### APPLICATION ON NOTIFICATION –155/M009/18 V1

<table>
<thead>
<tr>
<th>Applicant:</th>
<th>Caca Nominees Pty Ltd &amp; ALDI C/ Buildtec Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Number:</td>
<td>155/M009/18 V1</td>
</tr>
<tr>
<td>Nature of Development:</td>
<td>Variations to approved Development Application 155/M009/18, including: Modification to 'Type A' dwellings: increase in on-site car parking/garaging, expansion of building footprint, modified vehicle access to the eastern most Type A dwelling from Stephen Street and streetscape appearance of one Type A dwelling, relocation of electrical transformer on Stephen Street approximately nine (9) metres east; and Modification of ‘Type B’ dwellings: a reduced number of proposed dwellings from thirteen (13) to eleven (11) dwellings, incorporation of upper level balconies (levels 1 &amp; 2) fronting Stephen Street and associated modification to the floor plan and removal of east facing upper level windows on the eastern Type B dwelling; and Modification to the width and configuration of the internal laneway accessed from Sydenham Road.</td>
</tr>
<tr>
<td>Development Type:</td>
<td>Merit</td>
</tr>
<tr>
<td>Subject Land:</td>
<td>76 Magill Road, Norwood</td>
</tr>
<tr>
<td>Development Plan:</td>
<td>Norwood Payneham and St Peters consolidated 19 December 2017</td>
</tr>
<tr>
<td>Zone / Policy Area:</td>
<td>Urban Corridor Zone / High Street Policy Area</td>
</tr>
<tr>
<td>Contact Officer:</td>
<td>Janaki Benson</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>08 8343 2339</td>
</tr>
<tr>
<td>Consultation Start Date:</td>
<td>13 May 2019</td>
</tr>
<tr>
<td>Consultation Close Date:</td>
<td>24 May 2019</td>
</tr>
</tbody>
</table>

During the notification period, hard copies of the application documentation can be viewed at the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders St, Adelaide, during normal business hours. Application documentation may also be viewed during normal business hours at the local Council office (if identified on the public notice).

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered or emailed to the State Commission Assessment Panel.
Any representations received after the close date will not be considered.

Postal Address:
The Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Street Address:
Development Division
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
ADELAIDE

Email Address: scapreps@sa.gov.au
Applicant: Caca Nominees Pty Ltd & ALDI C/ Buildtec Group

Development Number: 155/M009/18 V1

Nature of Development: Variations to approved Development Application 155/M009/18, including:

Modification to ‘Type A’ dwellings: increase in on-site car parking/garaging, expansion of building footprint, modified vehicle access to the eastern most Type A dwelling from Stephen Street and streetscape appearance of one Type A dwelling, relocation of electrical transformer on Stephen Street approximately nine (9) metres east; and

Modification of ‘Type B’ dwellings: a reduced number of proposed dwellings from thirteen (13) to eleven (11) dwellings, incorporation of upper level balconies (levels 1 & 2) fronting Stephen Street and associated modification to the floor plan and removal of east facing upper level windows on the eastern Type B dwelling; and

Modification to the width and configuration of the internal laneway accessed from Sydenham Road.

Development Type: Merit

Zone / Policy Area: Urban Corridor Zone / High Street Policy Area

Subject Land: 76 Magill Road, Norwood

Contact Officer: Janaki Benson

Phone Number: 08 8343 2339

Close Date: 24 May 2019

My Name: ___________________________ My phone number: ___________________________

Primary method(s) of contact: Email: ___________________________

Postal Address: ___________________________ Postcode: __________

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.

My interests are: (please tick one)

☐ owner of local property

☐ occupier of local property

☐ a representative of a company/other organisation affected by the proposal

☐ a private citizen

The address of the property affected is: ___________________________ Postcode: __________

My interests are: (please tick one)

☐ I support the development

☐ I support the development with some concerns

☐ I oppose the development

The specific aspects of the application to which I make comment on are: ____________________________________________
I: ☐ wish to be heard in support of my submission

☐ do not wish to be heard in support of my submission

(Please tick one)

By: ☐ appearing personally

☐ being represented by the following person

(Please tick one)

Signature: __________________________________________

Date: __________________________
DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: City of Norwood Payneham & St Peters
APPLICANT: Caca Nominees Pty. Ltd. & ALDI Stores
Postal Address: C/O - Buildtec Group
99 King William Street, Kent Town, South Australia
Owner: Urban Renewal Authority
Postal Address: Level 9 (west), Riverside Centre
North Terrace Adelaide SA 5000

TO BE CONFIRMED

FOR OFFICE USE
Development No:
Previous Development No:
Assessment No:

☐ Complying
☐ Non Complying
☐ Notification Cat 2
☐ Notification Cat 3
☐ Referrals/Concurrences
☐ DA Commission
Application forwarded to DA
Commission/Council on
Decision:
Type:
Date: / / 

Planning:
Building:
Land Division:
Additional:
Development Approval:

Licence No:

CONTACT PERSON FOR FURTHER INFORMATION
Ekistics Planning and Design
Name: Richard Dwyer
Telephone: 08 7231 0286 [work] 0402 344 401 [Ah]
Fax: [work] [Ah]

EXISTING USE: Industry
(Manufacturing & Warehouses)

DESCRIPTION OF PROPOSED DEVELOPMENT
Variation to staged mixed use development DA155/M009/18

LOCATION OF PROPOSED DEVELOPMENT:
76 Magill Road, Norwood SA 5067

House No Lot No Street:
Section No [full/part] Hundred:
Section No [full/part] Hundred:

LAND DIVISION:
CT 6153 / 860, 845, 954, 855, 856, 857, 849, 850, 847, 846, 848, 852, 853, 854 & 851.

Site Area [m²] Reserve Area [m²] No of existing allotments
Number of additional allotments [excluding road and reserve]:
Lease:

BUILDING RULES CLASSIFICATION SOUGHT:
Present classification:
If Class 5,6,78 or 9 classification is sought, state the proposed number of employees:
Male: Female:
If Class 8a classification is sought, state the number of persons for whom accommodation is provided:
If Class 8b classification is sought, state the proposed number of occupants of the various spaces at the premises:

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID?

DEVELOPMENT COST [do not include any fit-out costs] Nil

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE: ____________________________ Dated: 15/3/19
To:

From:

Date of Application:  /  /  

Location of Proposed Development: 26 Magill Road, Norwood (76-10)

House No: ______ Lot No: ______ Street: _____________

Town/Suburb: ________________________________

Section No (full/part): _______ Hundred: _____

Volume: _____ Folio: _____

Nature of Proposed Development:

I, Daniel Jenkins, being the applicant/ a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under clause 2A(1) of Schedule 5 of the Development Regulations 2008.

Signed: ___________________________ Date: 18/3/19
Note 1
This declaration is only relevant to those development applications seeking authorisation for a form of
development that involves the construction of a building (there is a definition of 'building' contained in section 4(1)
of the Development Act 1993), other than where the development is limited to –

a) an internal alteration of a building; or  
 b) an alteration to the walls of a building but not so as to alter the shape of the building.

Note 2
The requirements of section 86 of the Electricity Act 1996 do not apply in relation to:

a) an aerial line and a fence, sign or notice that is less than 2.0 m in height and is not designed for a 
   person to stand on; or  
 b) a service line installed specifically to supply electricity to the building or structure by the operator of 
   the transmission or distribution network from which the electricity is being supplied.

Note 3
Section 86 of the Electricity Act 1996 refers to the erection of buildings in proximity to powerlines. The regulations 
under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4
The majority of applications will not have any powerline issues, as normal residential setbacks often cause the 
building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away 
from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist; or where the development:

• is on a major road; 
• commercial/industrial in nature; or  
• built to the property boundary.

Note 5
An information brochure: 'Building Safely Near Powerlines' has been prepared by the Technical Regulator to 
assist applicants and other interested persons.

This brochure is available from council and the Office of the Technical Regulator. The brochure and other 
relevant information can also be found at sa.gov.au/energy/powerlinesafety

Note 6
In cases where applicants have obtained a written approval from the Technical Regulator to build the 
development specified above in its current form within the prescribed clearance distances, the applicant is able to 
sign the form.
Ms Gabrielle McMahon  
Department of Planning Transport & Infrastructure  
Level 5, 50 Flinders Street  
Adelaide SA 5001

Dear Ms McMahon,

RE: VARIATION TO APPROVED DEVELOPMENT APPLICATION FOR A MIXED USE DEVELOPMENT AT 76 MAGILL ROAD, NORWOOD (DA155/M009/18)

We refer to the development application (DA155/M009/18) made on behalf of Caca Nominees Pty. Ltd. and ALDI Stores for a ‘Staged mixed-use development comprising an ALDI supermarket and shops, a seven (7) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a Regulated Tree’ at 76 Magill Road, Norwood.

The original application received Development Plan Consent from the State Commission Assessment Panel (SCAP) on 13 December 2018 and was subject to twenty (20) conditions of approval. A copy of the Decision Notification Form is attached in Appendix 1.

The applicant, ALDI Stores and Caca Nominees Pty Ltd., now seeks an amendment to the approved development authorisation pursuant to Section 39(6) of the Development Act, 1993.

1. Subject Site

The subject land is located at 76 Magill Road, Norwood and comprises 19 Allotments identified in Table 1.1.

<table>
<thead>
<tr>
<th>Certificate of Title</th>
<th>Volume</th>
<th>Folio</th>
<th>Lot</th>
<th>Plan</th>
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<td>10</td>
<td>6153</td>
<td>846</td>
<td>17</td>
<td>FP100166</td>
</tr>
</tbody>
</table>
2. Zone and Policy Framework

The subject land is located within the Norwood Payneham and St Peters Council and accordingly, the relevant Development Plan is the Norwood Payneham and St Peters (City) Development Plan – Consolidated 19 December 2017.

The subject land is located within the ‘High Street Policy Area 14.3’ of the ‘Urban Corridor Zone’. Figure 2.1 below shows the relevant zoning for the site and the surrounding land.

*Figure 2.1 Zoning and Policy Areas*
3. Proposed Amendment

The proposed variation to approved Development Application DA155/M009/18 seeks the following amendments to approved plans:

- Modification to the approved ‘Type A’ detached dwellings including:
  - Amendment to two ‘Type A’ dwellings to incorporate double rather than single garages with access retained from a rear private lane;
  - Expansion of the building footprint of the approved seven (7) ‘Type A’ dwellings resulting from the additional vehicle garage space allocated to two (2) of the dwellings;
  - Relocation of the approved electrical transformer fronting Stephen Street approximately nine (9) metres to the east responding to the expanded building footprint of the ‘Type A’ Dwellings;
  - Modified vehicle access to the eastern ‘Type A’ dwelling with vehicle access proposed from Stephen Street rather than the rear private lane (resulting from the expanded and modified building footprint of the ‘Type A’ dwellings and their interrelationship with the approved car park for the ALDI Supermarket);
  - Modification to the streetscape appearance of one dwelling including the incorporation of a single roller door fronting Stephen Street;

- Modification to the approved ‘Type B’ detached dwellings including:
  - A reduction in the number of proposed ‘Type B’ dwellings from thirteen (13) dwellings to eleven (11) dwellings to compensate for the eastern expansion of the overall building footprint of the proposed ‘Type A’ dwellings;
  - Incorporation of upper level balconies (Level 1 and 2) fronting Stephen Street and associated minor modification to the floor plan of the approved ‘Type B’ dwellings to respond to the proposed new balcony configuration; and
  - Removal of east facing upper level windows on the eastern ‘Type B’ dwelling to reflect the modified internal dwelling layout (high level stair well windows have been removed associated with relocation of the internal stairwell);

- Modification to the width and configuration of the internal laneway linking to Sydenham Road to improve commercial and residential vehicle access and circulation including:
  - Increase in the laneway width from 6.3 metres to 7.6 metres comprising:
    - A wider northern landscaped verge which has been increased from 300mm to 600mm;
    - A wider carriageway which has been increased from 6.0 metres to 7.0 metres;
  - A reduced setback of the boundary of the laneway to the adjoining ‘Type A’ dwellings from:
    - 3.2 metres to 1.9 metres to the ground level / garage of each dwelling; and
- 1.7 metres to 400mm to first storey overhang of each dwelling.

The configuration of the proposed laneway as originally approved and as proposed via this variation application is identified spatially in **Figure 3.1** and **Figure 3.2** respectively.

**Figure 3.1 Laneway As Approved**

![Laneway As Approved](image1)

**Figure 3.2 Proposed Laneway Configuration**

![Proposed Laneway Configuration](image2)
The proposed new laneway configuration will provide a wider laneway and carriageway for more comfortable use by vehicles accessing the ALDI Store and also residents accessing the garages of the townhouses.

The proposed variations to the ‘Type A’ dwellings are a direct response to market demand with a strong market preference for double rather than single garages. The proposed variations to the ‘Type B’ dwellings provide greater articulation to the façade of the dwellings fronting Stephen Street and the increased fenestration and small ‘Juliette Balconies’ will assist to provide enhanced passive surveillance of the public realm.

Importantly, the area and dimension of useable private open space (ground level and balconies) for both the ‘Type A’ and ‘Type B’ dwellings remains generally consistent with the configuration of approved dwellings on the site and the area of storage within each dwelling is not proposed to be amended from the approved development concept.

There are no proposed alterations to the approved ALDI Supermarket, ‘Type C’ dwellings, ‘Type D’ dwellings, apartment buildings or other public and communal open space.

Three (3) sets of revised plans and elevations for the proposed variation application have been prepared by Tectvs Architects and are attached at Appendix 2.

Finally, to address banking and finance requirements, it is also requested that a separate staged decision Notification form be issued for each of the detached dwellings forming part of the overall development consent. We would be pleased to further discuss this request with the Department to resolve the required process and procedures to achieve this outcome.

4. Procedural Considerations

The proposed development must be assessed against the Norwood Payneham St Peters Development Plan consolidated on the 19 December 2017.

We note that there has been no Development Plan policy content change since assessment and authorisation of the original development application.

The variation is proposed pursuant to Section 39(6) of the Development Act, 1993 which states:

(6) Subject to this section, a person may seek the variation of a development authorisation previously given under this Act (including by seeking the variation of a condition imposed with respect to the development authorisation).

In requesting The State Commission Assessment Panel (SCAP) consideration and assessment of a new ‘variation application’ it is noted that:

- pursuant to Section 39 (7)(a) of the Development Act, 1993 the relevant authorisation is still operative (recognising that pursuant to the ‘Advisory Notes’ Development Plan Consent will expire 5 years from the Decision Notification dated 13 December 2018);
5. Development Plan Assessment

As a variation application, it is only those parts of the application that have been varied that require assessment against the Development Plan.

An assessment of the proposed variations against the more relevant ‘Zone’ and ‘Council Wide’ Objectives and Principles of Development Control of the Norwood Payneham St Peters Development Plan is provided below.

5.1 Land Use / Dwelling Yield

The land use mix on site is not proposed to be amended in association with this variation application.

Notwithstanding, the number of residential dwellings on site is proposed to be reduced from 241 dwellings down to 239 dwellings which represents a slight reduction in dwelling yield from 127 dw/ha down to 126 dw/ha. Proposed dwelling density therefore still exceeds the minimum net residential site density of 60 - 100 dw/ha as specified by the Desired Character Statement of the ‘Urban Corridor Zone’.

5.2 Laneway Access & Configuration

The provisions of the Development Plan that are most relevant to the assessment of the proposed laneway design and configuration are identified as follows:

- Urban Corridor Zone

  **PDC 12** Vehicle access points on side streets and rear access ways should be located and designed to:

  (a) minimise the impacts of headlight glare and noise on nearby residents; and

  (b) avoid excessive traffic flows into residential streets.

- Desired Character

  New development should not rely on the creation of new vehicle access points on Primary Road Corridors, with vehicle access directed to side streets and rear laneways where possible.

  **PDC 117** Driveways and parking areas should be designed and constructed to:

  (a) follow the natural contours of the land;

  (b) minimise excavation and/or fill;

  (c) minimise the potential for erosion from surface runoff;

  (d) avoid the removal of existing vegetation, including street trees; and

  (e) be consistent with Australian Standard AS: 2890 – Parking facilities
An independent traffic assessment has been undertaken by GTA Engineers (attached in Appendix 3) who have confirmed that:

- The proposed changes to the lane configuration will not change the crossover to Sydenham Road with the same crossover width retained;
- The proposed laneway and crossover to Sydenham Street has been designed to provide appropriate access for a 19 metre semi-trailer exit movement from the proposed ALDI Store (and will enable the appropriate exit movement of the truck to Sydenham Road with a simultaneous entry movement by a car as demonstrated in Figure 5.1 below);
- The laneway will meet the dimensional requirements of the Australian Standards for Off-Street Parking (AS2890.1) and Off-Street Commercial Vehicle Facilities (AS2890.2) for access carriageways and clearances for heavy and light vehicles; and
- There will be acceptable clearance from the garage doors of the proposed ‘Type A’ dwellings to the carriageway to enable drivers to reverse from each garage and view approaching traffic (as originally planned).

**Figure 5.1 Turn Path Diagram of truck exit movement to Sydenham Road**

The proposed variation to the laneway will not only provide better access for both commercial and residential uses on the site, but it will also result in improved and more generous landscape provision to the northern side of the laneway (landscape verge increased from 300mm to 600mm). This will facilitate a denser landscape.
buffer to the adjoining car park of the Alma Hotel and provide an improved northern outlook from the proposed ‘Type A’ dwellings.

GTA Traffic Engineers have concluded that:

In summary, the proposed revision to the laneway will provide a wider northern verge (0.3m to 0.6m) and wider carriageway (from 6.0m to 7.0m). The revision will maintain suitable clearance to the proposed townhouses on the southern side of the laneway, with additional clearance of 1.0 metres from the edge of the laneway to the ground level frontages and garages of the townhouses. There will also be 400mm clearance from the laneway to the first level overhang of the townhouses.

The proposed driveway at Sydenham Road will not essentially change with the same width crossover proposed. The proposed configuration will meet the requirements of the relevant standards for Off-Street Parking and Off-Street Commercial Facilities to facilitate safe and efficient access by heavy and light vehicles. A review of turn paths for the exit movement by semi-trailers from the ALDI Store and entering movements by cars has found the layout to be appropriate for these movements.

5.3 Vehicle Car Parking

The provisions of the Development Plan that are most relevant to the assessment of vehicle car parking for detached dwellings in the Urban Corridor Zone are identified as follows:

Urban Corridor Zone

Desired Character Statement

The provision of on-site vehicle parking will be in accordance with the vehicle parking rates, which have been established for different land uses, however, some opportunity to discount these rates will be considered in circumstances set out in the City Wide principles of development control. In instances where discounted vehicle parking rates are assessed as appropriate for a new development, it is expected that a comparable increase in on-site facilities for bicycle and scooter parking is provided.

PDC 6 Vehicle parking should be provided in accordance with the rates set out in Table NPSP/9A - Off Street Vehicle Parking Requirements for Designated Areas.

Table NPSP/9A Off Street Vehicle Parking Requirements for Designated Areas.

PDC 3 Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas;
(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained;

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means (including a contribution to a car parking fund);

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening;

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

<table>
<thead>
<tr>
<th>Location of development</th>
<th>Number of bedrooms, or rooms capable of being used as a bedroom</th>
<th>Number of required vehicle parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Corridor Zone</td>
<td>1 or 2 bedrooms, 3+ bedrooms</td>
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</tr>
</tbody>
</table>

The ‘Type A’ detached dwellings are three (3) bedroom dwellings and pursuant to Table NPSP/9A (Off Street Vehicle Parking Requirements for Designated Areas) a three (3) bedroom dwelling should provide a minimum of two (2) car parking spaces within the Urban Corridor Zone. The proposed variation application seeks to provide two (2) covered car parking spaces for two of the ‘Type A’ dwellings which were previously approved with only one covered car parking space. The proposed amendment to approved plans therefore increases car parking provision for two ‘Type A’ dwellings in direct alignment with the quantitative car parking standards provided in Table NPSP/9A of the Norwood Payneham St Peters Development Plan.

5.4 Vehicle Access to Dwellings

The provisions of the Development Plan that are most relevant to the assessment of vehicle access to the modified detached dwellings in the Urban Corridor Zone are identified as follows:

Urban Corridor Zone

High Street Policy Area

Area H

Vehicle access should primarily be provided from Stephen Street via common driveways and/or to the rear of dwellings. Pedestrian access should be provided through the site, linking Stephen Street and Chimney Park to Magill Road.

Movement, Transport & Car Parking

Access

PDC 112 Development should have direct access from an all-weather public road.
Development should be provided with safe and convenient access which:

(a) avoids unreasonable interference with the flow of traffic on adjoining roads;

(b) provides appropriate separation distances from existing roads or level crossings;

(c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision; and

(d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

Residential development should minimise the impact of driveways and garaging on the character of the existing streetscapes and maximise opportunity for soft landscaping.

The proposed variation to the original development authorisation seeks to modify vehicle access to the eastern ‘Type A’ dwelling with vehicle access proposed from Stephen Street rather than the rear private lane. Previously all ‘Type A’ dwellings were approved with rear access from an internal private lane. The proposed expansion of the building footprint of the ‘Type A’ dwellings to the east has resulted in the need for one ‘Type A’ dwelling to provide vehicle access direct to Stephen Street to avoid any modification to the approved ALDI car park configuration and its design efficiency.

Importantly, there is a proposed reduction in the overall number of vehicle crossovers providing vehicle access / egress to Stephen Street given the proposed removal of two (2) ‘Type B’ dwellings fronting Stephen Street. (i.e. 17 crossovers reduced to only 16 crossovers onto Stephen Street).

Vehicle access to Stephen Street is envisaged and contemplated in ‘Area H’ in the High Street Policy Area and the proposed vehicle crossover will provide safe and convenient access to this dwelling from an all-weather public road.

5.5 Building Appearance & Design

The Development Plan provisions that follow are considered most relevant to the issue of building appearance and design.

Urban Corridor Zone - Desired Character

New development will exhibit architectural merit, which favours contemporary leading edge design, particularly along the prominent Boulevard Policy Area frontages and in gateway locations

Urban Corridor Zone - Design and Appearance

PDC 8 Buildings on sites with a frontage width of greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

Design & Appearance of Land and Buildings

PDC 29 Except where the zone or policy area objectives, principles of development control and/or desired character of a locality provide otherwise, new buildings:
(a) may be of a contemporary appearance and exhibit an innovative style;
(b) should complement the urban context of existing buildings on adjoining and nearby land in terms of:
   (i) maintenance of existing vertical and horizontal building alignments
   (ii) architectural style, building shape and the use of common architectural elements and features;
   (iii) consistent colours, materials and finishes; and
(c) should not visually dominate the surrounding locality.

**PDC 30** Buildings should be designed to minimise their visual bulk and provide visual interest through design elements such as:

(a) articulation;
(b) colour and detailing;
(c) materials, patterns, textures and decorative elements;
(d) vertical and horizontal components;
(e) design and placement of windows;
(f) window and door proportions;
(g) roof form and pitch;
(h) verandahs and eaves; and
(i) variations to facades.

**PDC 33** Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walls facing areas exposed to public view.

**PDC 36** Balconies should:

(a) be integrated with the overall architectural form and detail of the building;
(b) be sited to face predominantly north or east to provide solar access;
(c) be self-draining and plumbed to minimise runoff; and
(d) be recessed where wind would otherwise make the space unusable.

**Crime Prevention**

**PDC 60** Buildings should be designed to overlook public and communal open spaces and streets to allow casual surveillance.

**Residential Development**
**PDC 211:** Unless the desired character of an area provides otherwise, garages and carports fronting a primary street should:

(a) be of a width that is minimised relative to the width of the dwelling frontage and in any case, should be designed with a maximum width (including the total width of any support structure) of 6.5 metres or 50 per cent (or 40 per cent in a Residential Historic (Conservation) Zone) of the allotment or building site frontage width, whichever is the lesser distance; and

(b) be set back at least 0.5 metres behind the main face of the associated dwelling, unless the main face incorporates projecting elements such as a portico or verandah, in which case the garage or carport may be in line with the main face of the associated dwelling (Refer to Figure 8); and

(c) be set back no less than 5.5 metres from the primary street frontage, to allow for vehicle parking.

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Medium and High Rise Development (3 or more storeys)

**PDC 260** Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.

**PDC 261** In repetitive building types, such as row housing, the appearance of building facades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, facade spacings and the like.

**PDC 262** Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.

**PDC 263** Buildings should:

(a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies);

(b) be designed to reduce visual mass by breaking up the building façade into distinct elements;

(c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
One ‘Type A’ dwelling is proposed to be redesigned to incorporate a single garage fronting Stephen Street. In accordance with PDC 211, the proposed single garage of the ‘Type A’ dwelling fronting Stephen Street is minimised relative to the width of the dwelling frontage and is:

- Less than 6.5m in width or 50% of the allotment frontage; and
- Recessed approximately 0.5 metres behind the main face of the associated dwelling.

The proposed garage is setback 3.6 metres from Stephen Street (new boundary following road widening) and whilst less than 5.5 metres in depth it has not been designed to accommodate (or encourage) tandem vehicle car parking. Importantly, the setback to the main facade of this dwelling from the primary street frontage (Stephen Street) is not proposed to be varied from the original consent.

Proposed modifications to the ‘Type B’ dwellings including new upper level balconies (Level 1 and 2) fronting Stephen Street and associated minor modifications to the floor plan of each dwelling to respond to the proposed new balcony configuration.

In accordance with Zone PDC8 and Council Wide PDC 29, 30, 33, 261, 262 & 263 the proposed fenestration and balconies on the ‘Type B’ dwellings fronting Stephen Street have been designed to break up the façade of the dwellings and provide further building articulation and visual interest. The increased fenestration and proposed small ‘Juliette Balconies’ facing Stephen Street will also enhance passive surveillance of the public realm to assist with crime prevention through environmental design (CPTED) in accordance with Council Wide PDC 60.

Building height and setbacks of each dwelling are not proposed to be altered and the area of storage within each dwelling is not proposed to be amended from the approved development concept.

5.6 Private Open Space

The site area and area of private open space at ground level for each ‘Type A’ dwelling has been marginally reduced associated with the proposed widening of the internal laneway. The area and configuration of ground level private open space that is directly accessible to the internal living area of each dwelling remains unchanged from the original application with the exception of the eastern ‘Type A’ dwelling which has been reoriented with vehicle access from Stephens Street. The modified eastern ‘Type A’ dwelling still contains an area of open space of 52m² (with a minimum dimension in excess of 2.5 metres) that is directly accesible from the internal living area of the dwelling. Principle of Development Control 222(a)(ii) states:

**PDC 222** Private open space (land available for the exclusive use of residents of each dwelling) may comprise one or more of the following forms:

(a) a ground level courtyard, garden, yard, decking or patio space, or other private open space that:

(i) is screened to achieve privacy from adjoining properties and public areas by a suitable fence of at least 1.8 metres in height. The space should not be located between the primary street frontage and the main face of an existing or proposed building unless high, solid front fences form part of the existing streetscape or the desired character of the locality; and
(ii) has a minimum dimension of 2.5 metres and a minimum area of 10 square metres;

(b) a roof top outdoor private open space, with a minimum dimension of 2.5 metres provided the area is equal to or greater than 10 square metres; or

(c) a balcony, terrace, or other upper level outdoor areas (other than a roof top outdoor area), with a minimum dimension of 2 metres, provided the area of each is equal to or greater than 8 square metres.

The modified ‘Type A’ dwellings therefore continue to satisfy the quantitative provisions of Principle of Development Control 222(a)(ii) which identifies that private open space should have a minimum dimension of 2.5 metres and a minimum area of 10 square metres.

Importantly, these dwellings were never designed to achieve a minimum area of private open space of 35m² (with one area of 16m² and a minimum dimension of 4m) in accordance with City Wide PDC 225(b).

6. Conclusion

The proposed variation is required to ensure that the ‘Type A’ dwellings better respond to market demand with a strong market preference for double rather than single garages. The variations to the ‘Type B’ dwellings are proposed to provide greater visual interest and articulation to the façade of the dwellings fronting Stephen Street with the increased fenestration and small ‘Juliette Balconies’ fronting Stephen Street also providing enhanced passive surveillance of the public realm.

The proposed new laneway configuration will provide a wider laneway and carriageway for more comfortable use by vehicles accessing the ALDI Store and also residents accessing the garages of the townhouses.

The proposed variation to the original development authorisation represents appropriate and orderly development that deserves favourable consideration for approval given:

- There is no proposed variation to the approved land use mix on site and dwelling density has only marginally been reduced from 127 dw/ha to 126 dw/ha;
- Two (2) car parking spaces are now proposed in association with two (2) of the ‘Type A’ dwellings (that were previously approved with only one car parking space) which is aligned with Table NPSP/9A (Off Street Vehicle Parking Requirements for Designated Areas) of the Development Plan which seeks a minimum of two (2) car parking spaces for a three (3) bedroom dwelling in the Urban Corridor Zone;
- It results in one of the ‘Type A’ dwellings having vehicle access to Stephen Street (rather than a rear private lane) however it results in an overall reduction in the number of vehicle crossovers on Stephen Street associated with the proposed removal of two (2) ‘Type B’ dwellings (i.e. 17 crossovers reduced to only 16 crossovers onto Stephen Street);
- One ‘Type A’ dwelling is proposed to be redesigned to incorporate a single garage fronting Stephen Street (rather than a rear private lane) however the width of the single garage is minimised relative to the width of the dwelling and allotment frontage and the garage is recessed behind the main face of
the associated dwelling to de-emphasise this design element relative to the habitable living areas of
the dwelling;

- The site area and area of private open space at ground level for each ‘Type A’ dwelling has been
  marginally reduced associated with the proposed widening of the internal laneway however the area
  and configuration of ground level private open space that is directly accessible to the internal living
  area of each dwelling remains unchanged from the original application with the exception of the
  eastern ‘Type A’ dwelling which has been reoriented to achieve vehicle access from Stephens Street
  whilst preserving an area of open space that exceeds 10m² (52m²) with a minimum dimension in
  excess of 2.5 metres;

- The increased fenestration and proposed new balconies on the ‘Type B’ dwellings will provide greater
  visual interest and articulation to the façade of the dwellings and provide enhanced passive
  surveillance of the public realm;

- The proposed amendment to the laneway configuration will:
  » Provide a wider carriageway (from 6.0m to 7.0m) and improved access for both commercial and
    residential uses on the site;
  » Will result in improved and more generous landscape provision to the northern side of the laneway
    (landscape verge increased from 300mm to 600mm);
  » Maintain suitable clearance to the proposed townhouses on the southern side of the laneway;
  » Provide appropriate access for a 19 metre semi-trailer exit movement from the proposed ALDI Store;
    and
  » Meet the requirements of the relevant standards for Off-Street Parking and Off-Street Commercial
    Facilities to facilitate safe and efficient access by heavy and light vehicles.

Accordingly, the proposed variation application is generally aligned with the most relevant provisions of the
Development Plan and warrants Development Plan Consent, subject to reasonable and relevant conditions.

On this basis, we look forward to your prompt processing of the application, advice of key processing decisions
and to the earliest possible assessment and determination of the application.

Please do not hesitate to contact the undersigned on (08) 7231 0286 or direct on 0402 344 401 should you wish
to discuss the enclosed variation application, or should you require any additional information in support of the
application.

Yours sincerely

Richard Dwyer
Managing Director
Appendix 1. Decision Notification (DA155/M009/18)
FOR DEVELOPMENT APPLICATION  DATED:  28 August 2018
REGISTERED ON: 27 August 2018

TO:  Caca Nominees Pty Ltd & ALDI Stores
     C\O Buildtec Group
     99 King William Street
     KENT TOWN  SA  5067

EMAIL:  rdwyer@ekistics.com.au & dd@buildtec.com.au

LOCATION OF PROPOSED DEVELOPMENT:

<table>
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<tr>
<th>Address</th>
<th>Title</th>
<th>Plan parcel</th>
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NATURE OF PROPOSED DEVELOPMENT: Staged mixed-use development comprising an ALDI supermarket and shops, a 7 (seven) storey residential flat building comprising 5 tower elements, 33 (thirty-three) townhouses of both a detached and group dwelling nature, and associated signage, car parking, fencing, retaining walls. earthworks and landscaping including removal of a regulated tree.

From:  STATE COMMISSION ASSESSMENT PANEL
In respect of this proposed development you are informed that:

<table>
<thead>
<tr>
<th>NATURE OF DECISION</th>
<th>DECISION</th>
<th>CONDITIONS</th>
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Any conditions imposed are set out on the attached sheet.

No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Notification Form, you must not start any site works or building work or change the use of the land until you have also received notification of a Development Approval.

Brett Miller  
TEAM LEADER – INNER METRO DEVELOPMENT ASSESSMENT  
On behalf of the  
STATE COMMISSION ASSESSMENT PANEL  
Date of Decision: 13 December 2018  
[ 5 ] Sheets Attached
DEVELOPMENT APPLICATION - 155/M009/18

Planning Conditions

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 155/M009/18.

   Plans drawn by TECTVS with project number 28055

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2. Prior to Development Approval for superstructure works, the applicant shall submit a final detailed schedule of external materials and finishes, developed in consultation with the Government Architect, to the reasonable satisfaction of the State Commission Assessment Panel.

3. Prior to development approval being granted for any stage the applicant shall submit a final stormwater management plan, developed in consultation with the City of Norwood Payneham & St Peters, to the reasonable satisfaction of the State Commission Assessment Panel.
4. The acoustic attenuation measures recommended in the Resonate Report (A180159RP1 Revision F Dated 31 July 2018), shall be fully incorporated into the building rules
documentation to the reasonable satisfaction of the SCAP. Such acoustic measures shall be
made operational prior to the occupation or use of the development.

5. Prior to Development Approval being granted for stages including public open space or public
realm works, the applicant shall submit a final landscaping plan and schedule, developed in
consultation with Norwood Paynham and St Peters Council, to the satisfaction of the SCAP.
Such a plan shall be cognisant of the Landscape Master Plan prepared by Hassell.

6. Prior to Development Approval being granted for stages that include communal open space,
the applicant shall submit a final landscaping plan and schedule to the reasonable satisfaction
of the State Commission Assessment Panel. Such a plan shall conform to the Landscape Master
Plan prepared by Hassell.

7. Landscaping shown on the approved plans shall be established prior to the operation of the
relevant stages of the development and shall be maintained and nurtured at all times with any
diseased or dying plants being replaced.

8. A watering system shall be installed at the time landscaping is established and operated so that
all plants receive sufficient water to ensure their survival and growth.

9. The recommendations detailed in the Sustainability Strategy Report, dated 31/07/2018 by D
Squared Consulting Pty Ltd, forming part of this consent shall be fully incorporated into the
development to the reasonable satisfaction of the State Commission Assessment Panel. Such
measures shall be made operational prior to the occupation or use of the development.

10. The transparent glazed areas to the northern frontage of the supermarket shall be kept clear
of stock and advertising signage at all times, to ensure clear visibility into the building is
retained.

11. Directional signage for the central communal carpark shall be installed to reinforce and advise
commercial customers of the entry from Magill Road.

12. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and
constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS
2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks
in accordance with sound engineering practice and appropriately line marked to the
reasonable satisfaction of the SCAP prior to the occupation or use of the development.

13. All bicycle parks shall be designed and constructed in accordance with Australian Standard
2890.3-2015.

14. All external lighting on the site shall be designed and constructed to conform to Australian
Standard (AS 4282-1997).

15. An appropriate Soil Erosion and Drainage Management Plan (SEDMP) (as described in the
"Stormwater Pollution Control, General Code of Practice for Local, State and Federal
Government") shall be prepared and implemented which includes a range of strategies to
collect, treat, store and dispose of stormwater during construction and from the final form of
the development (i.e. from roofs, driveways, parking areas, lawns, etc.) while minimising
disposal into the environment.

16. The operating hours of the compactor associated with the supermarket shall be limited to
between 7am and 10pm daily.
17. Waste collection vehicles shall be limited to collection between 7am and 7pm Monday to Saturday and 9am to 7pm on Sundays and public holidays.

18. The Sydenham Road exit shall only be used for truck traffic between the hours of 7am and 10pm. Any trucks utilising the site outside of these hours shall enter and exit directly to and from Magill Road.

19. The building Finished Floor Levels shall be in accord with submitted civil concept plan within the Stormwater Management Plan, unless varied by the final stormwater management plan.

20. A dilapidation survey including written, photographic and/or video filming of the interior and exterior of affected properties located adjacent the site to the east and west shall be prepared by a qualified structural engineer and a copy provided to Council prior to the issuing of Development Approval. A copy of the survey shall be made available to the owners of the relevant properties.

DPTI – TRANSPORT CONDITIONS

21. The ALDI car park and mixed use development access points on Magill Road shall be limited to left turn in, right turn in and left turn out movements only. The egress side of these access points shall be angled at 70 degrees to the road to reinforce their left out operation. The ALDI truck access shall be limited to left turn in only. Appropriate line marking and signage shall also be provided to reinforce the operation of the access points.

22. A channelised right turn lane shall be provided on Magill Road to serve the ALDI car park access. All required road works on Magill Road shall be designed and constructed in accordance with Austroads Guides/Australian Standards and to DPTI’s satisfaction. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant (unless otherwise agreed by DPTI). These road works shall be completed prior to occupation of the development.

The applicant shall contact DPTI’s, Traffic Operations Section, Network Planning Engineer, Ms Teresa Xavier on (08) 8226 8389 or via email at Teresa.Xavier@sa.gov.au, to discuss the proposed road works prior to undertaking any detailed design. Furthermore, the applicant shall enter into a “Developer Agreement” to undertake the above works.

23. Any obsolete crossovers/accesses shall be closed and reinstated to Council’s standard kerb and gutter at the applicant’s cost. This work shall be completed prior to operation of the development.

24. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. All commercial vehicle facilities shall be designed in accordance with AS 2890.2-2002.

25. The largest vehicle permitted to utilise the ALDI truck access point on Magill Road shall be restricted to a 20 metre semi-trailer (unless otherwise approved). The largest vehicle to utilise the other Magill Road access points shall be limited to a 6.4 metre Small Rigid Vehicle (SRV).

26. Clear sightlines, as shown in Figure 3.3 ‘Minimum Sight Lines for Pedestrian Safety’ in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

27. A Traffic Management Plan for the construction period of the development shall be produced in consultation with DPTI and the City of Norwood Payneham & St Peters to the satisfaction of the State Commission Assessment Panel prior to the commencement of construction. This plan shall detail the types, volumes and distributions of traffic and how they will be managed. All traffic movements shall be in accordance with this plan.
28. The existing bus stop adjacent the Magill Road frontage of the site shall be relocated to the satisfaction of DPTI and the State Commission Assessment Panel. The relocated will need to be made DDA compliant.

The applicant shall contact Mr Wayne Stewart, Senior Project Officer, Public Transport Operations and Planning on telephone (08) 7109 7240, or via email at: wayne.stewart@sa.gov.au, to discuss this relocation. All costs associated with that work must be borne by the applicant. These works shall be completed prior to operation of the development.

29. Signage on this site visible from the adjacent roads shall not contain any element that flashes, scrolls, moves or changes, or imitates a traffic control device.

30. All illuminated signs visible from Magill Road shall be limited to a low level of illumination (i.e. < 150Cd/m2).

31. Any floodlighting associated with the site shall be positioned and/or shielded so as to not produce glare or create a distraction for passing motorists on the abutting roads.

32. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads. Any alterations to road drainage infrastructure required to facilitate this shall be at the applicant’s cost.

ADVISORY NOTES

a. This Development Plan Consent will expire after 5 years from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.

b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.

c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

d. The development is proposed over multiple stages:

   - **Stage 1** – Proposed ALDI Supermarket and the rear Torrens Title townhouses:
     - Stage 1A – ALDI Supermarket;
     - Stage 1B – Type A Townhouses;
     - Stage 1C – Type B Townhouses;
   - **Stage 2** – Type C Townhouses, the western half of the mixed-use residential/commercial development plus public open space reserve;
   - **Stage 3** – Eastern half of the Mixed-Use Residential/Commercial development plus Community Title Townhouse development (Type D).

e. 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
f. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

g. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Norwood, Payneham & St Peters (Council) and implemented throughout construction in accordance with current industry standards including the Local Nuisance and Litter Control Act 2016, the EPA publications “Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition” and, where applicable, “Environmental Management of On-site Remediation” – to minimise environmental harm and disturbance during construction. The management plan should incorporate, without being limited to, the following matters:

- timing, staging and methodology of the construction process and working hours;
- traffic management strategies;
- control and management of construction noise, vibration, dust and mud;
- management of infrastructure services during construction and re-establishment of local amenity and landscaping;
- stormwater and groundwater management during construction;
- site security, fencing and safety and management of impacts on local amenity for residents, traffic and pedestrians;
- disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
- protection and cleaning of roads and pathways; and
- overall site clean-up.

h. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant’s expense.

i. 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.

j. The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from portion of the Magill Road frontage of this site for future upgrading of the Magill Road/Osmond Terrace/Nelson Street intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6 metres of the possible requirement.
Appendix 2. Proposed Plans for Development
Appendix 3. Traffic Assessment
Dear Daniel,

RE: 76 MAGILL ROAD, NORWOOD – PROPOSED CHANGES TO LANEWAY LAYOUT

I refer to the approved development located at 76 Magill Road in Norwood, being the former Caroma site, which has recently obtained Development Consent for a mixed use development. Part of that Development Consent included an access point to Sydenham Road on the western frontage of the site. I understand that a revision to the laneway design is proposed to better provide access for both commercial and residential uses on the site, and also better landscaping opportunities on the northern side of the laneway. As requested I have undertaken a review of the proposed revision to the laneway from traffic management perspective.

The approved configuration of the laneway was based on a lane width of 6.3 metres which would incorporate a 300mm verge on the northern side and 6.0 metre carriageway. A setback of approximately 3.2 metres was proposed from the boundary of the lane to the ground level/garage of each townhouse. There would be a clearance of 1.7 metres to the first-storey frontage of the proposed townhouses on the southern side from the boundary/carriageway edge.

The laneway as approved shown in Figure 1.

![Figure 1: Proposed Laneway as per Development Consent](image)

A revised configuration of the laneway is proposed to widen the laneway to 7.6 metres with a wider northern verge (600mm) and wider carriageway (7.0 metres). A setback of 1.9 metres would be retained to the garages of each townhouse under the first storey overhang (which will have 400mm clearance to the carriageway edge) from the boundary of the lane.
The proposed configuration is shown in Figure 2.

**Figure 2: Proposed Laneway Configuration**

![Proposed Laneway Configuration Diagram](image)

The proposed changes to the lane configuration will not change the crossover to Sydenham Road with the same crossover width retained to provide appropriate access for the 19metre semi-trailer exit movement from the proposed ALDI Store. Hence, the proposed truck movements have been checked and confirmed to enable appropriate exit movement of the truck with a simultaneous entry movement by a car.

A revised turn path diagram for the truck movement is shown in Figure 3.

**Figure 3: Turn path diagram of truck exit movement to Sydenham Road**

![Turn path diagram](image)

The proposed configuration will provide a wider laneway and carriageway for more comfortable use by vehicles accessing the ALDI Store and also residents accessing the garages of the townhouses. There will be acceptable...
clearance from the garage doors to the carriageway to enable drivers to reverse from the garage and view approaching traffic as was originally planned.

The laneway will meet the dimensional requirements of the Australian Standards for Off-Street Parking (AS2890.1) and Off-Street Commercial Vehicle Facilities (AS2890.2) for access carriageways and clearances for heavy and light vehicles.

In summary, the proposed revision to the laneway will provide a wider northern verge (0.3m to 0.6m) and wider carriageway (from 6.0m to 7.0m). The revision will maintain suitable clearance to the proposed townhouses on the southern side of the laneway, with additional clearance of 1.0 metres from the edge of the laneway to the ground level frontages and garages of the townhouses. There will also be 400mm clearance from the laneway to the first level overhang of the townhouses.

The proposed driveway at Sydenham Road will not essentially change with the same width crossover proposed. The proposed configuration will meet the requirements of the relevant standards for Off-Street Parking and Off-Street Commercial Facilities to facilitate safe and efficient access by heavy and light vehicles. A review of turn paths for the exit movement by semi-trailers from the ALDI Store and entering movements by cars has found the layout to be appropriate for these movements.

I trust this letter provides sufficient information for the consideration and approval for the changes by the State Commission Assessment Panel.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS

Paul Morris
Director