Beausight Investment Pty Ltd

Thirteen (13) level mixed use building with ground level retail, ten (10) levels of residential dwellings including affordable housing and associated ground and above-ground car parking, communal areas and landscaping

254 – 260 Franklin Street and 143-151 Gray Street, Adelaide

Development Application 26000407

DEVELOPMENT NO.:	26000407
APPLICANT:	Beausight Investment Pty Ltd
ADDRESS:	143 -151 GRAY ST ADELAIDE SA 5000 260 FRANKLIN ST ADELAIDE SA 5000 254 -258 FRANKLIN ST ADELAIDE SA 5000
NATURE OF DEVELOPMENT:	Thirteen (13) level mixed use building with ground level retail, ten (10) levels of residential dwellings including affordable housing and associated ground and above-ground car parking, communal areas and landscaping
ZONING INFORMATION:	**Zones:** • Capital City **Overlays:** • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Design • Hazards (Flooding - Evidence Required) • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree **Technical Numeric Variations (TNVs):** • Maximum Building Height (Metres) (Maximum building height is 53m)
LODGEMENT DATE:	23 Jan 2026
RELEVANT AUTHORITY:	State Planning Commission
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2026.1 15/01/2026
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Not required
RECOMMENDING OFFICER:	Joanne Reid Senior Planning Officer
REFERRALS STATUTORY:	(Adelaide Airport) The Secretary of the relevant Commonwealth Department responsible for administering the Airports Act 1996 City of Adelaide Government Architect Minister responsible for the administration of the South Australian Housing Trust Act 1995
RECOMMENDATION	Conditional Planning Consent

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EXECUTIVE SUMMARY

Beausight Investments Pty Ltd have applied for the construction of a thirteen (13) level mixed use building with ground level retail, ten (10) levels of residential dwellings including affordable housing and associated ground and above-ground car parking, communal areas and landscaping.

The State Planning Commission is the relevant authority pursuant to Schedule 6 (3) (1), of the *Planning, Development and Infrastructure (General) Regulations 2017 (*the Regulations*)* for development exceeding $10 million in the City of Adelaide. The proposed scheme is a 'performance assessed' category of development. Public notification was not required as the site of the development is not adjacent to land used for residential purposes.

The application was referred to the Government Architect (GA). The GA was generally supportive of the proposal but identified some recommendations to ensure a high-quality outcome. The Adelaide Airport Authority and SA Housing Trust were also referral agencies and raised no objections to the development.

The application was also referred to the City of Adelaide (Council) for technical comments. Council raised some concerns in relation to public infrastructure, traffic, access and stormwater, to which the applicant has responded.

The subject site is located in the Capital City Zone and the proposed uses are envisaged in the Zone. The building height is within the desired height limit identified in this part of the Zone.

Assessment matters included design and appearance, stormwater management, waste management, traffic and access, which were determined to be acceptable when assessed against the Performance Outcomes of the Planning and Design Code.

Following an assessment against the relevant policies of the Planning and Design Code (the Code) and considering the context of the locality and determining that the proposed development is unlikely to result in unreasonable impacts on nearby land uses, conditional planning consent is recommended.

PRE-LODGEMENT:

The applicant participated in the Department for Housing and Urban Development's pre-lodgement service attending one pre-lodgement panel (PLP) meeting on 1 September 2025 and one Design Review Panel meeting facilitated by ODASA on 2 October 2025.

Feedback provided by representatives of statutory referral agencies, Council and the Department's Planning and Building division contributed to the applicant's concept development including generally positive refinements to design quality and architectural expression, landscaping and improvements to occupant amenity.

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development is for the construction of a thirteen-level building (ground plus twelve levels) comprising a ground floor commercial tenancy and residential flat building above with 95 dwellings, including affordable housing, with associated car parking and communal areas.

The ground floor tenancies consist of a shop tenancy with separate access to the lobby associated with the residential apartments.

The remaining levels include two levels of car parking, ten levels of residential apartments including one level with a common room and an open roof level with plant and equipment.

Pedestrian access to the apartments and shop are via Franklin Street and car parking and some bicycle parking will be accessed via Gray Street.

The building has a three-level podium constructed of masonry and aluminium cladding. The upper levels are proposed to be constructed with two tones of stained concrete, glazing and framed balconies.

A summary of the proposal is as follows:

<table>
<tr><td>Building Height</td><td>13 levels, 43.1m to level 12, 45.6m to top of stairwell</td></tr>
<tr><td>Description of levels</td><td>Ground Floor: Shop, residential lobby and lifts, car and bike parking, waste rooms, shop amenities and services

Levels 1 and 2: Car parking bays, residential storage

Level 3: 11 Apartments with balconies (mix of studio and 1-bed apartments including 3 affordable dwellings), common room with balcony

Levels 4-5: 26 Apartments with balconies (mix of studio, 1-bed and 2-bed apartments including 10 affordable dwellings, 5 on each level)

Levels 6: 9 Apartments with balconies (mix of 1-bed and 2-bed apartments including 1 affordable dwelling)

Level 7 - 11: 45 Apartments with balconies (mix of 1-bed and 2-bed apartments including 1 affordable dwelling on level 7)

Level 12: 6 Apartments with balconies (mix of 2-bed, 3-bed and 4-bed apartments)

Level 13: Roof: Plant room, lift and stair overrun

Total Apartments: 95

Total affordable housing: 15 (15.7%)</td></tr>
<tr><td>Accommodation Mix</td><td>
<table>
<tr><th>ACCOMMODATION TYPE</th><th>PROPORTION</th><th>UNIT SIZE (M^2)</th><th>TOTAL</th></tr>
<tr><td>Studio</td><td>3%</td><td>41</td><td>3</td></tr>
<tr><td>One bed apartment</td><td>35%</td><td>54-61</td><td>33</td></tr>
<tr><td>Two Bed Apartment</td><td>58%</td><td>63-90</td><td>55</td></tr>
<tr><td>Three -Bed Apartment</td><td>3%</td><td>105-148</td><td>3</td></tr>
<tr><td>Four-bedroom</td><td>1%</td><td>171</td><td>1</td></tr>
<tr><td>TOTAL</td><td>100%</td><td></td><td>95</td></tr>
</table>
</td></tr>
<tr><td>Building Floor Areas</td><td>Building Footprint = 1328m^2

Total Building Area = 13,650m^2</td></tr>
<tr><td>Site Access</td><td>Franklin Street (pedestrians)</td></tr>
</table>

	Gray Street (Vehicle, bicycle and servicing)
Car and Bicycle Parking	63 car parks 47 bike parks

SUBJECT LAND & LOCALITY:

Site Description:

The site as shown in Figure 1 consists of three allotments, described as follows:

Location reference: 143 151 GRAY ST ADELAIDE SA 5000
Title ref.: CT 5848/940 **Plan Parcel:** F181213 AL371 **Council:** ADELAIDE CITY COUNCIL

Location reference: 260 FRANKLIN ST ADELAIDE SA 5000
Title ref.: CT 5848/939 **Plan Parcel:** F181212 AL370 **Council:** ADELAIDE CITY COUNCIL

Location reference: 254-258 FRANKLIN ST ADELAIDE SA 5000
Title ref.: CT 5848/938 **Plan Parcel:** F181211 AL369 **Council:** ADELAIDE CITY COUNCIL

The site, combined, has a frontage of 24 metres to Franklin Street and a secondary street frontage to Gray Street of 54m, comprising a total site area of 1328m^2.

The land is currently vacant and formerly contained three row cottages. The rear half of the site accommodates paid car parking with access from Gray Street. There are six street trees around the perimeter of the site, five on Gray Street and three on Franklin Street.

There is an existing Land Management Agreement on the land that requires 15% affordable housing to be delivered.

Franklin Street is listed as a ‘City Boulevard’ in Table 5.1 of the Capital City Zone and is a main traffic route into and out of the city. Gray Street is a two-way street side street with narrow footpaths on both sides and some on-street parking with 1 hour limits Monday to Friday 8am to 6pm and Saturdays 8am to 12 midday.

***Figure 1**: Subject Site (Source: SAPPA)*

Locality

The locality surrounding the site as shown in Figure 2 can be described as West Terrace to the west, Grote Street to the South, Morney and Crowther Street to the East and just beyond Waymouth Street to the north.

The locality contains a mixture of residential, commercial and institutional land uses. Within the immediate vicinity of the site to the west is a two-storey office building used alongside a place of worship, a school is located south of the site, residential in the form of apartments up to five levels is located on the eastern side of Gray Street with a warehouse in between, and residential in the form of three-storey row and group dwellings to the north.

The locality maintains the same Capital City zoning as the subject site. Building heights are predominantly low in scale. Some taller buildings exist to the north, namely the student accommodation buildings on Waymouth Street and further north on Gray Street.

Recent approvals indicate some growth in the area including a 15-storey mixed commercial and residential building at 262-268 Waymouth Street, an 8-storey residential and office building at 12-20 Shannon Place, Adelaide and a group of five mixed use buildings between 20 and 25 storeys at 237 Grote Street.

***Figure 2**: Locality and Zoning Plan*

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  New housing – Performance Assessed
  Shop: Code Assessed - Performance Assessed
  Dwelling: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

Not required

- **REASON**

Table 5, Part 2 (Column A) – Any kind of development is exempt from public notification if the site is not adjacent land to a site (or land) used for residential purposes in a Neighbourhood-type zone.

AGENCY REFERRALS

Referral Body	Function	Response
Government Architect (GA)	Advice	The statutory referral response from the GA was received on 5 March 2026. The GA offered their measured support to the proposal, including the aspiration to provide a high-quality residential proposal in this location. The GA, however, advised that the proposal could be further strengthened through refinements of the built form composition and façade detailing and a clear commitment to sustainable outcomes. The following recommendations were made: • Further provision of integrated external solar shading, particularly to the east and west facing glazing and balcony edges • Further refinement of tower composition, design and detailing, legibility and material/tonal relationship • Final material selection and physical samples • Revision of bicycle parking location to improve, convenience, legibility and safety • Detailed design resolution of Gray Street public realm interface, including bike store location, landscaping and opportunities for activation/passive surveillance • Detailed resolution of integrated landscaping and façade planting The GA referral response is included in **Attachment 2A.**
Adelaide Airport Authority	Direction	The referral response from Adelaide Airport Authority was received on 23 February 2026. No objection with comments. 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 27.6 metres. Crane operations associated with construction require approval in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996. The above information was included as an advisory note.

		The Airport referral response is included in **Attachment 2B**
SA Housing Trust – Affordable Housing	Direction	The referral from the Minister responsible for the administration of the SA Housing Trust Act, 1995 was received on 1 May 2026. • Provided that the proposed development is undertaken in accordance with the terms of the affordable housing LMA, the delivery of 15% affordable housing, being 15 affordable housing outcomes is secured. • No conditions are directed as the affordable housing is secured by an affordable housing LMA. The SA Housing Trust referral response is included in **Attachment 2C**
Adelaide City Council	Advice	The statutory referral response from the City of Adelaide was received on 12 February 2026. No objection with comments. Comments were made in relation to: • Traffic - Carpark roller door should be setback 6m from boundary to prevent vehicle queuing over footpath - Lack of bicycle parking - Access should be included on civil plan • Stormwater concerns raised including: - Finished floor levels do not meet 300mm top of kerb requirement - Retention is required for toilets and landscaping irrigation - Matters relating to stormwater connection and drainage - Provide DRAINS and MUSIC modelling • Council does not regulate waste collection activities undertaken by private contractors and notes collections to occur outside of peak traffic periods • Landscape pods will be required to meet Council's encroachment policy and the canopy to provide sufficient clearance from the kerb and street trees • If tree-damaging activity is proposed, an assessment against the Regulated and Significant Tree Overlay should occur The Council's referral response is included in **Attachment 2D**.

The applicant has provided a response to the GA and Council comments in **Attachment 2E.**

PLANNING ASSESSMENT

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

Seriously at Variance Test

Under section 107(2)(c) of the Act, the development must not be granted planning consent if it is seriously at variance with the Code.

The Zone contemplates the provision of a variety of commercial and residential uses, particularly ground floor uses that activate the public realm.

The Zone encourages high intensity and large-scale developments where design quality is highly regarded and reinforces the grid pattern layout of the city.

There is intent behind the proposed development to address the abovementioned objectives of the Zone. The proposed development is therefore 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*.

Planning and Design Code

Under section 107 of the Act, Performance Assessed Development is to be assessed on its merits against the Planning and Design Code.

The application has been assessed on its merits against the relevant provisions of the Code, which are contained in **Appendix 1**.

The following is an expansion of the pertinent issues, having regard to the hierarchy of the relevant policies of the Code.

OVERLAYS

Affordable Housing Overlay

The proposal includes 15 affordable studio dwellings which represents 15% of the total number of dwellings within the building.

The dwellings are integrated into the building and are distributed over different levels. They are designed to provide a level of amenity that is like for like with similar dwellings that are not being offered as affordable housing.

The application was referred to the Minister responsible for the administration of the South Australian Housing Trust Act 1995, with the response advising that the provision of affordable housing is secured through the existing Land Management Agreement that exists on the subject land.

The proposal is therefore consistent with POs 1.1, 1.2, 1.3 and 2.1 of the Affordable Housing Overlay within the Code.

Airport Building Heights (Regulated) Overlay

The Airport Building Heights (Regulated) Overlay seeks the management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

The application was referred to the (Adelaide Airport) The Secretary of the relevant Commonwealth Department responsible for administering the Airports Act 1996 as the height of the building exceeds the 60m AHD height control limit specified in the Overlay.

The response resolved that there was no objection to the development, however, further approvals are required in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996 for the both the development and crane operations associated with the construction.

Building Near Airfields Overlay

The Building Near Airfields Overlay seeks to maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

The building is adequately separated from the nearest runway such that it is not determined to pose a safety hazard to aircraft flight movement.

Design Overlay

The Design Overlay seeks development that provides a positive contribution to the liveability, durability and sustainability of the built environment through high-quality design. The design composition of the proposed building is addressed in various sections of the planning assessment, along with the statutory referral comments provided by the Government Architect.

Hazards (Flooding – Evidence Required) Overlay

The Overlay adopts a precautionary approach to mitigate the risks of potential flooding through appropriate siting and design of the development.

The applicant has provided a stormwater management report (**Attachment 1B)** which identifies the development's floor levels, stormwater collection and management of stormwater quantity and quality.

The finished floor level is for the retail element of the ground floor is 41.45 and includes an upstand wall to the habitable area to be waterproofed to a minimum of 150mm above the footpath to manage the impacts of a flood event.

Neither of the floor levels for the various ground floor elements satisfies the desired 300mm above top of kerb as the recommended approach to satisfy the Performance Outcome. There may however be other ways to minimise the risk of flood impacts that can be adopted to satisfy the requirements of the Overlay.

At the time of writing the report, the applicant was liaising with Council to resolve the outstanding matters as follows:

- The finished floor levels do not meet the requirement of 300mm above the top of the kerb adjacent streets
- Retention is required (WSUD) per the State Government requirement (retention of stormwater to be used for toilets flushing and landscaping area irrigation)
- 225 RCP connecting into trunk main on Franklin Street from new catch pit is required to be a 375 RCP which is the minimum size of RCP required
- Clarify the purpose of the grated trench and how it connects into drainage system
- Access driveway must have a high point to channel the runoff back to the street
- Provide Drains and Music model for Council consideration

The applicant will continue to work with Council to resolve the outstanding matters through the detailed design phase and is agreeable to a reserved matter should consent be granted.

Noise and Air Emissions Overlay

The Noise and Air Emissions Overlay seeks the protection of community health and amenity from adverse impacts associated with noise and air emissions.

Buildings located within the Overlay must be constructed in accordance with MBS 010 *Construction requirements for the control of external sound* to control noise generated from nearby roads and other high level noise sources.

The building seeks to incorporate to following noise attenuation measures and targets:

- Apartment external walls to achieve Rw + Ctr 50;
- Apartment external walls to achieve Rw + Ctr 50;
- Walls between apartments to achieve Rw + Ctr 50;
- Floors between apartments to achieve Rw + Ctr 50 and Lnw + Cimpact < 62;
- Apartment entry doors to achieve Rw 30;
- Double glazed windows to apartment bedrooms to enhance acoustics and thermal load/loss;
- Performance glass to living areas and other habitable rooms to enhance acoustics and thermal load/loss.

The applicant is agreeable to a condition which requires the building to meet the standards set in MBS 010, notwithstanding that this is required to be demonstrated in the assessment for Building Consent.

Regulated and Significant Trees

The street tree on Franklin Street is a Regulated Tree with a circumference of 1.2m. The tree would not be required to undergo any pruning, and the applicant does not anticipate any tree damaging activity to occur noting that the tree has adjusted to its existing conditions as evidenced by trenching works occurring within close proximity of the trunk between service pits.

The applicant enjoys the benefits that the tree brings to the street and understands the consequences of unauthorised tree damaging activity. Should it determine that there is the prospect of tree damaging activity occurring, it will liaise with Council an seek out the necessary consents with the assistance of a qualified arborist to ensure the health and aesthetics of the tree.

ZONE ASSESSMENT

Capital City Zone

Land Use

The proposed use strongly aligns with Zone PO 1.1. which seeks for a vibrant mix of facilities which include retail, community, commercial and residential uses and DPF 1.1 lists shops, dwelling and residential flat building as envisaged land uses.

Activation

The inclusion of the commercial tenancy on the ground floor which returns from Franklin Street to Gray Street will activate both frontages and positively contribute to public safety, walkability and vibrancy in line with Zone PO 2.1.

The canopy over the ground floor and the softer masonry finish contributes to the human scale pedestrian orientated frontage desired by Zone PO 2.2 (a). The height of the canopy maintains the openness to the sky for pedestrians and the corner orientation of the building will enable natural light to the area in accordance with Zone PO 2.2 (b), notwithstanding the shading impacts of the south facing orientation. The commercial portion of the building is distinguishable to the residential element, providing a clear sense of address for each land use as sought by Zone 2.2 (c).

The ability to provide day and night activation will be dependent on future tenants and its compatibility with the surrounding land uses.

Built Form and Character / Building Height

The Desired Outcomes of the Zone speaks of high intensity and large-scale developments which reinforce the grid pattern and provide uses that positively contribute to public safety, inclusivity and vibrancy.

The TNV for this section of the Capital City Zone is 53m and the proposed building, with a maximum height of 45.6m satisfies PO 4.1 in this regard. Whilst there is scope for the building height to increase with the incentives offered for affordable housing, the final height seeks to achieve an outcome that strikes a balance between apartment numbers and car parking.

The three-storey podium reflects the datum heights of the surrounding townhouses to the north of the site, and the general low scale context of land uses to the south and west as sought by Zone PO 3.2 (a). The 4m ground floor height is to accommodate site servicing and waste collection within the building. The podium is built to the boundaries of the site and provides a continuous frontage from Franklin Street to Gray Street. The Franklin Street frontage theme is maintained on Gray Street through its materiality and glazing elements of the commercial tenancy. The podium element satisfies the identified criteria in Zone PO 3.2 (b) in that it is considered to achieve a human scale at street level, create a well-defined continuous frontage and contribute to the interest, vitality and security of the pedestrian environment.

The tower element above the podium provides a distinct change in appearance and although there are minor setback changes, particularly to the southern and eastern sides, this is seen to maintain and emphasise the definition to the street corners and define the street grid which is an outcome desired in Zone PO 3.2 (b).

The GA acknowledges the rationale for the proposed height and supports the design approach for the podium expression to respond to the low-scale built form and provides a human scale street interface. There is also support for the 4m ground floor height which enables retail operation and private waste collection within the site and is desired in Zone PO 3.13 to provide adaptability and flexibility for a range of land uses. The GA considers that the lack of setback of the tower reduces the legibility of the podium and defined setbacks would offer a clearer relationship to the tower built form. However, it is contended that there is clear definition of the two elements through the change in materiality and design features and the intent of the POs are met.

The podium's solid to glazing proportions are considered to align with existing buildings in the locality that have ground floor commercial uses and the architectural detailing maintains consistency around the corner to Gray Street. The improvements in architectural expression around the corner has been acknowledged by the GA, indicating that the solid corner condition enhances the sense of a grounded podium. Zone PO 3.3 is considered to be achieved in this regard.

Zone PO's 3.5 (a) and 3.6 reflect on ensuring that the development's lower levels are being built to the boundary and minimising gaps along public roads which result in negative impacts. PO 3.5 (b) also seeks for developments to be designed to provide a sense of arrival into the City and strongly define junctions where located on a corner site, which has been addressed in the discussion above.

Views to the Park Lands will be available to the western facing apartments as desired by Zone PO 3.7. It is acknowledged however, that the adjoining site to the west is a potential development site and the outlook for these apartments could change in future.

Gray Street will be used for access and servicing and this portion of the building takes up approximately half of the Gray Street frontage at the northern end. The incorporation of the living wall and seat seeks to screen the service area and activate the street, and the masonry and louvre screening of the levels above direct some attention away from the servicing elements below. The GA recommends further refinements to the Gray Street interface to create a more positive interaction for street activation, legibility and passive surveillance.

Whilst the GA's comments are acknowledged, Zone PO 3.11 recognises that a balance needs to be struck between service uses and creating an intimate, active, inclusive and walkable public realm. It is considered that the development does this, and the presentation has been informed by local context in which access points and garages form part of the streetscape in combination with building facades.

The proposed development is a well-considered design outcome that offers activated frontages and built form that reinforces the grid-like pattern of the city and the corner position of the site. Whilst the GA's comments for further improvements are acknowledged, it is considered that on balance, the proposal reasonably addresses the performance outcomes for the Zone.

Interface

PO 5.1 is not relevant as the building does not have an interface with residential uses in the City Living Zone.

Movement, Access and public realm

The proposed development utilises a modified access point on Gray Street for vehicle movements and bicycle storage access and retains the uninterrupted pathways on Franklin Street for pedestrian movements.

The canopy extending over the footpath on Franklin Street and Gray Street provides shading over the footpath for year-round comfort and convenience.

The access on Gray Street will ensure that the flow of vehicle movements on Franklin Street are maintained and there is no queuing as sought by Zone POs 7.1 and 7.2.

There is disagreement between Council and the applicant regarding the location of the roller door on Gray Street and its impact on pedestrian movement as it does not enable a vehicle to store in front of the footpath, therefore potentially interrupting pedestrian movements. There is further discussion in the Traffic, Access and Parking section in which the applicant's traffic consultant predicts low traffic movement and on the odd occasion, a pedestrian may have wait a short moment while a vehicle enters the site.

This does bring into question the compatibility of Zone PO 6.1 which seeks for priority access to be given to pedestrians and cyclists and 10.1 where development in the public realm does not represent a safety risk to or interrupt pedestrian movement. However, it is considered that having the access on Gray Street, which results in less disruption on Franklin Street to pedestrian movements and its activation, is a balanced

approach and whist there may be a minor inconvenience to pedestrian movements on Gray Street, it is not inconsistent with what already occurs in the locality and is not unreasonable.

GENERAL DEVELOPMENT POLICIES

Clearance from Overhead Powerlines

The applicant has provided a declaration to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*.

Design in Urban Areas

External Appearance

The design strategy uses various cues from the building fabric around the subject site noting the eclectic mix of styles, the singular language above defined podiums, solid to void materiality and masonry elements and narrow widths of entries juxtaposed with longer elements.

The building is defined by a lower podium level and distinctive tower element above that separates the different uses within the building.

The podium is to be constructed over three levels. The ground floor is a predominantly glazed frontage for transparency into the shop and the lobby of the residential component framed by masonry elements. A canopy wraps around the front and eastern side of the building above the ground floor to provide some definition to the levels above. The masonry of the ground floor continues to the two levels above and incorporates a patterning in the brickwork with punctuated openings with the intent to screen the car parking. Perforated charcoal/black louvres are inserted into the brickwork with planter boxes above and a larger solid vertical louvre incorporated over the lobby entrance as a distinguishable element to residential portion of the building.

The materiality and pattern of the brickwork, louvres and planters continue around the eastern side of the building. The ground floor also includes a living wall and louvres to screen bike parking and the transformer. The non-street facing boundary of the northern and western walls will be constructed of feature brick patterned pre-cast panels with feature vertical line patterned panels to offer some variation in the wall. The patterned brick of the Franklin Street façade will also return around the western side.

The tower presents with a grid-like pattern with stained concrete columns to match the brickwork of the podium contrasted with thin and thick columns of stained concrete in sage green. The sage green element of the grid continues around the eastern, western and northern elevations, framing the balconies directly above the podium. Raised planters are incorporated on some balconies. Where balconies are absent, the western elevation shows feature pre-cast concrete in matching green of the grid and windows with extended sun louvres on other elevations.

The design of the building is considered to include a number of positive elements sought in Design in Urban Areas POs 1.1, 1.2 and 1.3. It incorporates design techniques that reinforce the corners, including building to the boundary, returning canopies around both Franklin Street and Gray Street frontages and incorporating detailing and materials which add texture and definition to achieve PO 1.1.

The 4m wall height for the ground floor and the distinguishing design elements of the base all the way up to level 3 convey a sense of identity and address for the building. The ground floor canopy forms a strong association with the building and contributes positively to street in both appearance and in providing shelter for walkability and comfort within the public realm. As such, Design in Urban Areas POs 1.2 and 1.3 are satisfied.

The GA is supportive of the simplicity and rationality of the tower expression that presents in-the-round. Additionally, it is considered that the ground level offers visual permeability and a sense of address.

With regard to materiality, the GA supports the restrained material palette and its contribution to the streetscape through a human scale and varied textural expression such as the pattern in the brickwork. The applicant has responded to concerns raised by the GA on material selection by using stained rather than painted concrete and changes in the colour tones, however there are still concerns that the structural grid elements and the light and darker tones risk reading as visually heavy and fragmented and further refinements of tower composition and tones is needed to read as a cohesive, legible and refined architectural composition.

The opinion of the GA is noted, however, when the performance outcomes of the Code are considered, the design at street level and vast difference in materiality and presentation of the podium and the tower element, as well as the façade treatments to the exterior reinforce the outcomes sought in Design in Urban Areas PO 12.1 to 12.4, 12.5 12.6 to 12.7 being buildings designed to:

- Positively contribute to the local area by responding to local context;
- Provide architectural detail at street level and mixture of materials at lower level to reinforce a human scale at the public interface;
- Reduce visual mass by breaking up building elevations into distinct elements;
- Provide visually interesting treatments to boundary walls to break up large blank elevations;
- Provide attractive, high quality and pedestrian friendly street frontages; and
- Provide safe, attractive, welcoming and function entrances to multi-storey buildings and contribute to streetscape character.
- Have external materials that are durable, age well and minimise ongoing maintenance.

It is considered that the policy intent is therefore achieved, and to the casual observer the building will present as a visually interesting building with variety of materials and finishes to break up the visual massing and includes design techniques to offer definition and a distinction between building elements. The refinement desired by the GA is not, in itself, sufficient grounds to refuse the application nor stop it from progressing when the application is for the most part, consistent with the Code in this regard. Notwithstanding, the applicant advises that the material relationship and expression will be developed further through detailed design and will adhere to the reserved matter of consulting with the GA for final material selections with physical samples.

The mechanical plant equipment will be screened on the roof and not externally visible and loading, waste and storage areas are integrated within the building to address Design in Urban Reas PO 1.4, 1.5 and 12.8.

Safety:

The building provides the following features to maximise safety and provide passive surveillance to the public realm:

- Building incorporates windows, balconies and open space area directly overlooking the street to provide passive surveillance to the public realm;
- Separate entrances and distinction of commercial and residential uses to differentiate public and private areas;
- Access to dwellings and lobby areas are easily identifiable from street level with perceptible pathways provided to the main entry of the building from the public realm;
- Secured entry for residents; and
- Transparent materials to ground floor façade to maximise passive surveillance and clear sightlines around entrance;

The proposed building is considered to provide suitable design techniques to satisfactorily to address POs 2.1 to 2.5.

Landscaping

Landscaping is integrated into the building by incorporating raised planters on the balconies and planter boxes above the louvres on the car park levels.

As the building is constructed to the boundary, there is difficulty accommodating a deep soil zone and as such, there is a reliance on the existing street trees along Franklin Street and Gray Street to provide shade, manage heat absorption and enhance the appearance of the land to soften the built form.

The applicant notes the request for the GA to provide a detailed resolution of integrated landscaping and façade planting and is agreeable to a reserved matter to supply a landscape strategy in consultation with the Government Architect.

Environmental Performance

A sustainability design report undertaken by LBS consulting is provided in **Attachment 1G** which provides a breakdown of the sustainability initiatives for the development.

The following sustainability measures are proposed which seek to maximise natural light and ventilation, maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, and incorporate climate response techniques as sought by Design in Urban Areas PO 4.1 to 4.3:

- Incorporate sustainable principles from concept through the construction and operation
- Water efficiencies through fixtures and fittings
- Capture and re-use of rainwater for use in toilets and landscape irrigation
- Water efficient landscaping
- Full electrification of building
- Installation of efficient appliances, lighting, heating and cooling systems
- Achieve or work towards net zero carbon emissions
- Effective shading strategies
- Average 7.7 start NatHers rating and minimum 6.0 start energy rating
- Source energy from renewables
- Reduce embodied carbon in the construction process
- Provide thermal comfort through materials such as double glazing
- Maximise opportunities for natural ventilation and daylight access
- Promote sustainable transport and provide electric vehicle charging

The GA acknowledges and supports the proposed ESD commitments and furthermore, recommends flexible shading strategies for the east and west facing balconies to manage solar heat gain within apartments, which the grid-based façade appears suited to accommodating.

In response, the applicant considers the proposed horizontal sunshading elements to be sufficient which ensures that the number and angle of the louvres are designed so that winter sun is not excluded.

Wind Analysis

A wind impact study was prepared by Vipac and can be found in **Attachment 1F.**

The report assessed the wind effects at ground level and elevated areas to determine the wind comfort levels for pedestrians and occupants of the building.

Regarding ground level areas, whilst the area expected to be exposed to the prevailing northerly and westerly winds that channel along Gray and Franklin Street, the nearby landscaping along Gray and Franklin Street is expected to reduce the intensity of these channelling flows. The report further states that the surrounding pedestrian footpath is expected to be suitable for its intended use and meets walking comfort criterion.

The building's entrance is expected to meet standing comfort criterion and is suitable for its intended use as the positioning in an enclosed area improves the overall wind conditions, especially from the channelling flow along Franklin Street from the prevailing westerly winds.

The elevated areas of the development are exposed to the prevailing northerly and westerly winds, which is expected to impact the northern and western façade and down wash onto the level 3 communal balconies. The inclusion of an awning along level 3 is recommended to mitigate the wind affect and achieve standing comfort criterion. Whilst the balconies above the level will form an 'awning', a fixed louvre awning is introduced to the section where there is no balcony above.

Prevailing northerly and westerly winds are expected to impact the balconies on the northern and western corners of the proposed development. It is recommended to include a standard height impermeable balustrade on the north-western, north-eastern and south-western balconies to meet recommended walking comfort criterion.

Whilst this is not indicated on the drawings, the applicant is intending to incorporate solid screening between the first column supports on levels 4 and above (level 3 is solid due to the nature of the podium) to the corner balconies as recommended. It is recommended that a condition be included to the consent to ensure this outcome.

The proposal is therefore considered to satisfy Design in Urban Areas PO 14.3 where the development has been designed to minimise the impacts of wind.

Waste Management

A waste management statement was provided by PACT Architects (**Attachment 1E)** which outlines how waste would be disposed of, managed and collections arranged.

Waste generated by the development was calculated for 95 apartments (158 beds) and on the assumption that the shop was run as a cafe that trades for 5 days.

Table 1: *Estimated volume of waste generation (Litres per week)*

Waste Type	**Cafe**	**Residential**	**Total**
General Waste	3645	4710	8355
Comingled recycling	1755	3140	4895
Organics	5400	1570	6970
Total	**10800**	**9420**	**20220**

Two waste chutes will be provided for the apartments for general waste and recycling. Residents will need to take their organic waste to the ground floor which will be transferred to larger bins by management. The ground floor tenancy will take their waste manually to the waste room.

The above amounts would require the following bin volumes and collection frequencies:

Table 2: *Estimated bin requirements and collections per week*

Waste Type			
	Bin Size (L)	**No. of bins required**	**Collections Per Week**
General Waste	1100L	7	1
Comingled recycling	1100L	4	1
Organics	1100L	6	1

It is expected that each waste will be removed once per week, therefore totalling up to three collections per week. E-waste will be collected as required.

Waste collection will be undertaken by a private contractor using a 10m long rigid vehicle that will enter the site and reverse into the waste collection area using the ramp to the upper-level parking area. It will then exit in a forward direction. Timing is expected to be outside peak periods to minimise conflicts within the car park.

Council's comments state that waste collection activities undertaken by private contractors, where done on private land, are not regulated, however have indicated that they don't expect it to adversely impact the surrounding road network, due to collection being outside peak hours.

The proposed waste management plan sufficiently demonstrates the outcomes sought in POs 11.4, 11.5 and POs 35.3 to 35.5.

Residential Amenity

The apartments are designed to have habitable rooms with a short-range visual outlook to the balconies, visual and acoustic separation from neighbours, and incorporate openable windows and doors to allow for natural ventilation and infiltration of daylight into interior and outdoor spaces to satisfy Design in Urban Areas POs 26.1, 27.2 and 28.1.

The apartment layout maximises the number of dwellings with an outlook to the street, with lifts, stairwells and common areas situated on the western side where the outlook sits adjacent a property boundary. It is acknowledged that the adjoining land could be developed in future as highlighted by the GA, who recommended strategies to futureproof this interface through modifying orientation and/or increasing setbacks. The applicant considers that the setbacks are sufficient to minimise view and natural light impacts from a future development.

The ratio of dwellings on the eastern side compared to the western side demonstrates that Design in Urban Areas PO 31.3 has been reasonably addressed in this regard i.e. there are more street facing dwellings than non-street facing dwellings. There is considered to be a satisfactory level of separation from the western boundary that will provide some visual relief and light and ventilation access if there was a building constructed on the adjoining land. A reasonable balance has been struck between maximising the number of dwellings for the building within the constraints of the site, noting that it is difficult to predict when or what may happen on the adjoining site.

Design in Urban Areas PO 31.1 seeks for dwellings to provide functional, efficient layouts and PO 31.5 provides a guide for functional living spaces for reasonable occupant amenity. The living room and bedrooms satisfactorily meet the minimum dimension requirements with over 3.3m for living rooms, at least 3m for the main bedrooms and greater than 3m x 2.5m for any other bedrooms.

Storage is provided by way of robes, laundry, bathroom and kitchen cabinetry as well as residential storage incorporated on levels 1 and 2, to reasonably meet occupant needs as desired in Design in Urban Areas PO 28.4.

Private/communal Open Space

Table 1 – Private Open Space specifies the following minimum rates of private open space.

- Studio – 4m^2 with 1.8m minimum dimension
- One-bed dwelling – 8m^2 with 2.1m minimum dimension
- Two-bed dwelling – 11m^2 with 2.4m minimum dimension
- Three + bed dwelling – 15m^2 with 2.6m minimum dimension

Each dwelling is provided with a balcony area that meets or exceeds the desired amount specified and includes a minimum dimension 2.4m which complies for all but the 3-bedroom dwellings. This is a minor shortfall for the 3-bedroom typology given the overall dimensions of the space provide a good usable area and there is a large communal area with terrace on Level 3 that is available to occupants. It is considered that Design in Urban Areas PO 27.1, which seeks for POS to meet the needs of the occupants, has been satisfied as well as PO 28.3 which desires balconies to be a sufficient size to accommodate seating and promote indoor/outdoor living.

Design in Urban Areas PO 28.2 is addressed in the following ways:

- The balconies are integrated into the building and form part of the architectural detail of the development that forms part of the framing strategy for the grid pattern. The layout of the apartments enables the balcony of the apartment above to offer shading to the balcony below and where there is no balcony, sunshade louvres extend above the windows. It is acknowledged that the GA seeks additional integrated vertical shading to the north, east and west facades, however the applicant considers the level of shading sufficient and given that DPF 28.2 suggest that at least one of the recommended design elements be provided, the PO has been satisfied and whilst further shading measures would be desirable, it is not a necessary outcome.
- Balconies have an outlook that allow views and casual surveillance of the street. The balconies have transparent balconies and have a level of privacy that is similar to other apartment buildings in the city, whilst a solid wall provides separation and privacy between apartments.

Design in Urban Areas POs 32.1 to 32.8 refer to the provision of communal open space. The level 3 communal area is an additional functional space for the benefit of the occupants which may be able to accommodate larger gatherings or social events.

The space addresses the above provisions in its offering by:

- Not being a substitute for private open space
- Being a sufficient size to cater for group recreation
- Being accessible to the occupants and has regard to acoustic, safety, security and wind effects
- Minimising overlooking into habitable rooms and POS areas of other dwellings
- Maximising solar access and incorporating planter boxes on the terrace

Dwelling Configuration

The proposed development offers a good diversity of apartments which include all bedroom typologies of studio, one, two, three and four bedroom apartments to satisfy Design in Urban Areas PO 29.1.

Infrastructure and Renewable Energy Facilities

The proposed development will be connected to a mains water supply and common wastewater disposal service. This achieves POs 11.

Interface Between Land Uses

The site's location in the Noise and Air Emissions Overlay will require the building to be constructed in accordance with MBS010 to ensure that residents will be protected from adverse impacts from nearby noise sources as desired by Interface Between Land Uses PO 1.1.

The plant equipment will be surrounded by an acoustic louvre screen to restrict noise transfer from service equipment and fixed noise sources to the adjacent sensitive receivers to the north as sought by Interface Between Land Uses PO 4.4.

The site is not located in a neighbourhood-type zone and therefore overshadowing is not a relevant consideration. Notwithstanding this, the proposed development will not adversely affect existing residential properties or solar panels, particularly as the development is anticipated in the Zone.

Transport, Access and Parking

CIRQA was engaged to provide a traffic report which can be found in **Attachment 1D.** CIRQA have also responded to matters raised by Council and SPC which can be found in the response to agencies.

Vehicle access

Vehicle access will be provided from a new two-way crossover on Gray Street, albeit in a similar position to the existing crossover. The entry/egress point will allow vehicles to enter at the same time as a vehicle is stored waiting to exit.

Council have requested that the roller door, which is setback 4.59m from the boundary, be setback at 6m to prevent vehicles from queuing over the footpath. It is acknowledged that this would be an ideal outcome, however, doing so would result in the loss of a car park and impact the function of the waste store. CIRQA advises that the low number of vehicle movements generated from the development will result in a low likelihood of a vehicle entering the subject site whilst a pedestrian is walking across the access. CIRQA further advises that vehicles would be stored in front of the roller door for a short duration and would result in a minimal delay, should a pedestrian be walking along the footpath at the same time.

It is a common occurrence in the city to have a garage door less than 6m from the access point and as cited by CIRQA, vehicles entering and exiting the site are required to give way to pedestrians as per the Australian Road Rules. CIRQA is satisfied that there are adequate sight lines, including around a column where there will be adequate intervisibility between a driver existing the site and a pedestrian on the pathway adjacent the site.

Accordingly, the impact of the door location only affects vehicles entering the site. It is not anticipated that all 63 vehicles parked are likely to enter and exit on a daily basis, particularly due to the city location and the inconvenience to pedestrians is considered, on balance, to be small and manageable. As such, the roller door location is considered to be acceptable.

Turn path diagrams provided by CIRQA show that vehicles can move around the parking bay levels safely with the use of convex mirrors to improve visibility around corners.

A 10m rigid vehicle can be accommodated for waste collection as demonstrated in the turn path diagrams. However there would be some restrictions for two-way movements for vehicles entering and exiting the Level 1 and 2 parking bays. CIRQA acknowledges that the internal circulation driveway width will narrow to approximately 5.3m with a vehicle stored in the loading zone and advises that the 13m distance for passing opportunities is acceptable for a one-way width circulation for two-way movements as identified in AS/NZS 2890.1:2004, where peak movements are less than 30 per hour as is predicted by CIRQA.

Additionally, the expectation that waste collection will be undertaken outside of peak periods and only up to three times a week, will seek to minimise the instance of one-way vehicle movements and with the installation of a convex mirror along the wall adjacent the loading zone to assist intervisibility, it is considered that the waste vehicle can be appropriately accommodated without resulting in unsafe operation of the site's internal circulation isles.

Overall, the proposed access is considered to provide safe and convenient access for vehicles associated with the site and is consistent with Traffic, Access and Parking POs 2.1, 2.2, 3.1 to 3,6, 3.8 and 3.9.

Parking

The site of the proposed development has no minimum or maximum car parking requirements as specified in Table 2 – Off-Street Car parking Requirements in Designated Areas, within the Code.

Therefore the 63 proposed car parking spaces are surplus to requirements, however, will in turn, assist in reducing any demand for on-street parking.

The car park layout is supported by the traffic consultant, stating that the car park will be designed in accordance with AS/NZS 2890.1:2004 in that:

- Regular parking spaces will be 2.4m wide and 5.4m long
- Disabled parking will be 2.4m wide and 5.4m long (with an adjacent shared space of the same dimension)
- Parking aisles will be a minimum of 5.8m wide (or wider)
- Column clearances will be provided to all objects greater than 0.15m in height
- A 1m end-of-aisle extension will be provided beyond the last parking space in the aisle
- Ramp gradients will be a maximum of 1:4 with 2m transitions at 1:8, except where commercial vehicles will access, which will have a maximum gradient of 1:8
- Clearance height of at least 2.2m will be provided throughout the site, or where there is commercial vehicle manoeuvring areas, it will be 3.8m high.

The car park is considered to provide safe and convenient movements on site, provides sufficient off-street parking for the site and minimises impact on the operation of the public roads, consistent with Transport, Access and Parking POs 5.1, 6.1 and 7.1.

Bike Parking

The Code identifies the following bicycle parking provision requirements for residential flat buildings in a Designated Area:

- Residential Component - Within the City of Adelaide, 1 for every dwelling for residents with a total floor area less than 150 square metres (94 dwellings), 2 for every dwelling for residents with a total floor area greater than 150 square metres (1 dwellings), plus 1 for every 10 dwellings for visitors

Requirement – 96 resident bike parks, 9.5 visitor parks

- Shop - 1 space for every 300m^2 of gross leasable floor area (total GLA = 300m^2) plus 1 space plus 1 space per 600m^2 of gross leasable floor area for visitors

Requirement – 1 bike parks, 1 visitor park

Therefore, a total of 108 bike parks (rounded up) is the desired number sought by the Code.

The proposed development will provide 45 bike parks, 31 of which are within a secured compound and the remaining as public bicycle racks including 12 on Gray Street and 2 on Franklin Street adjacent the entrance.

The bike parking provision falls substantially short of the desired rate, however in CIRQA's opinion, these rates are an over-estimation and if provided, would not get used to full capacity.

CIRQA provides an alternative rate as found in the guide Austroads' "*Cycling Aspects of Austroads Guides"* which specifies 1 space per 4 lodging rooms and 1 visitor space per 16 lodging rooms. This would equate to 39 resident parks, 1 staff park and 11 visitor parks (totalling 51 spaces).

This would result in a shortfall of 6 bike parks.

It is agreed that the site's location and access to a number of services and transport options gives occupants a choice in how they wish to travel and furthermore, a number of ride share services are available in the city and scooters are becoming a viable option which don't take up as much space and can be stored within dwellings. Additionally, many of the dwellings have sufficient space on their balconies to store bikes, which is also common to eliminate the risk of theft.

The GA has raised the location of the bike parking as an area for improvement, stating that it contributes to an inactive frontage on Gray Street, the access is constrained and should be located closer to the residential entrance.

The applicant considers that additional bike parking at the front would result in unnecessary clutter at the main entrance and reduce the activation to Franklin Street. Two bike parks are also provided at the entrance. Whilst it is acknowledged that there are less pedestrian movements on Gray Street and therefore less passive surveillance, other ways to activate Gray Street have been implemented in the design such as the green wall and seating and other security methods can be implemented such as CCTV to deter property theft.

It is considered that the number of bike parking spaces and their location is considered satisfactory in response to Traffic, Access and Parking PO 9.1 and 9.2.

An end-of-trip bathroom has been provided to cater for staff of the commercial building as sought by Traffic, Access and Parking PO 9.3.

Traffic Generation

Using the RTA's *"Guide to Traffic Generating Developments"*, CIRQA forecasts the development to generate in the order of 23 AM and 25 PM peak hour trips.

The following assumptions were made regarding movements from the site:

- 30% of movements associated with the dwellings will be to the site and 70% from the site in the AM and vice versa during the PM hours
- 50% of movements associated with the retail will be to the site and 50% from the site for both AM and PM
- 45% of movements to/from the site will be to the north via Gray Street in the AM and PM
- 55% of movements to/from the site will be to the south via Gray Street in the AM and PM

CIRQA considers the vehicle movements to be low and readily accommodated on the adjacent road network and surrounding intersections with minimal impact upon their operation.

The proposal is therefore considered to satisfactorily meet Traffic, Access and Parking PO 1.1 which requires development to be integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

Site Contamination

The proposed development does not involve a change in the use of the land that constitutes a more sensitive use. The land is suitable for its intended use in accordance with Site Contamination PO 1.1.

CONCLUSION

The proposed development which comprises a ground floor commercial use and residential dwellings above (including affordable housing) are anticipated in the Capital City Zone and fosters the Desired Objectives of the zone to support residential facilities which supports population growth and provides opportunities for employment and activation.

The height of the building satisfies the desired height limits in the zone and its location and siting reinforce the grid-like pattern of the city. The design incorporates architectural features that positively contributes to the streetscape through an articulated façade and vibrant presentation that leans into its corner position along one of the City's main boulevards.

It is acknowledged that there are some suggestions for refinements that were desired from the Government Architect and the City of Adelaide, however, the applicant did not consider these feasible and has articulated their reasons for not pursuing these outcomes. It was determined that some of these matters could be resolved via reserved matters and others, when assessed against the policies of the Planning and Design Code, were not fatal to the merits of the proposal and were determined not to have unreasonable impacts on the functioning of the development or the streetscape when considered in context of its site and the locality.

The proposed development is considered to generally satisfy the provisions of the Planning and Design Code with respect to building design, building height, safety, environmental performance, waste management and traffic and access.

Where there are deviations from recommended policy outcomes, they are not detrimental to the outcome of the development or to neighbouring land uses, and the application is not considered to be one that could reasonably be determined to be seriously at variance to the relevant policy provisions. Accordingly, conditional planning consent is recommended, subject to the reserve matters listed below:

RECOMMENDATION

It is recommended that the SCAP 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 26000407, by Beausight Investment Pty Ltd is granted Planning Consent subject to the following conditions and 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:

Reserved Matter 1

The applicant shall submit a final detailed schedule of external materials and finishes and a physical samples board prepared in consultation with the Government Architect, to the satisfaction of the State Planning Commission.

Reserved Matter 2

A final stormwater management plan and related architectural and civil drawings which addresses potential flood risk management in consultation with the City of Adelaide, to the satisfaction of the State Planning Commission.

Reserved Matter 3

A landscaping plan or strategy shall be provided, in collaboration with the Government Architect, detailing the integration of the landscaping identified on the architectural plans, to the satisfaction of the State Planning Commission.

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

The development shall be designed and constructed to be accordance with the Ministerial Building Standard MBS 010 *Construction requirements for the control of external sound (MBS 010)* to mitigate against noise ingress from the roadway and mixed land uses.

Condition 3

All on-site vehicle parking be constructed in accordance with AS/NZS 2890.1:2004 and AS 5124:2017.

Condition 4

All bicycle parks shall be designed and constructed in accordance with Australian Standard AS2890.3-2015.

Condition 5

Impermeable balustrades shall be installed to the corner balconies on the north-west, north-east and south-west balconies to achieve walking comfort levels identified in the Vipac Desktop Wind Impact Study with document reference 30N-25-0337-TRP-116468-0 and dated 14 October 2025.

ADVISORY NOTES

Planning Consent

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

A Construction Environmental Management Plan (CEMP) should be prepared in collaboration with, and to the satisfaction of, the Local Government Authority prior to the issue of Development Approval. The approved CEMP shall be implemented throughout the development and should incorporate, without being limited to, the following matters:

- Car parking and access arrangements for tradespersons
- Siting of materials storage
- Site offices
- Work in the Public Realm
- Hoarding
- Site amenities
- Traffic requirements including construction access/egress and heavy vehicle routes
- Reinstatement of infrastructure
- Site contamination management, if required (prepared by a suitably qualified and experienced site contamination consultant in accordance with EPA guidelines)

Advisory Notes recommended by (Adelaide Airport) The Secretary of the relevant Commonwealth Department responsible for administering the Airports Act 1996.

Advisory Note 6

The application has been assessed and the development with a building height of approximately RL 87.6 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.

For Adelaide Airport to commence the approval the overall building height including all structures is required to be provided in AHD.

The development will infringe the OLS by approximately 27.6 metres.

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