and pedestrian access would be located to minimise interruptions to the operation of public roads and pedestrian paths, including by vehicle queuing.

The applicant intends to manage vehicle access to the proposed facility using the substantial loading dock in the existing basement level which is accessible via the unnamed laneway to the immediate west of the established retail building. The applicant also intends for this laneway to operate as a shared use area for motor vehicles, bicycles and pedestrians.

Following modification of the basement level during any future construction (involving removal of existing gates and installation of the lift core, stairwell base and service areas), all delivery and collection vehicles would enter the basement loading dock from North Terrace (left in and left out) via the existing access lane and ramp consistent with established access arrangements, making use of an existing traffic light system which currently signals a motorist to stop vehicle entry or exit when another vehicle is present on the ramp.

Bicycle access to ground floor end-of-trip facilities would be enabled along the western laneway, the paving of which would be changed to reflect the intended shared use arrangement with entrances to end-of-trip areas to be recessed from the laneway to provide safe arrival for users.

In recognition of the existing "Click & Collect" 10-minute parking bay located in the western laneway and the applicant's intent to convert the laneway to a shared use zone, the Council has recommended the applicant to prepare a final Traffic Impact Statement with regard given to:

- a survey of vehicle movements collected over a period of (at least) one week to properly inform current vehicle access demand involving the western laneway;
- potential for conflicts between users of the laneway;

- intent for retention of the “Click & Collect” parking space, or alternative arrangements should the parking space be removed; and
- details of anticipated vehicle sizes, their manoeuvrability along the laneway and dimensions of the existing access point to confirm it would be appropriate for the intended use.

These details are proposed to be reserved for further assessment of any Planning Consent granted.

Pedestrian access to the development would be assisted by matching ground levels between North Terrace / Charles Street and the building’s interior, providing universal access and improving the varying level conditions in the existing facility which requires dual escalators at the North Terrace entry for pedestrian access to retail areas.

Accordingly, all proposed modes of access to the development would not be expected to unacceptably impose on the operation of the local road network or cause nuisance to users, such that access arrangements would substantially satisfy policy outcomes described in Zone (Movement) PO 6.1 and (Access) PO 7.1 - PO 7.2, Transport, Access and Parking (Movement Systems) PO 1.1 and PO 1.4, (Sightlines) PO 2.1 - PO 2.2, (Vehicle Access) PO 3.1 - PO 3.5 and PO 3.8, (Access for People with Disabilities) PO 4.1, (Undercroft and Below Ground Garaging and Parking of Vehicles) PO 7.1 and (Heavy Vehicle Parking) PO 11.1 - PO 11.3.

Vehicle Parking

The Code’s General Development (Transport, Access and Parking) policy Table 2 – Off Street Parking Requirements in Designated Areas specifies that no recommended minimum or maximum car parking rate apply to all classes of development.

The applicant proposes no private passenger vehicle carparking on-site based on the public parking opportunities provided in the adjacent Martin Towers building, and the pedestrian link to be retained over Charles Street. This outcome is supported and is considered appropriate given existing conditions and policy expectations established for the Zone.

Based on the Code’s General (Transport, Access and Parking) policy Table 3 – Off Street Bicycle Parking Requirements, the collective land uses would generate bicycle parking demand of 232 spaces (consisting of 189 staff spaces and 43 customer parking spaces).

The development would incorporate 236 bicycle parking spaces, with 192 spaces to be provided in end-of-trip facilities at level four to be accessed via lift from along the western laneway and 44 spaces at ground level split between an secure storage area (34 spaces) and parking racks positioned in an indented area on Charles Street (10 spaces).

The proposed bicycle parking facilities would therefore exceed policy recommendations, and on-site parking arrangements would appropriate and in accordance with Transport, Access and Parking (Vehicle Parking Rates) PO 5.1, (Vehicle Parking Areas) PO 6.2 and PO 6.6 and (Bicycle Parking in Designated Areas) PO 9.2 - PO 9.3.

Traffic Generation

Having undertaken a traffic movement survey over a 24-hour period in May 2025, ETA concluded the existing development generates approximately 200 vehicle movements per day with 12 movements occurring during both the morning and evening peak hour periods.

It should be noted the Council considers the 24-hour survey period undertaken by ETA to be insufficient and has recommended that further data obtained over a week-long period should be provided for assessment purposes. As suggested above, this level of detail is intended to be reserved for further assessment.

As the proposed development would not include additional passenger car parking, ETA estimates the proposal would not inherently generate traffic aside from additional trips associated with the increase in waste collection and delivery/loading arrangements servicing the commercial office tenancy and re-established food and beverage offerings.

ETA predicts the proposal would be likely to generate approximately 18 additional vehicle movements to and from the development per day attributed to the increase in commercial activity therein. ETA considers that over the expected day-time hours of operation, the predicted additional traffic movements would be negligible and would not result in material impacts on the local road network.

Employees of the proposed development would be expected to travel to and from the facility with a choice of private car/ride share/taxi, public transport (including bus, tram and/or or train), walking or cycling. As such, the anticipated traffic impact of the proposed development is expected to be minimal and not noticeable on the road network.

Overall the proposed site access, vehicle parking and traffic arrangements are considered acceptable and within the thresholds anticipated by performance outcomes contained in the Zone and contemplated by General Development policies.

Environmental Factors

The Code's Design in Urban Areas (Environmental) policies encourage development that minimises detrimental micro-climatic impacts on adjacent land and buildings and incorporates design features that would contribute to ecologically sustainable outcomes regarding community health and safety, urban heat, environmental performance and biodiversity. The proposal's performance against Code policy expectations concerning environmental matters is discussed in the following sections.

Crime Prevention

The Code's Design in Urban Areas (Safety) policy provisions anticipate development that maximises opportunities for passive surveillance of public realm and incorporates safe and direct access for pedestrians and appropriate lighting.

The applicant suggests the proposal would achieve a pedestrian-friendly design in accordance with Code policy expectations by:

- introducing a structural column configuration along east, north and west building frontages forming recessed areas offering pedestrian refuge beneath overhead canopies, while being exposed to clear views from the building interior along North Terrace and Charles Street; and
- providing legible entry points along North Terrace, Charles Street and the western laneway (for cyclists seeking end-of-trip facilities).

As such potential concealment opportunities along the building's edges would be limited or otherwise mitigated by clear sightlines and visibility available from within the building interior, such that the proposal would meet the intent of Design in Urban Areas (Safety) PO 2.1 and PO 2.3 - PO 2.5.

Waste Management

The Code's General Development (Design in Urban Areas) policy recommends that development address negative visual impact of outdoor storage, waste management, loading and service areas. The applicant engaged Colby Phillips Advisory to prepare a Waste Management Plan (included in **Attachment 1F**) having regard to Zero Waste SA's 2014 publication '*Better Practice Waste Management for Residential and Mixed Use Developments*', summarising the waste management strategy intended for the development.

Publicly accessible bins would be located throughout the development to service customers, whereas bins for retail tenancies would be determined based on the needs of future operators. Established areas for storage, compaction and baling of various waste streams would be shared between the existing and proposed uses of the land, and a new corridor would be constructed enabling movement from the southern portion of the basement to the waste storage area intended for development's basement level.

Colby Phillips predicts that following compaction and baling, the waste streams expected to be generated by the development would require a total of up to 16 collections per week, consisting of four collections of cardboard, three collections each of general waste, dry comingled recycling and organic waste and one collection each of soft plastics, recycled deposit containers and polystyrene.

Tenancy staff or cleaning personnel would transfer waste and recycling daily from the local points of user disposal to the basement waste storage area outside of peak periods using the dedicated goods lift designated as lift no 10.

Waste collection vehicles (operated by private contractors) would enter and exit the basement in a forward direction under the control of an existing traffic control system, consistent with current servicing activity in the building. Building occupants would be required to organise collection of irregular waste streams (eg used furniture or waste resulting from tenancy fitouts) through coordination with facility management.

Colby Phillips has included provision for a bin wash area in the basement waste storage space, with recommending that this area be appropriately connected to a sewer drain with water and electricity supply. Proposed waste management arrangements are supported by the Council and would minimise visual impact of waste storage and enable convenient collection, and as such are considered acceptable and in accordance with Design in Urban Areas (External Appearance) PO 1.5, (Site Facilities / Waste Storage) PO 11.1 - PO 11.5 and (Wash-down and Waste Loading and Unloading) PO 43.1.

Stormwater Management

The Hazards (Flooding – Evidence Required) Overlay anticipates development that minimises impacts on people, property, infrastructure and the environment from high flood risk through appropriate design and siting. The Code's Design in Urban Areas policy module provides guidance related to stormwater management and application of water sensitive urban design (WSUD) strategies to improve stormwater runoff quality, mitigate peak flows and manage the rate and duration of stormwater discharges from the site.

The applicant engaged Innovis to prepare a Stormwater Management Plan (included as **Attachment 1M**) providing an overview of existing site conditions including stormwater infrastructure and outlining the proposed stormwater detention volume. Downpipes surrounding the existing building collect stormwater runoff from the existing rooftop structure, discharging to the Council drainage network at 11 locations established along North Terrace, Fisher Place, Charles Street and Rundle Mall.

Innovis believes the retained portion of the existing building is not expected to undergo significant modifications and would continue to discharge stormwater via nine existing discharge points to Rundle Mall, Charles Street and Fisher Place. The current basement entrance would also remain unchanged, maintaining its existing freeboard conditions and vehicle crossover arrangements.

Innovis' assessment recommends adoption of WSUD performance targets for stormwater runoff quality involving reductions in total suspended solids, gross pollutants and chemical properties suggesting that the building addition reuse two existing discharge points at the northwest and northeast corners of the existing building and make use of an underground tank to detain stormwater from the roof and building elevations (with capacity for approximately 58m³) for gradual pumping to the Council's drainage network.

The ground finished floor level for the building would be set a minimum of 300mm above the top of kerb level to achieve the required freeboard and satisfy Overlay (Flood Resilience) DTS/DPF 1.1. No modifications are proposed to the existing basement entrance ramp which Innovis asserts does not currently present a risk of flood ingress during major storm events.

Predicted post-development flow rates are expected to meet the Council's requirements for stormwater entry to Council infrastructure and as such, stormwater management arrangements are considered to satisfy the relevant Code policy recommendations including the Design in Urban Areas (All non-residential development - Water Sensitive Design) PO 42.1 - PO 42.3.

The Council has recommended the applicant to clarify final stormwater management arrangements providing a legible site drainage plan, confirming the calculation of pre-development and post-development areas, indicating any opportunities for stormwater retention / reuse and providing a copy of the corresponding 'DRAINS' software file for Council's review. These issues are proposed to be reserved for further assessment as part of any consent granted.

Sustainability

The Code's Design in Urban Areas policies encourage development that incorporates design features that would contribute to ecologically sustainable outcomes through application of passive design strategies and building configuration to minimise energy consumption, improve community health, contribute to local amenity and limit use of natural resources.

The applicant engaged Summation to prepare a summary of sustainability initiatives (included as **Attachment 1K**) describing the applicant's intent for sustainable development outcomes having regard to the proposed development's expected performance against the Green Building Council of Australia's Green Star Buildings v1 rating tool and the National Australian Built Environment Rating System (NABERS).

Summation has indicated that the proposed building addition would constitute a significant increase in sustainable design and energy efficiency against minimum practice, in recognition of the applicant's commitment to a six-star Green Star rating and a 5.5 Star NABERS Energy rating to qualify with the premium commercial office category. The following initiatives are documented in Summation's summary report:

- all electric, gas free development allowing for inherent decarbonisation over time as renewable energy
- contributions to electricity grid increase, with 100 percent renewable electricity to be supplied for at least the first five years of operation;
- 20 percent reduction in embodied / upfront carbon emissions through design emissions and material selections;
- minimum 20 percent reduction in operational energy efficiency;
- offset of all carbon emissions associated with demolition, refrigerants, raw material supply, transport manufacturing and construction;
- engagement of an 'Air Tightness' consultant to provide advice on reducing external pollutants and improving internal air quality;
- dedication of rooftop area for solar photovoltaic panel array;
- nomination of high solar reflective index materials for the rooftop reducing urban heat island effect;
- selection of materials with lower embodied emissions and sustainability credentials; and
- implementation of an operational waste strategy.

The applicant's reported commitments to the highest possible GreenStar rating and an above average NABERS Energy rating (compared to commercial office stock existing in South Australia) provide a high degree of confidence the development would perform appropriately in terms of energy consumption, resource use, associated carbon emissions and internal environment quality.

The GA supports continued engagement of a specialist consultant/s, anticipating ongoing development and incorporation of integrated sustainability initiatives throughout any future stages of design development. The GA also advocates for thorough investigation of the impacts of the sustainability performance requirements beyond services and equipment, including but not limited to facade systems (including solar gain management and heat conductivity of materials), construction techniques and occupant wellbeing.

The development would ultimately be expected to adequately satisfy the Code's performance outcomes related to energy efficiency including Design in Urban Areas (Environmental Performance) PO 4.1 - PO 4.3 and (Environmental) PO 14.2.

Wind Analysis

The Code's Design in Urban Areas (Environmental) policy module recommends that development minimise micro-climatic impacts on adjacent land and buildings, including by mitigating wind impacts through addition of substantial verandahs and a podium at the base of tall towers, along with other design strategies intended to deflect downward travelling wind flows that could create unwelcome conditions for pedestrians.

The applicant engaged VIPAC Engineers to prepare a Wind Impact Assessment (included in **Attachment 1L**) to consider potential wind impacts on pedestrian-level areas of the subject land post-development, having regard to regional wind climate data and criterion for occupant comfort while sitting, standing and walking.

VIPAC considers the proposal would be particularly exposed to adverse northerly winds that would influence comfort levels along Charles Street due to corner acceleration effects, wind channelling and acceleration through void spaces at lower levels.

VIPAC recognises the intended segmented canopy portions along North Terrace, setbacks to building entrances and recessed podium feature over at levels five-six and associated landscaping would generally be beneficial to the pedestrian environment, such that predicted wind speeds at all main entry points would be expected to be within the recommended standing comfort criteria.

Potential outdoor seating / dining areas along Charles Street would be located within indented setback areas between structural columns providing adequate shielding from high velocity wind gusts, limiting wind conditions in these areas to within the recommended sitting comfort criteria. Balustrades and planter boxes integrated with outdoor areas at levels five-six would provide barriers at the perimeter of these spaces, shielding them to conditions within the recommended walking / standing comfort criterion.

VIPAC recommends a wind tunnel test or Computational Fluid Dynamics simulation be conducted during any future detailed design to quantify predicted wind conditions and determine proper wind control measures where necessary. VIPAC also suggests that any future building occupants be educated about potential wind conditions at open terrace / balcony levels during high-wind events and fixing any loose, lightweight furniture in these locations.

An appropriately worded condition would be assigned to any Planning Consent granted to ensure VIPAC's recommendations would be adhered to (and acted upon) during any future detailed design processes. This would ensure the development would substantially satisfy the Code's Design in Urban Areas (Environmental) PO 14.1 and PO 14.3 recommendations related to potential for wind impacts within the public realm.

CONCLUSION

The development would necessitate demolition of a considerable portion of a prominent department store established along the North Terrace boulevard, to enable construction of a significant building addition which is supportable and worthy of conditional Planning Consent for the following reasons:

- the proposed land use mix (comprising retail sales and food and beverage offerings, and premium-grade commercial office space) would be appropriate within the Capital City Zone;
- the significant height of the development would be subject to separate approvals by Federal airspace authorities, but has not been opposed by AAL (in principle);
- the proposed scale of the building would not be out of character in this portion of North Terrace, in recognition of the recent proliferation of multi-level buildings in the locality;
- the commendable architectural quality of the proposal including a defined building base which would appropriately respond to its context, with a well-resolved tower element above that would not detrimentally affect the setting of nearby heritage places;
- pedestrian access would satisfy the intent of the Code's Concept Plan 79 – Primary Pedestrian Area, and public realm contributions would be expected to improve pedestrian experiences along street frontages by providing opportunities for shelter, soft landscaping and universal access to the building's interior;
- vehicle access and servicing (including waste management) within the basement level would be consistent with existing arrangements and would not be expected to substantially interfere with the operation of the local road network, subject to confirmation of details requested by the Council;
- interface conditions including overlooking, overshadowing, generation of glare and air emissions and wind impacts would be expected to satisfy the Code's policy expectations; and
- sustainability strategies to be incorporated in the proposal are expected to achieve a high level of environmental performance, commensurate with the premium-grade commercial office accommodation proposed over upper levels.

Referral agencies have not objected to the proposal, subject to appropriate resolution of matters proposed to be reserved for further assessment. The proposal is ultimately considered to respond appropriately to relevant objectives and policy outcomes of the Planning and Design Code, and the development is not likely

to result in unacceptable impacts given the broad intent of the Code's Capital City Zone policy. Conditional Planning Consent is recommended, subject to matters reserved for further assessment.

RECOMMENDATION

It is recommended that the State Commission Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 25010111, by Precision Group is granted Planning Consent subject to the following conditions and reserved matters.

RESERVED MATTERS

Pursuant to section 102 (3) of the *Planning, Development and Infrastructure Act of 2016*, the following matter(s) shall be reserved for further assessment prior to the granting of Development Approval:

1. Final architectural detailing and external material selections (supported by provision of physical material samples) prepared in consultation with the Government Architect, with appropriate consideration given to material finishes, durability and environmental performance.
2. Final landscape design prepared in consultation with the Government Architect including confirmation of:
 - ongoing irrigation and maintenance strategies;
 - location of deep soil zones, specification of vegetation species and anticipated plant height/s and canopy coverage (as applicable) at maturity; and
 - paving treatments, public realm furniture and lighting infrastructure
3. Final stormwater management plan prepared in consultation with the City of Adelaide including:
 - a legible site drainage / hydraulic services plan;
 - confirmation of the calculation of pre-development and post-development areas;
 - confirmation of opportunities for stormwater retention / reuse; and
 - provision of the corresponding 'DRAINS' software file for review.
4. Final Transport Impact Statement in consultation with the City of Adelaide with regard given to:
 - a survey of vehicle movements to and from the subject land via the western laneway collected over a period of (at least) one week to properly inform current vehicle access demand involving the western laneway;
 - potential for conflicts between users of the laneway;
 - intent for retention of the "Click & Collect" parking space existing in the laneway, or alternative arrangements should the parking space be removed; and
 - details of anticipated vehicle sizes, their manoeuvrability along the laneway and dimensions of the existing access point to confirm it would be appropriate for the intended use.

CONDITIONS

Planning Consent

Condition 1

The development authorisation granted herein shall be undertaken in accordance with the stamped approved plans, drawings, specifications and other documents submitted to the State Planning Commission, except where varied by conditions below (if any).

Condition 2

All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2018 (Part 3) to ensure that stormwater does not adversely affect any building, adjoining property, or public road.

Condition 3

The recommendations detailed in the Wind Impact Assessment Report dated 2 April 2025 prepared by VIPAC (reference no. 30N-25-0096-TNT-100220-2) shall be fully incorporated into the detailed design of the development, including implementation of a wind tunnel test and/or Computational Fluid Dynamics simulation to quantify predicted wind conditions and determine proper wind control measures where these investigations indicate they would be necessary. Such measures shall be undertaken prior to the occupation or use of the development and maintained at all times to the satisfaction of the State Planning Commission.

Conditions imposed by Minister responsible for the administration of the Heritage Places Act 1993 under Section 122 of the Act

Condition 4

A dilapidation survey, recording the condition of the adjacent State Heritage Place shall be prepared prior to the commencement of site works, to the satisfaction of Heritage South Australia, of the Department for Environment and Water. As well as recording fabric in good condition, the survey shall also record the location, type and dimensional extent of any existing physical damage to the place that might be affected by the proposed excavation, site works and construction works.

Condition 5

The structural condition of the fabric of the adjacent State Heritage Place shall be monitored during the course of excavation and construction to identify any adverse impacts. Immediate action shall be taken to identify and address any structural distress that becomes evident during the ground works and construction stages.

Condition 6

Vibration levels at the adjacent heritage listed structure shall be monitored and shall not exceed the velocity limits for structural vibration in buildings established for Group 3 structures in the German Standard DIN 4150 Part 3.

Condition 7

Final design details for bronze blades/ fins, glazing and column design, along with materials selections for the podium in general, to be provided, to the satisfaction of Heritage South Australia, of the Department for Environment and Water, prior to commencement of construction.

Conditions imposed by (Adelaide Airport) The Secretary of the relevant Commonwealth Department responsible for administering the Airports Act 1996 under Section 122 of the Act

Condition 8

The application has been assessed and the development with a building height of RL 175.850 metres Australian Height Datum (AHD) the application **will** penetrate the Adelaide Airport Obstacle Limitation Surfaces (OLS) which is protected airspace for aircraft operations.

The application will require approval in accordance with the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996* with final approval by the Department of Infrastructure, Transport, Regional Development, Communication and the Arts.

The development will infringe the OLS by approximately 45 metres.

Crane operations associated with construction require approval in accordance with the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*.

ADVISORY NOTES

Advisory Note 1

The approved development must be substantially commenced within 24 months of the date of Development Approval, and completed within 3 years from the operative date of the approval, unless this period has been extended by the relevant authority.

Advisory Note 2

This consent or approval will lapse at the expiration of 24 months from its operative date (unless this period has been extended by the Relevant Authority).

Advisory Note 3

No works, including site works can commence until a Development Approval has been granted.

Advisory Note 4

All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

Advisory Note 5

The applicant is reminded of their obligations under the *Local Nuisance and Litter Control Act 2016* and the *Environment Protection Act 1993*, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the relevant Local Government Authority.

Advisory Note 6

The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

Advisory Note imposed by City of Adelaide under Section 122 of the Act

Advisory Note 7

Pursuant to Regulation 93 of the *Planning, Development and Infrastructure (General) Regulations 2017*, the Council must be given one business day's notice of the commencement and the completion of the building work on the site. To notify Council, contact City Planning via Planning@cityofadelaide.com.au or phone 8203 7185.

Advisory Notes imposed by Minister responsible for the administration of the Heritage Places Act 1993 under Section 122 of the Act

Advisory Note 8

Please note the following requirements of the *Aboriginal Heritage Act 1988*.

(a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) is to be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

Advisory Note 9

Please note the following requirements of the *Heritage Places Act 1993*.

(a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity must cease and the SA Heritage Council must be notified

(b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department for Environment and Water.