CACA Nominees & ALDI Stores C\- Buildtec Group

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

76 Magill Road, Norwood

155/M009/18

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OVERVIEW

Application No	155/M009/18
Unique ID/KNET ID	3539 - 2018/18950/01
Applicant	CACA Nominees Pty Ltd & Aldi Stores C\- Buildtec Group
Proposal	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
Subject Land	76 Magill Road, Norwood
Zone/Policy Area	Urban Corridor – High Street Policy Area
Relevant Authority	State Commission Assessment Panel (Schedule 10, 4C)
Lodgement Date	27 August 2018
Council	City of Norwood, Payneham & St Peters
Development Plan	Consolidated 19 December 2017
Type of Development	Merit
Public Notification	Category 2
Representations	Total number of reps, and number wishing to be heard
Referral Agencies	Commissioner of Highways, Government Architect, Renewal SA (Affordable Housing), City of Norwood, Payneham & St Peters
Report Author	Brett Miller, Team Leader Inner Metro Development Assessment
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The subject site is located on the southern side of Magill Road and has a site area of approximately 2 hectares. The site is bounded to the east by a veterinary clinic, to the west by the Alma Hotel and to the south by Stephen Street.

The applicant is seeking a staged consent over 5 years for the construction of a supermarket, 4 groups of townhouses and a 7 storey residential flat building comprising 5 tower elements. The total development involves the supply of 241 dwellings (apartments and townhouses).

The proposed buildings have a range of heights including the single storey supermarket, two and three storey townhouses and the 7 storey apartment buildings. The maximum overall building height on site is 24.5 metres which matches the maximum height recommended in the Development Plan

The application required referral to three government agencies, the Government Architect, the Commissioner of Highways and the Affordable Housing Unit of the South Australian Housing Authority.

The key planning matters are around the car parking, building heights, the mixed nature of the development when considered against the desired character for the Zone, site configuration and Magill Road access arrangements (particularly the bicycle lane impacts)

The development is considered to be finely balanced, however is considered to be generally consistent with the relevant provisions of the City of Norwood, Payneham & St Peters Development Plan, and is recommended for Development Plan Consent subject to a number of conditions and reserved matters.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

The subject site was considered as part of the Inner and Middle Metropolitan Corridor (Sites) DPA due to it being a large single ownership allotment in close proximity to the city and other surrounding services. The Development Plan Amendment rezoned the site to Urban Corridor – High Street Policy area to encourage mixed use development across the site, including medium to high density residential development and commercial development activating the Magill Road frontage of the site.

1.2 Pre-Lodgement Process

The applicant chose to enter into the Prelodgement process and participated in 4 Pre-lodgement meetings and given the limited changes made only 1 Design Review session. The proposal had minimal changes through this process with additional information and reports being provided and updated. The major change that arose through the Pre-lodgement meetings was to the open space areas proposed and resulted in Council support for the provision of an areas or public open space.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

Mixed use development comprising the removal of a regulated tree, a supermarket, specialty shops, residential flat buildings (208 apartments), town houses (33), public and private open space and associated car parking.

A summary of the proposal is as follows:

<table>
<tr><td>Land Use Description</td><td colspan="5">Mixed use residential and commercial development</td></tr>
<tr><td>Building Height</td><td colspan="5">Maximum building height of 24.5 metres</td></tr>
<tr><td>Description of levels</td><td colspan="5">The ground floor of the apartment complex comprises publicly accessible car parking from Magill Road, entry foyers to each of the tower elements and commercial tenancies to the Magill Road and western frontages. There is also storage and services areas located to the southern edge of the building.
The basement under the apartment complex contains waste rooms, bicycle storage and private car parking for the residents
Level 1 comprises a residents lounge, communal open space between the towers and 35 apartments
Levels 2 & 3 contain 36 apartments each
Levels 4 & 5 contain 35 apartments each
Level 6 contains 31 apartments</td></tr>
<tr><td>Apartment Details</td><td></td><td>Apartment Type</td><td>No. Beds</td><td>Floor Area (m²)</td><td>Private open space (m²)</td></tr>
<tr><td></td><td></td><td>A</td><td>2</td><td>86</td><td>12-62</td></tr>
</table>

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		C	2	90	13-64	
		D	2	68	12-42	
		E	1	53	12-20	
		F	1	62	17	
		G	1	50	17	
		H	2	104	16-30	
		I	2	85	25-86	
		J	2	78	14-26	
		K	1	54	11-22	
		L	2	78	13-28	
		M	2	104	45-57	
		N	2	94	18-23	
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Site Access	The development proposes 6 vehicular points of access onto the site, including 3 from Magill Road, one to Sydenham Road and two from Stephen Street. The basement level of the apartment building is accessed from Stephen Street with the ground level being accessed from the eastern most access point on Magill Road. The supermarket has access points either side of the built form for access to the carpark and loading bay. The Sydenham Road access point is for egress only from the carpark around the supermarket and the western most group of townhouses, which have garaging fronting the carpark. The eastern most access point on Stephen Street provides access to the eastern most group of townhouses via an internal driveway configuration.
Car Parking	Ground level carpark (adjacent the ALDI) – 89 spaces Undercroft parking (ground level of apartment building) – 107 spaces Basement car park – 198 spaces Townhouses – 62 spaces (with 59 in garages and 13 in driveways for Type B townhouses)
Bicycle Parking	**Apartments** Bicycle storage is located in a specific room within the basement **Commercial** There are some bicycle parking areas spread throughout the open space area proposed, however none immediately adjacent the ALDI supermarket **Townhouses**: Bicycle parking spaces are provided for all townhouses either within the storage rooms provided or within the garage.
Encroachments	The supermarket and apartment complex include canopies extending over the Magill Road frontage of the site.

Staging	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).

3. SITE AND LOCALITY

3.1 Site Description

The site consistent of 19 allotments, described as follows:

Lot No	Street	Suburb	Hundred	Volume	Folio
701	SYDENHAM RD	NORWOOD	ADELAIDE	6153	860
702	STEPHEN ST	NORWOOD	ADELAIDE	6153	954
17	MAGILL RD	NORWOOD	ADELAIDE	6153	846
18	MAGILL RD	NORWOOD	ADELAIDE	6153	847
19	MAGILL RD	NORWOOD	ADELAIDE	6153	848
20	STEPHEN ST	NORWOOD	ADELAIDE	6153	849
21	STEPHEN ST	NORWOOD	ADELAIDE	6153	850
22	MAGILL RD	NORWOOD	ADELAIDE	6153	852
23	MAGILL RD	NORWOOD	ADELAIDE	6153	853
24	MAGILL RD	NORWOOD	ADELAIDE	6153	854
25	STEPHEN ST	NORWOOD	ADELAIDE	6153	855
26	STEPHEN ST	NORWOOD	ADELAIDE	6153	856
27	STEPHEN ST	NORWOOD	ADELAIDE	6153	857
28	MAGILL RD	NORWOOD	ADELAIDE	6153	851
35	SYDENHAM RD	NORWOOD	ADELAIDE	6153	845
50	STEPHEN ST	NORWOOD	ADELAIDE	6198	719
51	STEPHEN ST	NORWOOD	ADELAIDE	6198	719
52	STEPHEN ST	NORWOOD	ADELAIDE	6198	719
53	STEPHEN ST	NORWOOD	ADELAIDE	6198	719

The subject site is located on the southern side of Magill Road approximately 1.8km east of the city. The site has three street frontages – Magill Road (approximately 180 metres in length), Sydenham Road (approximately 25 metres in length) and Stephen Street (approximately 235 metres in length).

The site has a cross fall from Stephen Street down to Magill Road of approximately 4 metres in a south-east to north-west direction.

The site currently contains the former Caroma Factory with associated car parking areas and is generally devoid of vegetation. The built form on site is generally large masonry and metal clad building.

The surrounding locality is predominantly commercial development to the north (across Magill Road) with residential development located to the south (across Stephen Street). The residential development includes a group of Heritage listed dwellings on the south eastern corner of Sydenham Road and Stephen Street. The site is bounded to the immediate west by the Heritage Listed Alma Hotel and associated car-parking area. To the east the site is bounded by a group of town houses fronting Stephen Street and a veterinary clinic.

Building heights in the locality are a mixture of single and double storey, with a majority of the dwellings to the south of the site being two storey.

Figure 1 – Location Map

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 City of Norwood, Payneham and St Peters

Council were engaged through the Pre-lodgement process undertaken and have provided feedback on the proposal through the numerous meetings. The applicant has also met separately with Council to discuss the proposal. Council are supportive of the areas proposed to be vested as public open space – the area to the west of the apartment buildings (adjacent the car parking area) and the area to the south of the apartment building between the carpark and the driveway to the basement carpark. The link from Chimney Park through to Magill Road is supported including the alignment to the western end of Chimney Park.

Council has provided comments on the portion of Stephen Street indicated to be widened for pedestrian movements and are supportive of this outcome. Council also considered in consultation with the application the potential to widen Stephen Street for vehicles and determined that it would not be desirable as it would have potential to promote a higher speed traffic environment which would conflict with the solution to promote pedestrian traffic.

Council has provided detailed comments around waste collection and noted that there is a principle of development control (286) that suggests developments that result in more than 10 kerbside bin collections should be serviced by onsite collection. This would apply to the middle two groups of townhouses as the eastern group is serviced on site and the western group is below the height limit that the principle applies.

Council has raised no concern with the proposal in relation to encroachments, traffic or heritage matters (Alma Hotel site).

A full copy of the Council comments in contained in the ATTACHMENTS

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

There are three statutory referral bodies for this application, The Government Architect, the Commissioner of Highways and the South Australian Housing Authority.

The South Australian Housing Authority and the Government Architect are mandatory referrals in accordance with Schedule 8 of the Development Regulations 2008. The State Commission Assessment Panel (SCAP) must have regard to this advice.

The Commissioner of Highways is a mandatory referral in accordance with Schedule 8 of the Development Regulations 2008. The Commissioner of Highways has power of direction in relation to land that encroaches into land shown for Metropolitan Road Widening (small portion to the eastern end of the Magill Road frontage of the site). The State Commission Assessment Panel (SCAP) must have regard to other advice received from the Commissioner of Highways.

5.1 Government Architect

The Government Architect raised a number of matters of concern with the proposed development, however did acknowledge the development opportunity afforded by this substantial site close to Adelaide. The Government Architect supported the mix of uses provided but was concerned with the massing, composition and activation to Magill Road.

Further review was recommended to create the design intent for a pedestrian prioritised community precinct with high quality design outcomes. There is concern around the design and transition from the supermarket to the tall apartment building, which is exacerbated by the separation between the buildings. There is concern around the lack of activation to the Magill Road frontage of the supermarket which is not helped by the floor levels proposed for the supermarket.

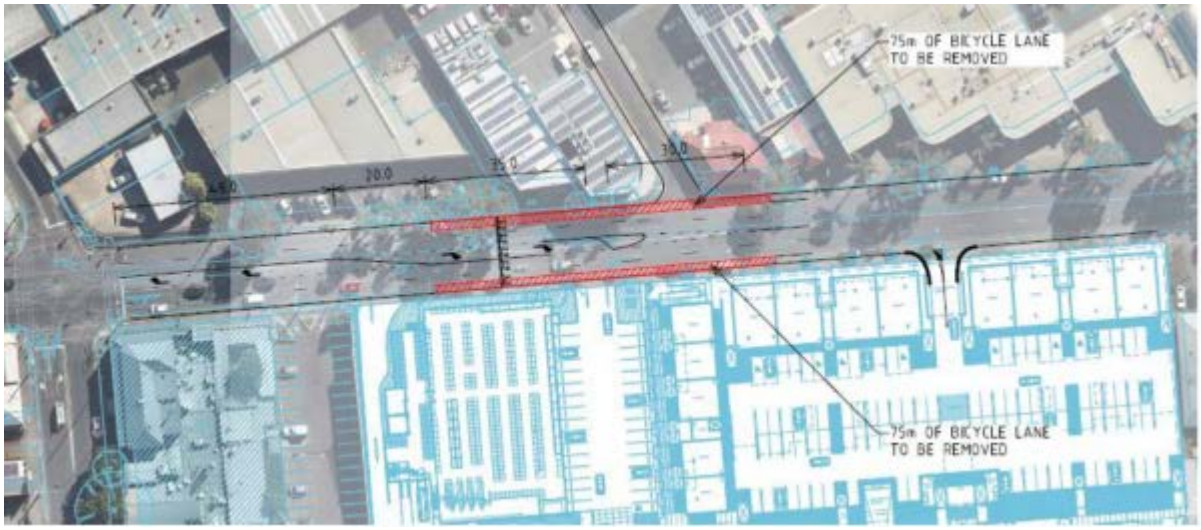
The applicant has responded to a number of matters raised in the original referral comments, including; improved apartment entry foyer widths, clarification of air conditioner locations and screening strategies, additional windows to some townhouses, clarification of driveways to Stephen Street, increased private open space for townhouses, improved screening to apartment walkways and clarification as to the precast material. Ultimately the Government Architect is generally supportive of the changes made and the design intent of the project team, however there remains some concern around some design elements such as direct access to lifts from foyer spaces and potential security risks associated and further refinement of the colonnade around the transformer fronting Magill Road.

A copy of the Government Architects revised and original comments are found in the ATTACHMENTS.

5.2 Commissioner of Highways

The Commissioner of Highways was yet to formalise their comments for this application at the time of preparation of this report. However there have been ongoing discussions between the proponent team and the Transport Assessment and Policy Reform section of the Department of Planning, Transport and Infrastructure through the pre-lodgement process and following the formal lodgement of the development application. The Department has agreed to the concept shown in the response to representation

documentation that results in the removal of 75 metres of bike way on the northern and southern side of Magill Road, as shown on the below map.



The removal of the bikeway joins into the current ending of the bikeway that exists due to the intersection of Magill Road and Sydenham Road being unable to be widened to accommodate this space.

The Department have indicated that they do not have any other issues with the proposed location of the crossovers to Magill Road and the GTA report identifies appropriate vehicle manoeuvres into and out of the site.

A copy of the Commissioner of Highways comments will be forward under separate ATTAHCMENT with any recommended conditions reviewed and attached as required.

5.3 South Australian Housing Authority (Affordable Housing)

As a contract of sale for the site from Renewal SA to the proponent team the development is required to enter into a Land Management Agreement for the provision of 15% affordable housing across the site. As such the Authority has raised no concern with the proposed development. The Land Management Agreement is to be executed at settlement which is scheduled for June 2019.

6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to Principle of Development Control 21 of the Urban Corridor Zone of the Norwood, Payneham and St Peters Development Plan. Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) and 15 valid representations were received. There were also 7 other representations received from persons not directly notified of the application and these were therefore deemed invalid representations.

Representor ID	Issue	Applicant's Response
R1	• Increased traffic and noise in Stephen Street • Overlooking overshadowing • construction noise & dust	The applicant has grouped the common themes and responded as a whole rather than individually.
R2	• Excessive building height • Insufficient car parking for apartment building	

Representor ID	Issue	Applicant's Response
	• would prefer all vehicular access via Magill Road	The response to representations is summarised below.
R3	• Excessive height of the apartment building • Overlooking • Overshadowing • potential wind impact • location of waste storage/collection area • the amount of retail development is excessive and does not have regard to other Centres • disruptions during construction phases • traffic congestion and parking access arrangements.	
R5	• Car parking shortfall Lack of community space Excessive height of the development not deemed necessary	
R5	• Privacy & overlooking • Increased traffic, • Interface to neighbouring sites • Noise impacts • Overshadowing • Lack of private open space • Stormwater management concerns • Concerns around completion of all stages of the development	
R6	• Acoustic treatments to residential components, including balcony areas	
R7	• Excessive building height • Traffic congestion • Limited soft landscaping provision	
R8	• Traffic congestion • Vehicle queuing on Magill Road • Considers the proposal to be overdevelopment of the site • Noise from service vehicles • Adequacy of turning circles • Lack of car parking provision	
R9	• Access arrangements during construction • Query over construction period length	
R10	• Overlooking • Overshadowing of solar panels • Impacts on aerial reception (Wi-Fi and other) • Construction impacts	
R11	• Supports development	
R12	• Supports development	
R13	• Supports development	
R14	• Supports development	
R15	• Supportive of development on the basis of the townhouses being 2 storeys.	

Applicant's response

Interface and overlooking

The applicant's response provided amended plans that specifically addressed the interface impacts on the adjoining property to the east. The changes involve the setting back of the

building from this boundary by 1 and 2 metres. The balconies that have potential to overlook into the neighbouring properties have also been screened appropriately to ensure potential overlooking is mitigated. It is noted that this alteration also provides some articulation to the eastern wall of the development.

The development has been designed to have a majority of outlooks from windows and balconies to either street frontages or internal to the site. As mentioned above the balconies with potential to overlook 17 Stephen Street have been proposed to be screened.

Vehicle access and car parking

GTA Traffic Engineers have confirmed that the proposed development will increase traffic volumes on Stephen Street by approximately 359 vehicles per day and 90 vehicles per hour based on the residential trips of the apartments and townhouses. Given the existing volume of less than 500 vehicles per day, the resulting traffic volume (859 vehicles per day) will remain below the generally accepted amenity traffic volume for a residential street of 2,000 vehicles per day.

GTA have been engaged and stated that the car parking supplied on site meets the Development Plan requirements. The Applicant has resolved to remove the sheltered right turn lane providing access into the apartment buildings from Magill Road in accordance with the advice received from DPTI. This amendment retains a section of the existing marked bicycle lanes on Magill Road therefore represents a compromise to balance development, traffic and cyclists needs.

Retail land use

The response discusses the fact that the Zone and Policy Area contemplate retail development for the site. The applicant maintains that the Development Plan contemplates shops of up to 2,000m^2 on this site specifically and therefore the supermarket is considered appropriate for the site.

Height

The Development Plan contemplates buildings to a maximum height of 24.5 metres, which this development is not exceeding.

It was noted that concerns were raised around the building height of the ALDI development adjacent the Heritage listed Alma building. The applicant maintains that the ALDI building provides a transition up to the apartment complex and was required to be the height proposed in order to meet the Development Plan provisions for the zone to have a minimum building height of 3 storeys.

Open Space

The applicant's response is twofold in relation to this matter as the development provides an area of public open space that equates to 9.3% of the site. The applicant notes that land divisions can provide contributions to the open space scheme via money or vested open space. The mixture of open space area and monetary contribution is available and in this instance has been accepted due to the communal open space at the eastern end of the site not being vested for public use (as agreed with Council and the DPTI Staff).

In response to the connection to Chimney Park the applicant considers the 6 metre wide connection to be adequate and carefully designed to provide a link into and out of the site.

Noise

The applicant relies on the Acoustic reports supplied in relation to the ALDI and Residential development to mitigate noise impacts emanating from the site. The response also states some specific time restrictions on the rubbish collection, compactor and delivery times.

In relation to the representation around potential noise impacts on the residents from the Alma Hotel, the applicant has supplied a supplementary report from Resonate to state that the separation distance, layout and the use of 10.38mm acoustic laminate in the construction.

Overshadowing

The applicant maintains that whilst there will be an impact from overshadowing neighbouring properties the development meets the Development Plan provisions in relation to providing adequate sunlight between the hours of 9am and 12pm.

Wind impacts

The applicant has considered the articulation in the building to adequately address any potential down drafts arising from the proposed development. It is also noted that the design amendments to the eastern end of the building has introduced further articulation to reduce the potential impacts from down drafts.

Stormwater management

The applicant has provided a Stormwater management plan that considers all stormwater across the site and mitigates any potential external impacts.

Wi-Fi & Telecommunications impact

This was not deemed a matter for Development assessment and it was noted that the zone contemplates buildings to the maximum height of 24.5 metres, which this development aligns with.

Waste Storage/collection point

The location of the waste presentation area at the south eastern corner of the site is proposed to be ventilated, with the bins stored with their lids down to minimise any potential odours. There is adequate room in the area to clean and inspect the bins to minimise any adverse impact outside of the site.

Construction Impacts

The Development is proposed to be a staged construction over a number of years and has noted that there is a “Development Agreement” with Renewal SA as part of the sale of the site. This contractual arrangement should provide certainty in relation to the completion of the development due to potential financial or other penalties associated with the development were it not to be completed.

The applicant would accept a suitable condition of approval requiring the preparation of a ‘Construction Environmental Management Plan’ (CEMP) to describe how activities undertaken during the construction phase of development will be managed to avoid or mitigate negative environmental impacts on site and how those environmental management requirements will be implemented. ASSESSMENT NOTE: Due to conflict with other legislation a note has been included rather than a condition to cover this matter.

The applicant has also stated that, the proposed construction will be undertaken strictly in accordance with the Environment Protection Act, 1993 and the Environment Protection (Noise) Policy, 2007.

Figure 2 – Public Notification Map

Figure 3 – Representations Map

A total of 5 representors wish to be heard by the State Commission Assessment Panel.

A copy of each representation and the applicant's response is contained in the ATTACHMENTS

7. POLICY OVERVIEW

The subject site is within the Urban Corridor Zone and the High Street Policy Area as described within the Norwood, Payneham & St Peters Development Plan Consolidated 19 December 2017.

Relevant planning policies are contained in the ATTACHMENTS and summarised below.

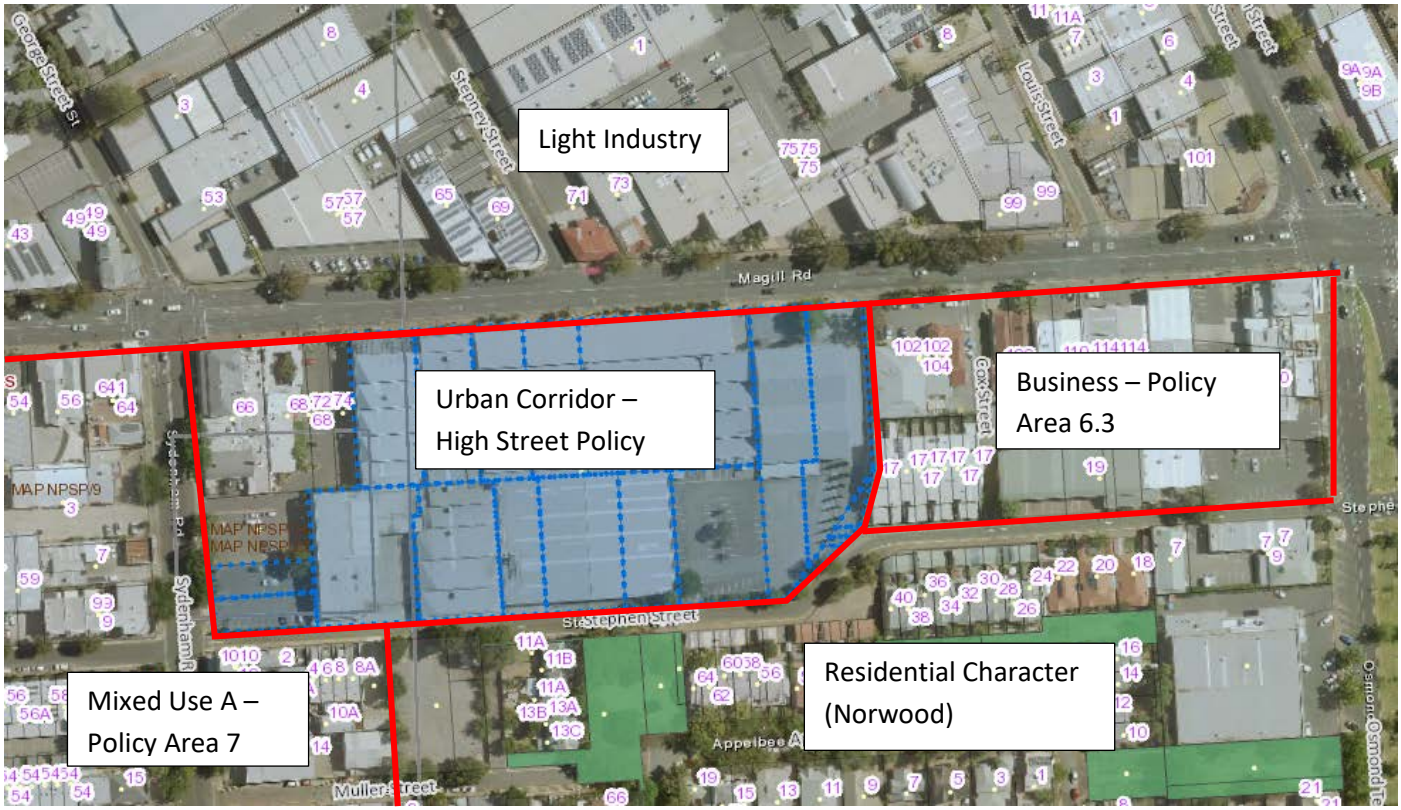


Figure 4 – Zoning Map

7.1 Policy Area

The site is located in Area H Shown on Concept Plan Fig URC/2 in the Norwood Payneham & St Peters Development Plan and therefore provides an opportunity for buildings up to 6 storeys in height (24.5 metres is referenced in the concept plan). The Policy area encourages mixture of commercial and medium density residential development. The site's three frontages to Magill Road, Sydenham Road and Stephen Street, a narrow road to the rear of the site, provide opportunity for the development of the site to respond in a number of innovative ways to the characteristics of the locality.

Development on the ground floor fronting Magill Road should consist of commercial activities in the form of shops, consulting rooms, offices or cafes/restaurants that serve the daily needs of local residents. Such development is also encouraged to Sydenham Road where possible. Upper levels should be devoted to medium density residential development.

Development should be cognisant of the strong heritage and character nature of the locality, particularly south of the site. Buildings with large frontages should be strongly

articulated to create visual interest. Although the site is separated from adjoining residential development to the south by a narrow roadway, building heights will transition down to a level that complements the adjacent residential character area.

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.

7.2 Zone

The Urban Corridor Zone supports a mix of compatible non-residential and residential uses at densities which reflect its close proximity to the City of Adelaide and the Adelaide Park Lands, as well as its location around Primary Road Corridors and public transport infrastructure.

Development will mostly be focussed along the Primary Road Corridors, including North Terrace, Dequetteville Terrace, King William Street, Rundle Street, The Parade West and small portions of Magill, Hackney and Fullarton Roads.

Along the North Terrace, Hackney Road, Magill Road, Fullarton Road, Rundle Street, The Parade West and King William Street Primary Road Corridors, non-residential land uses should be established at the ground floor levels of buildings. Residential development should only be established above ground floor uses.

Retail activity will be encouraged on a scale that supports the resident population and business function of Kent Town and where it does not compromise the District Centre function of The Parade.

The zone will primarily support net residential densities of between 60 and 100 dwellings per hectare, with an overall likely yield of an additional 560 dwellings to be achieved by 2040. A minimum residential density target for wholly residential buildings is specified, in order to support the achievement of dwelling yield targets, which align with the 30 Year Plan. On sites where a mix of residential and non-residential uses is proposed, the average floor area per dwelling should not exceed 100m². It is recognised that not all development sites will have the capacity to contribute to the overall dwelling yield target, due to the fact that development will be required to satisfy a range of design requirements, (such as the provision of on-site car parking, building height and set-backs) which may, particularly on smaller sites, be prohibitive to achieving the desired density outcomes.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a proportion of affordable housing. New development will exhibit architectural merit, which favours contemporary leading edge design, particularly along the prominent Boulevard Policy Area frontages and in gateway locations. Buildings will be designed having regard to best practice energy efficiency principles, in order to reduce dependence on mechanical heating, cooling and lighting systems and include options for the harvest, treatment, storage and reuse of stormwater.

7.3 Council Wide

The Council-Wide section of the Development Plan provides guidance in relation to the following relevant topics:

- Crime Prevention
- Design and Appearance
- Energy Efficiency
- Hazards
- Interface Between Land Uses

- Medium and High Rise (3 or more Storeys)
  - Design and Appearance
  - Street Interface
  - Building Separation and Outlook
  - Dwelling Configuration
  - Adaptability
  - Environmental
  - Site Facilities and Storage
- Regulated and Significant Trees

7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound.*

7.4.3 Strategic Transport Routes

The site being located on Magill Road (west of Osmond Terrace is located on a strategic Road Network in accordance with MAP MPSP/1 (Overlay 8) of the City of Norwood, Payneham & St Peters Development Plan. The subject site is also located in a Designated Area as defined by the same Map.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Norwood, Payneham & St Peters Development Plan, which are contained in the ATTACHMENTS.

8.1 Land Use and Character

The urban Corridor Zone and more specifically the High Street Policy Area seek higher density residential development, together with commercial activities at the ground floor fronting Magill Road that comprise of shops, consulting rooms, offices or cafes/restaurants that serve the daily needs of local residents. Upper levels should be devoted to medium density residential development

It is considered that the proposed development achieves the desired character envisioned for the Zone and Policy Area with a predominantly residential development, supported by a supermarket and commercial tenancies at ground along the Magill Road frontage of the site.

The proposed development does not strictly meet the desired character in terms of having car parking visible from the street, with the car parking area surrounding the supermarket visible, however this is only for a portion of the site with the apartment building having the car parking areas sleeved or below ground.

8.2 Design and Appearance

Council Wide Design and Appearance Objectives speak to development of a high standard and appearance. Contemporary designs that have regard to height, mass,

proportion, materials and colours, roof form and pitch, facade articulation and detailing is sought. Whilst balancing this with development that doesn't materially affect heritage places.

Where buildings are sited on or close to a side boundary, the boundary wall should minimise overshadowing and the visual impact of the building as viewed form adjacent properties. Large areas of uninterrupted walling facing areas exposed to public view should also be avoided.

The height and massing of the buildings over the site is considered appropriate and supported. The development has been designed to locate the larger mass towards Magill Road frontage with the intent to provide a built form transition towards the residential zone interface on Stephen Street. The height of the apartment buildings are consistent numerical dimension, whilst not being in accord with the number of storeys. The retention of the building below the 24.5 metre height limit is considered to be in accordance with the envisaged future character of the locality.

8.2.1 Apartment Building

The apartment buildings have been thoughtfully designed to reduce their visual bulk by providing breaks between the 5 tower elements and a high level of articulation to the built form with the inclusion of a variety of balcony sizes and locations on the facades. The building has a lower level podium of approximately 1.5 storeys with this being treated with face brick. This podium treatment provides a colonnade effect to the Magill Road frontage of the site and frames the retail component of the buildings. The colonnade wraps around the western end of the building along the plaza area between the at grade parking and the western elevation of the apartment complex. The commercial area at the ground floor is consistent with the Development Plan requirements by incorporating clear glazing.

The upper levels of the apartment complex have been setback from the podium element of the buildings and contain splashes of colour that has been drawn from internal to the Caroma factory flooring. The design also incorporates screening elements to the balconies to break down the bulk and scale of the buildings.

The eastern end walls are not overly articulated however have included a patterned façade treatment. It is noted that amendments to the original proposal has resulted in some articulation to the south eastern building on this elevation.

The internal open elevated courtyard is a positive feature to the apartment complex design as it given an open feel to the apartments fronting this area that otherwise could have had a relatively poor outlook. The separation distance between the northern and southern buildings at 17 metres also reduces the visual bulk of the building when approaching the site from the east.

Overall the design of the apartment complex is considered to meet the design criteria set out in the Development Plan.

8.2.2 Townhouses

The design of the townhouse groups has been influenced by development in the locality and past uses on the site. Each group has a different theme, working from west to east the first group (Sydenham Road end) has been

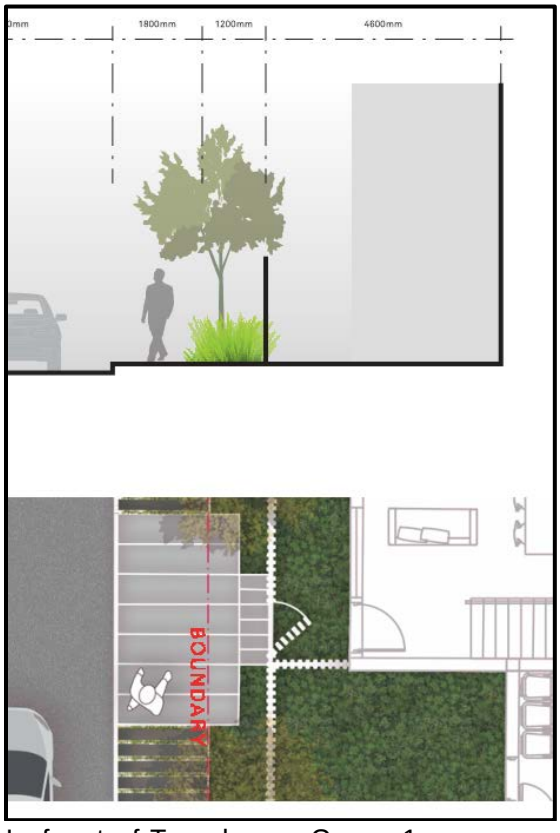
designed with pitched roofs and the upper levels clad in metal to reference other dwellings in the locality and the Alma Hotel.

The second grouping has taken cues from a historic use of the existing factory on site, that of a box factory. The three storey products are to be a more industrial feel and look constructed of blockwork and flat roofs.

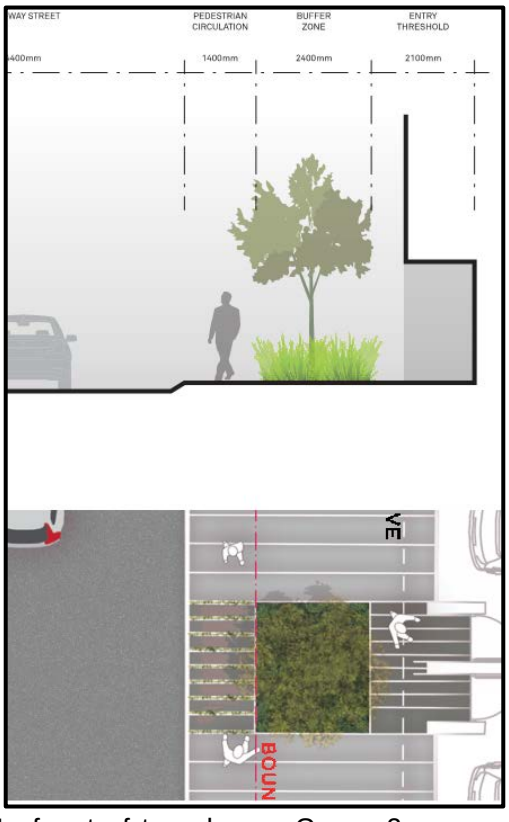
The third grouping is a more contemporary feel with an ability to add urban street art to the eastern and western ends of the buildings. These dwellings are also three storey with skillion roof forms and large upper level north facing windows. The materials proposed for these buildings are generally a painted masonry finish

The final grouping of townhouses are a more traditional design taking cues from the neighbouring townhouses around the site. These are three storeys and have pitched roof forms with portal windows to the eastern and western elevations of the buildings. The inclusion of the portal to the eastern end provides visual interest to the prominent end of the building when heading west along Stephen Street. The materials proposed for these buildings are generally a painted masonry finish.

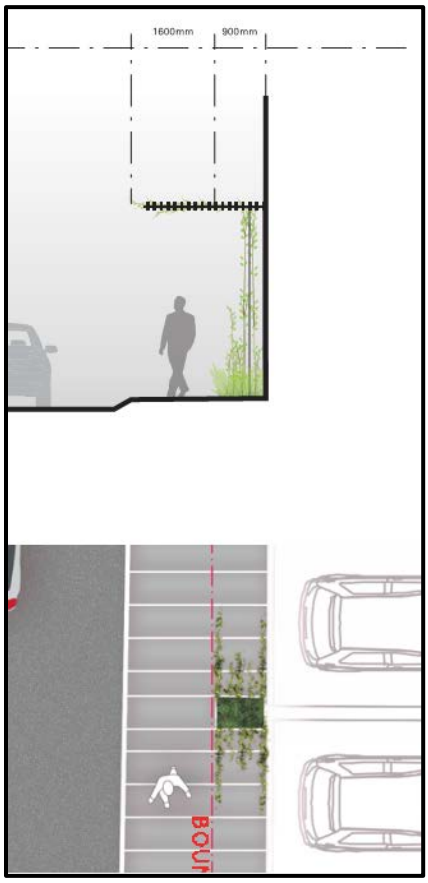
The extent of garaging fronting Stephen Street has been of concern through the assessment process and has been raised as a concern from Council and The Government Architect. However the applicant has engaged Hassell to provide a proposed streetscape outcome to soften the potentially harsh streetscape proposed. The design is shown in the below cross sections:



In front of Townhouse Group 1



In front of townhouse Group 2



In front of Townhouse Group 3

In front of Townhouse Group 4

With the design to include the above treatments it is considered that the applicant has addressed the potential concerns with the potentially harsh streetscape outcome of garaging to the central portion of the site. The groups of dwellings at the eastern and western end of the site provide entrances and areas of open space to this frontage to assist in the softening of this area.

The townhouses being of varied built form design, height and articulation will provide visual interest to the Stephen Street streetscape. The amendments made to the windows, elevations, streetscape and open space has seen improvements to the design of the townhouses and are considered to meet the intent of the desired character for the zone. The inclusion of the townhouses in the overall scheme is seen as a positive to provide a transition down from the taller and commercial developments fronting Magill Road to the Residential Zone to the south.

8.2.3 Supermarket

The design of the supermarket building is not strictly in accordance with the Development Plan requirements as it does not provide a building of 3 or more storeys. The applicant is contending that the inclusion of the higher parapet corner signage area and the fact that the building is constructed up from Magill Road that it generally reads as a 3 storey building as it has a wall height at this point on the site of 11.5 metres. The applicant also contends that the lower built form at this corner of the site provides a transition in height from the Alma Hotel to the apartment buildings. This argument is somewhat valid, however the Development could still achieve this with an alternate design on this portion of the site.

The Development Plan seeks activation to the Magill Road frontage of the site and the application has chosen not to front the supermarket to the Magill Road frontage, rather placed the entrance to the rear of the building within the car parking area. To gain access from the rear of the site and ensure there is no stepping in the building the front of the building has been raised by over a metre. This increase in level at the front of the site has resulted in a raised planter bed and battered landscaping. Whilst this softens the frontage and provides an informal seat for waiting bus passengers it fails to meet the Development Plan requirements for an activated frontage.

The Magill Road frontage of the supermarket does provide some relief in terms of a canopy to this frontage and windows, however the canopy only extends to the boundary and over the landscaped area so does not provide additional protection to pedestrians.

The material palette proposed for the supermarket building has blended well with the other proposed buildings on site with the supermarket and apartment buildings utilising the same red face brick to integrate the buildings visually.

The appearance of the proposed supermarket is generally consistent with the Development Plan provisions, however the orientation, height, lack of physical integration and lack of activation to Magill Road reveal this portion of the development be at odds to the desired design outcome for the subject site.

8.3 Setbacks

The predominant risk with large scale developments is getting adequate setbacks from neighbouring properties. The zone in this instance provides for 0 setbacks to all boundaries of the site as it has road on most boundaries, an allotment within the same zone and no requirement for side setbacks. The proposed development is predominantly built to the front boundary of the site in accordance with the Development Plan requirements to provide built form and activation to the Magill Road frontage. The exception to this is the Aldi building being set in from Magill Road by 2 metres. This has been proposed to provide a level footprint for the store to match in with the car parking levels proposed at the rear of the site. As mentioned previously in this report the Aldi store entrance is located to the rear of the building.

There has been point of contention in relation to the eastern side setback of the apartment building as the Development Plan allows for 0 setback, however there needs to be consideration of the visual and shading impacts on neighbouring sites. The applicant has amended the proposal to offset the south eastern apartment tower from the eastern boundary by a distance of up to 2 metres. This amendment serves as a twofold benefit to the development by providing separation to the neighbouring site along with providing articulation to the east facing wall.

8.4 Height and Interface

The subject site is located in the Urban Corridor Zone, High Street Policy Area, but more specifically in Area H, shown on Concept Plan Fig UrC/2 of the Norwood, Payneham & St Peters Development Plan. This area calls for developments up to 6 storeys in height and as seen on the below excerpt from the Concept Plan to a maximum dimensioned height of 24.5 metres. The zone calls for a minimum building height of 3 storeys of 11.5 metres.

The proposed development provides a maximum building height of 24.5 metres in accordance with the Development Plan provisions, however does not meet the minimum building height at the western end of the site with the supermarket and group of townhouses at the south-east corner of the site. The applicant contends that the lower built form to this end of the site is providing a transition down to the adjacent Alma Hotel and as mentioned earlier in this report has attempted to provide some height with a parapet signage area to the north-western corner of the supermarket building.

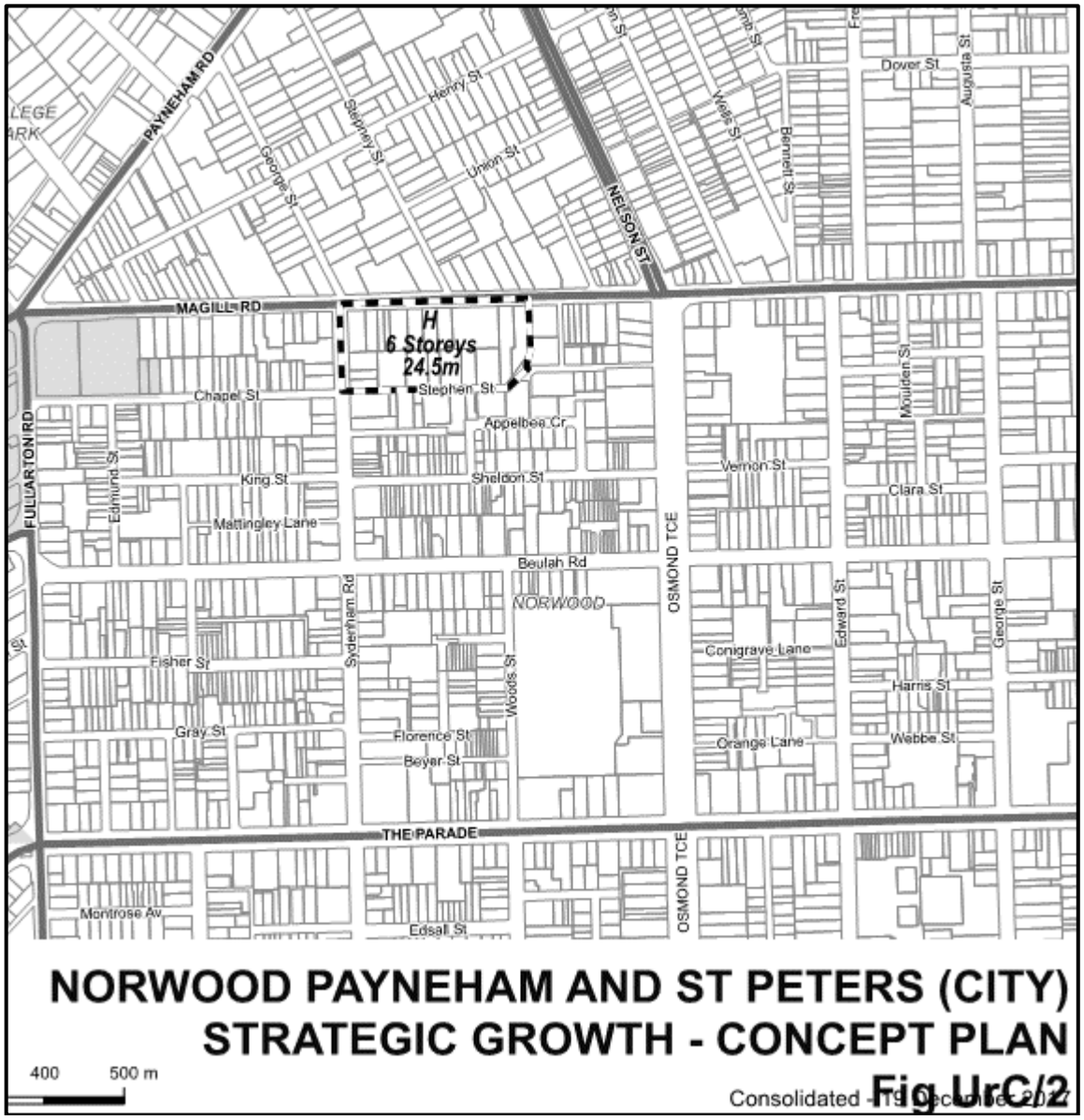


Figure: Excerpt from Norwood, Payneham & St Peters Development Plan

The Development Plan is slightly conflicted in relation to interface and setback provisions with the setback to side boundaries being 0m, yet there is a provision in relation to interface that requires development that is at an interface with residential development outside of the zone to be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary.

The proposed development interfaces with a portion of residential development at the south-eastern boundary of the site, albeit within the Business Policy Area. The applicant has amended their original proposal to have the portion of the building that is adjacent the private open space area set in from this boundary by 1-2 metres. The proposed setback does not accord with the Development Plan provisions, however the portion of the development that abuts this interface is minimal at approximately 4 metres of the boundary. The portion of the building not adjusted from the boundary abuts an existing retaining wall and boundary wall of the neighbouring dwellings. The interface shortcomings of the development is not considered fatal to the overall development.

8.5 Dwelling amenity

8.5.1 Apartments

The proposed apartment buildings comprise of a mix of apartment sizes and private open space allocations in accordance with the below table:

Apartment Type	No. Beds	Floor Area (m^2)	Private open space (m^2)
A	2	86	12-62
B	1	50	8-36
C	2	90	13-64
D	2	68	12-42
E	1	53	12-20
F	1	62	17
G	1	50	17
H	2	104	16-30
I	2	85	25-86
J	2	78	14-26
K	1	54	11-22
L	2	78	13-28
M	2	104	45-57
N	2	94	18-23
O	2	104	30-39
X	2	76	16-42
Y	2	92	30

All apartments are single fronted and accessed via generally open aired corridors. The apartment are generally well appointed in relation to balconies directly accessible from the main living spaces, no internal bedrooms, entry doorways not aligned across from each other and generally good separation between balconies to avoid overlooking and to provide security protection for occupants.

The podium level apartments have larger balconies and the internally facing apartments have direct access to the communal area via their private open space. This area is separated from the communal area by raised garden beds and appropriate screening. The entrances to the private open space is discrete enough to provide security and privacy.

The northern and southern apartment buildings are separated by 17.4 metres (wall to wall) and 13 metres between balconies. It is noted that the west facing apartments do not have their balconies facing internally to the site.

The Development Plan has specific requirements for private open space for apartments with this being:

Studio and one bedroom products – 10m^2
Two bedroom products – 12m^2
Three bedroom products – 15m^2

The proposed apartments all exceed this minimum requirement and all are provided with a minimum width of 2 metres to make them functional. Whilst the Development Plan calls for open space areas to be supplied with good access to sunlight it also suggests they should overlook or orientate towards public open space. The proposed development provides all balconies with an outlook over the public areas on site (including communal spaces) with some of these being to the southern elevations of the buildings.

The Development Plan recommends 8m^3 of storage space for apartments, with this being supplied throughout the building with areas proposed in the basement and ground floor levels. It is also noted that the apartment sizes are reasonably generous and therefore storage areas are able to be provided within the apartments.

The amenity for the apartment is considered to adequately meet the Development Plan requirements and where balconies are to the southern side of the buildings it is considered that the sites orientation gives little opportunity to provide all north facing balconies without significantly impacting on the bulk of the building and external impacts arising from the development.

8.5.2 Townhouses Group 1 (Sydenham / Stephen frontage)

The proposed townhouses at this end of the development do have a northerly outlook to the car park surrounding the ALDI store which is not ideal. However it is noted that there is a landscaped area between the dwelling and the carpark along with this being their rear or garage entrance to the site. The dwellings have been orientated with the living areas and their private open space fronting Stephen Street. The private open space area provided do not meet the minimum 35m^2 required by the Development Plan and there are no balconies provided to supplement the ground level open space area. There is consideration of balancing the shortfall in open space supplied with the direct access to the communal open space provided on site and the existing public open space within Chimney Park.

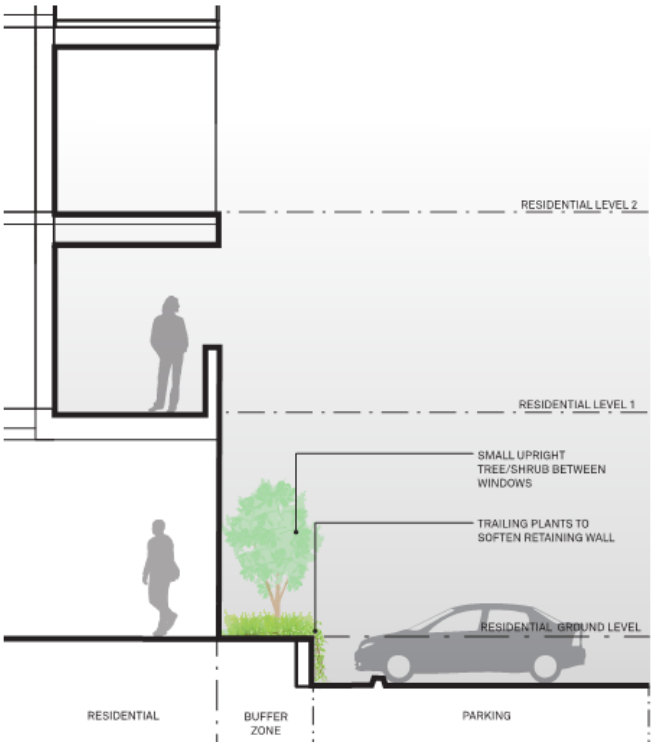
The townhouses are supplied with generous garage lengths to accommodate bicycle storage and capacity for other storage as needed by the occupants.

The outlook from these townhouses is limited by the proposed standard design of living areas at ground level and bedrooms to the upper storey. The applicant has amended their proposal from the original design to include a window to the northern elevation within the kitchen area.

The private open space area for these dwellings is split to the front and rear of the site. The area to the rear is adjacent the carpark exit point to the supermarket and only accessed via the garage. The area to the Stephen street frontage is protected from view by appropriate screening, whilst balancing amenity by having sections of more open style fencing. The open space areas vary depending on the orientation of the dwelling with some meeting the minimum 35m^2 and others being slightly under the requirements.

8.5.3 Townhouses Group 2

The second group of townhouses along Stephen Street comprises 13 three storey dwellings with direct access to Stephen Street and no rear access out of the site. The lower level comprises the front door, garage, a toilet and a multi-purpose/storage room. Level 1 contains the main living space and balcony, with level 2 containing two bedrooms and bathrooms. As with the townhouses in group 1 the northerly outlook is not ideal from a view perspective but the best location for environmental requirements. The outlook is to the car parking area surrounding the supermarket and the applicant has proposed a raised landscaped buffer zone to the rear of these dwellings to attempt to soften the interface. It is noted that the level difference at this point on the site will also direct views towards the roof level of the Aldi rather than being at the same level as the door which could compromise privacy. A cross section of the interface is found below.



This group has a significant shortfall in the private open space supplied with only the balcony (10m^2) being utilised for private open space. The applicant maintains that the location of the development site adjacent generous amounts of public open space offsets this shortfall.

8.5.4 Townhouses Group 3

This group of townhouses comprises 4 dwellings with direct access to Stephen Street for vehicles and pedestrian access from the public open space to the north. These three storey dwellings have a similar layout to those in Group 2 by having bedrooms on level 2, living space on level 1 and garaging with a multipurpose room at ground level. Whilst these dwellings have minimal private open space they do have a direct link to the public open space. The Development Plan recommends a minimum of 35m^2 for dwellings with this dwelling type only providing 12m^2 in the form of an upper level balcony that meets the minimum width of 2m. It is noted that there are two other balconies (one fronting Stephen Street and one on level 3)

which are under the 2 metre width to be counted as private open space. The shortfall in private open space is not ideal, however the inclusion of two other balconies and the dwellings location with direct access to the public open space overall contributes positively to the potential occupants amenity.

8.5.5 Townhouses Group 4

The western most townhouses are in essence a reasonably typical community title scheme that is seen regularly around Adelaide. These dwellings follow the same format as groups 2 and 3 with the top level being for bedrooms, middle level for living and lower level for garaging. As per the earlier dwellings the private open space supplied (13m^2) does not meet the Development Plan, however the proximity of the dwellings to a significant amount of open space assists with justification for this shortfall. It is noted that the applicant has increased the private open space from the original design by extending the balconies, this has also led to greater articulation in the design of these townhouses.

8.6 Open Space and Public Realm

The proposal includes large areas of public open space and communal open space. There are two communal open space areas proposed across the site being in the centre of the apartment building and the area immediately south of the apartment complex.

The communal open space in the centre of the apartment complex is an open above ground courtyard area and would be only accessible to the occupants of the apartment buildings. The areas uses the same design narrative of the public and other communal open space area by providing a series of 'rooms' that provide users with different experiences. The spaces range in size to cater for different sized groups/gatherings and include bbq facilities, paved plazas, water features, and turfed areas. This space is directly accessible from the lower level apartments and all of the stairwells and lift lobbies.

The communal area of open space south of the apartment complex is bounded by the eastern most townhouses, the waste collection point and access way to the basement car park. This area is retained as communal open space as Council did not consider it necessary to be added to the public open space in the locality and saw it of limited benefit to the community especially as it would be shaded by the apartment complex for a majority of the year. This space has been designed to have a "series of outdoor rooms". These "rooms comprise; a raised deck area, a turfed area associated with the apartment buildings resident lounge, a large communal table and a sunken turf lounge area. This area will be publically accessible but remains under the ownership of the apartment complex.

The public open space equates to approximately 9.3% of the total site area and provides a significant plaza area and link from Magill Road to Chimney Park. The Development Plan envisages this link being provided and given the scale of residential dwellings to be proposed on site is seen as a positive contribution to the community of the area. The area of open space is to be vested to Council and will act as a partial contribution to the open space required to be provided in land area or monetary contributions. The space has been designed to provide functional pedestrian focussed area that also has opportunities for significant amounts of greenspace. The main plaza area has been designed to handle the significant grade difference created between Stephen Street and Magill Road by a series of ramps and stairs that transition through the use of large plateaus. There is limited amounts of turfed areas for active recreational uses as it is considered that this environment would not be well suited to this type of public open space. It is noted that there are a number of other large open space areas in the locality that cater for this use.

The linkage to Magill Road is 6 metres wide and is more of a commercial mall feel with a green canopy proposed above and being bounded by car parking and commercial tenancies. None the less this area is seen as a worthwhile contribution to the public open space provision due to it providing the safe and pedestrian friendly link through the site.

8.7 Traffic Impact, Access and Parking

Being a site located in a designated area of the Strategic Transport Routes Overlay mean that the development should consider the following Objective and Principles.

> ***Objective 1:*** *Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.*
>
> ***PRINCIPLES OF DEVELOPMENT CONTROL***
>
> ***1*** *Development adjacent to a strategic transport route should:*
> - *(a) avoid the provision of parking on the main carriageway;*
> - *(b) be accessible via service roads, where possible, that provide:*
>   - *(i) parking off the main carriageway; and*
>   - *(ii) a buffer from the main carriageway for pedestrian and cycle activity; and*
> - *(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.*
>
> ***2*** *Vehicular site access should not be provided along the main street frontage where an alternative access is available.*
>
> ***3*** *Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.*

The proposed development does not have access to a service lane, does not rely on on-street parking on Magill Road, does not impede the Bus stop (it provides informal seating adjacent the stop) and does not impede traffic flow to Magill Road. Therefore the development is considered to meet PDC 1 & 3.

Whilst the proposed development is seeking access from Magill Road it is noted that it is maintaining the number of existing access points to the site, whilst seeking separate access from Stephen Street for the residents of the apartment. This access point is considered to be in meeting the intent of the Transport Routes Overlay by separating the potential users for the site. It is noted that the Policy Area also encourages vehicle movements to be directed to Stephen Street, however this would prove difficult to service the site due to the partial one way nature of Stephen Street. The fact that there is no net increase in access points to Magill Road is seen as a positive for this development and whilst not strictly in accord with the Development Plan provisions is seen as less of an impact on the residential developments to the south of the subject site.

The applicant has amended their proposal in consultation with the Department to remove a right turn lane proposed on Magill Road into the apartment complex. This will enable the development to retain the existing bike way for a greater length at the front of the site. The bike lane will be required to be removed for a 75 metre portion of Magill Road adjacent the supermarket carpark entrance. Whilst the removal of portions of bike lanes is not ideal in this instance there is support from the Department for this to occur and the removal of the bike lane is not considered to be fatal to this development. It is noted that the portion of bike lane to be removed links in the ending of the bikeway on the eastern side of the Magill Road and Sydenham Road intersection.

The Development Plan requires a total number of carparks in the range of 393-452 spaces, this range is due to the retail component having a range of 3-5 spaces per 100m^2 of gross leasable floor area.

The proposed development includes car parking provision for the total of 456 spaces in the following configuration:

- ALDI car park– 89 spaces including 2 parking spaces for people with disabilities
- Apartment building car park – 305 spaces including 7 parking spaces for people with disabilities with 107 spaces under croft and 198 spaces in the basement. Approximately 9 spaces in the undercroft car park will be reserved for residential use with the balance of the residential spaces supplied in the basement car park.
- Townhouses – 62 Parking spaces

The proposed development supplies more carparks than required by the development plan, however it is noted that the residential car parking area has 198 spaces in the dedicated basement area when the development Plan recommends 208 dedicated apartment car parks. This shortfall is minimal and is anticipated to be managed through the sale of apartments with or without spaces, alternative arrangements may be possible for the shortfall to be made available within the undercroft area. At this point in time there is no separate secured area in the undercroft area for resident's vehicles.

The use of the undercroft area for both residential visitors and the commercial tenancies is reasonable and accepted as there is likely to be opportunity to share the spaces for either of the uses on site. It is noted that there is a connection point through from this undercroft area to the supermarket carpark should visitors wish to park in this location and walk the short distance to the supermarket, noting that the car parks supplied for the supermarket meets the Development Plan requirements.

GTA consultants have provided a review of vehicle turn paths across the site with adequate room being provided to delivery and waste collection vehicles to manoeuvre on and around the site. No concerns have been raised by Council or the Commissioner of Highways in relation to vehicle movements on or around the site.

8.8 Environmental Factors

8.8.1 Regulated Tree Removal

The proposed development includes the removal of one regulated tree on site. The tree is located towards the eastern end of the site along the Magill Road frontage and has a circumference of 2.6 metres. Due to the trees location it has been determined by the development team that it is required to be removed to facilitate the development of the site.

The location of the tree does tend to contradict the envisaged development of the site to include strong hard edges to the Magill Road frontage of the site. It is also noted that the proposed development includes extensive amounts of landscaping across the site and includes trees that will grow to become regulated trees in their own right. The applicant is also intending to undertake some beautification works to the Stephen Street frontage of the site. Whilst the removal of an established regulated tree is not ideal, its removal helps to facilitate a development that includes substantial landscaped area and it is considered that the tree removal can be supported in this instance.

8.8.2 Crime Prevention

The Development Plan requires developments to consider crime prevention through environmental design (CPTED) principles and techniques. The

proposal is considered to demonstrate these techniques and therefore meet the Development Plan requirements by undertaking the following:

- Communal courtyard spaces to maximise community connection and views to and from dwellings,
- Passive surveillance to the publically accessible areas from the balconies and windows of the proposed apartments and dwellings
- Ground level activation during business hours through the commercial tenancies,
- Physical separation of balconies
- Highly visible building entry points
- Appropriate lighting throughout the development to prevent dark or shadowed areas
- Public open space areas comprising of a series of areas to promote a sense of ownership and develop a sense of community for the site
- Minimal obstructions within the car parking areas (at grade or below ground) that minimise opportunities for concealment and promote visibility through the areas
- Lift cores and stair wells that are in prominently visible locations
- Multiple lift cores and stairwells to enable alternative usage should the need arise
- Appropriate wayfinding signage throughout the development

8.8.3 Noise Emissions

Both project partners (Aldi and CACA nominees) have provided statements from Acoustic consultants as to the noise assessments associated with each of the proposed uses (supermarket and residential).

Aldi engaged Sonus to undertake the noise assessment, this report concludes that there will be minimal noise impact arising from this site as the proposed residential development that forms part of this application will be designed to protect occupants from noise will act as a barrier to the adjacent residential development to the south and west of the site. The report does conclude that the following should be conditioned to minimise external impacts:

- Restriction of the compactor operating hours to between 7am and 10pm
- Restriction of the rubbish collection hours to between 7am and 7pm Monday to Saturday and 9am to 7pm on Sundays and public holidays.
- Restriction of the delivery trucks through the Sydenham Road exit to between the hours of 7am and 10pm. Any trucks utilising the site outside of these hours shall exit to Magill Road.

CACA Nominees have engaged Resonate to undertake the acoustic assessment for the residential component of the site. This report concluded that the façade treatment proposed for the apartment buildings will mitigate Magill Road traffic noise and music noise from the Alma Hotel. The proposed building materials and acoustic treatments to the townhouses to the rear of the supermarket to mitigate noise impacts from the loading bay will also mitigate any potential music noise from the Alma Hotel. The report suggests that there are other methods of construction for the apartment buildings that could be utilised to adequately meet the requirements of the NCC Part F5 in relation to acoustic separation between units.

The reports provided and the inclusion of the recommended conditions are considered to meet the Development Plan provisions in relation to noise.

8.8.4 Waste Management

Both project partners (Aldi and CACA nominees) have provided waste management reports as to the waste management practices proposed for the subject site.

The Aldi management plan is relatively standard across all Aldi stores with no onsite food preparation and all products delivered pre-packaged. This results in a small proportion of waste when compared to a conventional supermarket. The waste management report outlines the following:

General	Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office based waste. All the waste is collected in and disposed in sealed/tied heavy duty plastic rubbish bags prior to being placed in the external bin for collection
Organic	Organic waste which is generated by fruit/vegetables and meat that does not meet the strict quality controls that ALDI require and/or are nearing/past the products best before date. This waste stream is very minimal. In line with our corporate responsibly policy we have partnered with two companies, Foodbank and SecondBite. SecondBite collect from each of our stores every day, they collect 99% of the organic waste referred to above. Foodbank collect from our distribution centre
Cardboard	Cardboard waste is generated from used cardboard packaging - waste cardboard is to be collected and stored in an onsite compactor within our back of house store area and collected and returned by ALDI transport to our Distribution Centre for recycling
Plastic	Plastic wrapping is collected by ALDI transport and recycled at the ALDI distribution centre.
Bin size	Each store is supplied with a single 1.5 cubic metre bin. The bins are fully contained and equipped with a hinged lid and contained in the Bin Enclosure in the loading dock.
Bin location	Each store bin is located within a secure enclosure
Collection frequency	The collection of the bin is undertaken by a third party contractor. The contractor will attend the store on average three times per week to collect the contents of the bin. The collection will be managed at ALDI's request at specified times and coordinated to avoid any conflict with ALDI Transport deliveries.
Collection duration	The third party contractor will be on site for approximately 3 minutes
Truck size	10.5m front load truck

CACA nominees have engaged Colby Industries for the waste management plan in relation to the residential component of the development. The waste collection is split into on-street collection for the 3 western groups of townhouses and then a separate on-site contractor for the apartment complex and eastern group of dwellings.

The eastern group of dwellings have a specific waste storage area adjacent the on-site collection point with occupants to manually take their waste to this area on a regular basis. This area contains a wash-down space and collection will be in-line with the waste collection for the apartment building complex.

The apartment building complex has waste rooms at the basement level along with a tug vehicle to move the bins to the collection area by building management. The apartment complex has waste drop rooms located at the

ground floor adjacent the rear foyer entrance to the building. The complex does not contain a chute system.

The proposed collection for the bins is anticipated to be in accordance with the below table:

Waste Storage Area(s)		Routine Service	Estimated Waste/Recycling Volumes (L/week)	Provider	Collection Frequency (Events/week)	Max. Bins/Items Stored & Collected (per Event)		
						No.	Size (L)	Type
1. Torrens Titled Townhouses, Types A-C (S1 & S2)		General Waste	2208	East Waste Council kerbside	Weekly	21	140	MGB
		Recycling	3067		Fortnightly	21	240	MGB
		Food Organics	1840		Fortnightly	21	240	MGB
2. Community Titled Townhouses, Type D (S3)		General Waste	540	East Waste Council Rear-Lift	Weekly	1	660	Skip
		Recycling	450		Weekly	1	660	Skip
		Food Organics	180		Weekly	1	240	MGB
3. Apartment Buildings	*a. Apartment Buildings A-C Residential (S2)*	General Waste	2760		2	2	1,100	Skip
		Recycling	3833		2	2	1,100	Skip
		Food Organics	2300		2	2	660	Skip
	b. Apartment Buildings D + E Residential (S3)	General Waste	2208		2	2	1,100	Skip
		Recycling	3067		2	2	1,100	Skip
		Food Organics	1840		2	2	660	Skip
	Public Place (S2 & S3)	General Waste	1838		2	2	660	Skip
4. Café tenancies (Shared &/or Separate Bin Sets)		General Waste	3906	Private contractor	3	3	660	Skip
		Recycling	3472		3	3	660	Skip
		Food Organics	4340		3	3	660	Skip
5. Retail (Shared)		General Waste	4278		3	3	660	Skip
		Recycling	4074		3	3	660	Skip

The proposed waste management practices recommended in the two reports are considered acceptable for this scale of development and generally accord with the Development Plan Provisions relating to waste management.

8.8.5 Energy Efficiency

The applicant has engaged D^2 to undertake a sustainable design strategy for the development, the proposal is targeted to achieve 5 Star green Star rating and it is expected that the development will average 7 Star NatHers Rating which will be a 20% improvement on the NCC/BCA standard requirement.

The development is proposing to include:

- The provision of a mixed use development site therefore reducing the reliance for residents to rely on vehicles for services
- The provision of bicycle storage areas to again reduce the reliance on cars for the site,
- Natural ventilation for all dwellings through doors and openable windows
- High quality glazing systems to optimise performance, with appropriate shading via balconies,
- Energy efficient lighting fixtures throughout the development
- Zoned air conditioning to reduce energy costs for their use
- Solar arrays to be installed on all commercial buildings, with provisions made for the townhouses (at future owners cost)
- Use of light external finishes to, particularly roofing, to reflect heat,
- demand controlled carpark ventilation systems with carbon monoxide sensors and variable fan speeds
- water efficient fittings,
- selection of landscaping that minimise irrigation requirements

The proposed design measures are considered to meet the Development Plan requirements for energy efficiency.

8.8.6 Wind Analysis

The applicant has not provided a specific wind analysis and this was discussed through the Pre-lodgement process as not necessary due to the articulation of the proposed multi storey buildings. The articulation, inclusion of canopies and the balconies to all sides of the buildings are considered to be appropriate mechanisms to limit wind impacts on the pedestrian environment surrounding the built form.

8.8.7 Site Contamination

Both project partners (Aldi and CACA nominees) have provided statements from environmental consultants as to the suitability of the site for the proposed uses.

Aldi used LBWco who undertook a review of the documents supplied through the purchase process along with additional soil and groundwater investigations. The conclusion of the reviews and tests was that the portion of the site proposed to be used for the Aldi demonstrated no evidence of contamination and therefore the site was suitable for the intended use without any remediation necessary. LBWco have also obtained agreement with Renewal SA for any surplus soil to the deposited at the Renewal SA soil bank at Gillman. LBWco have also been engaged by Aldi to prepare a Construction Environmental Management Plan (CEMP) for the site prior to commencement of works. This information has been included in a note associated with the recommendation of this report.

CACA nominees have engaged JBS&G Australia to review the environmental reports/works for the residential portion of the development site. The conclusion of the report was that no significant contamination has been identified to preclude the development from occurring. It is noted in the letter that JBS&G have also obtained agreement from Renewal SA to deposit the excess soil and fill from the site at Renewal SA's soil bank at Gillman. It is noted that JBS&G have undertaken a desktop review of the site history, soil investigations, groundwater investigations and soil vapour investigations for the site.

The investigations undertaken by both companies indicate that the site is suitable for the intended use proposed by the development and therefore satisfies PDC 172 of the Development Plan

8.9 Signage

The proposed ALDI has signage panels on each of the corners of the building above the parapet levels. The building also contains an integrated gable signage panel to the Magill road frontage to provide an overall height of 10 metres above the finished floor level of the supermarket. There is a total of 10 signage panels affixed to the ALDI building including the standard tomato graphic, gable signs, airlock decals and a digital poster box adjacent the store entry.

There are no proposed signage panels proposed for the apartment buildings. The proposed signage is not considered to adversely impact on the amenity of the area, are not considered to have an adverse impact on the traffic on Magill Road and are not considered to be of a size or number to proliferate or disfigure the surrounding

environment. Therefore the proposed signage is considered to meet the Objectives and Principles of the Development Plan

9. CONCLUSION

The proposed development involves the construction of a large mixed use development comprising 241 dwellings, a supermarket, commercial tenancies and areas of public open space. This development will be one of the larger collaborative developments to occur on one site this close to the city within Norwood. The design of the apartment buildings and town housed to the southern boundary have been well refined through the design process and consider the existing character of the locality.

The supermarket portion of the site has some non-compliance with the Development Plan provisions, however the design has attempted to include material selections that integrate with the residential component.

Overall the proposal is finely balanced, however the development is considered to generally meet the overall intent of the Development Plan, particularly in relation to the high level of amenity provided to the locality, the provision of public open space, the provision of the pedestrian linkage to Magill Road and the overall design around the transition to the residential areas to the south. It is therefore recommended that the State Commission Assessment Panel grant Development Plan Consent to the proposal.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.

2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Norwood, Payneham & St Peters Development Plan.

3) RESOLVE to grant Development Plan Consent to the proposal by CACA Nominees Pty Ltd & Aldi Stores C\- Buildtec Group for a 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 at 76 Magill Road, Norwood subject to the following reserved matters and conditions of consent.

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

Title	Drawing No.	Dated	Rev
Ground Floor Plan	PO1	6/11/18	1.1
Basement Floor Plan	PO2	23/8/18	1.0
First Floor Plan	PO3	6/11/18	1.1
Second Floor Plan	PO4	6/11/18	1.1

Third Floor Plan	PO5	6/11/18	1.1
Fourth Floor Plan	PO6	6/11/18	1.1
Fifth Floor Plan	PO7	6/11/18	1.1
Sixth Floor Plan	PO8	6/11/18	1.1
Roof Plan	PO9	6/11/18	1.1
Sections (A)	P10	23/8/18	1.0
Sections (B, C, D)	P11	6/11/18	1.1
Sections (Elevations)	P12	6/11/18	1.1
Ground Floor Plan Apartments	P13	6/11/18	1.1
Basement Apartments	P14	23/8/18	1.0
First Floor Plan Apartments	P15	6/11/18	1.1
Second Floor Plan Apartments	P16	6/11/18	1.1
Third Floor Plan Apartments	P17	6/11/18	1.1
Fourth Floor Plan Apartments	P18	6/11/18	1.1
Fifth Floor Plan Apartments	P19	6/11/18	1.1
Sixth Floor Plan Apartments	P20	6/11/18	1.1
Roof Plan Apartments	P21	6/11/18	1.1
Elevations Apartments (North & South)	P22	6/11/18	1.1
Apartment Elevations (North & South Internals)	P23	6/11/18	1.1
Elevations Apartments (East & West)	P24	6/11/18	1.1
Type A Townhouses	P25	6/11/18	1.1
Type B Townhouses	P26	23/8/18	1.0
Type C Townhouses	P27	6/11/18	1.1
Type D Townhouses	P28	6/11/18	1.1
Aldi - Location Plan	P29	23/8/18	1.0
Aldi Site Plan	P30	23/8/18	1.0
Aldi Floor Plans	P31	23/8/18	1.0
Aldi – Elevations	P32	23/8/18	1.0
Signage Details	P33	23/8/18	1.0
Perspective	P34	23/8/18	1.0

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

11. 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.

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

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

14. 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.

15. The operating hours of the compactor associated with the supermarket shall be limited to between 7am and 10pm daily.

16. Waste collection vehicles shall be limited to collection between 7am and 7pm Monday to Saturday and 9am to 7pm on Sundays and public holidays.

17. 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.

18. 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.

19. 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.

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.

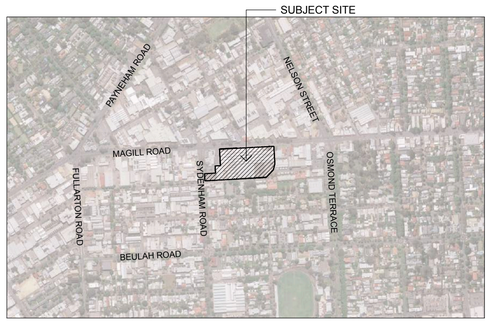
g. A Construction Environment Management Plan (CEMP) shall be prepared in collaboration with the City of Norwood, Payneham & St Peters (Council) and implemented throughout construction in accordance with current industry standards including the Local Nuisance and Litter Control Act 2016, the EPA publications "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.

Brett Miller
TEAM LEADER – INNER METRO DEVELOPMENT ASSESSMENT
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE



LOCALITY PLAN
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76 MAGILL ROAD NORWOOD
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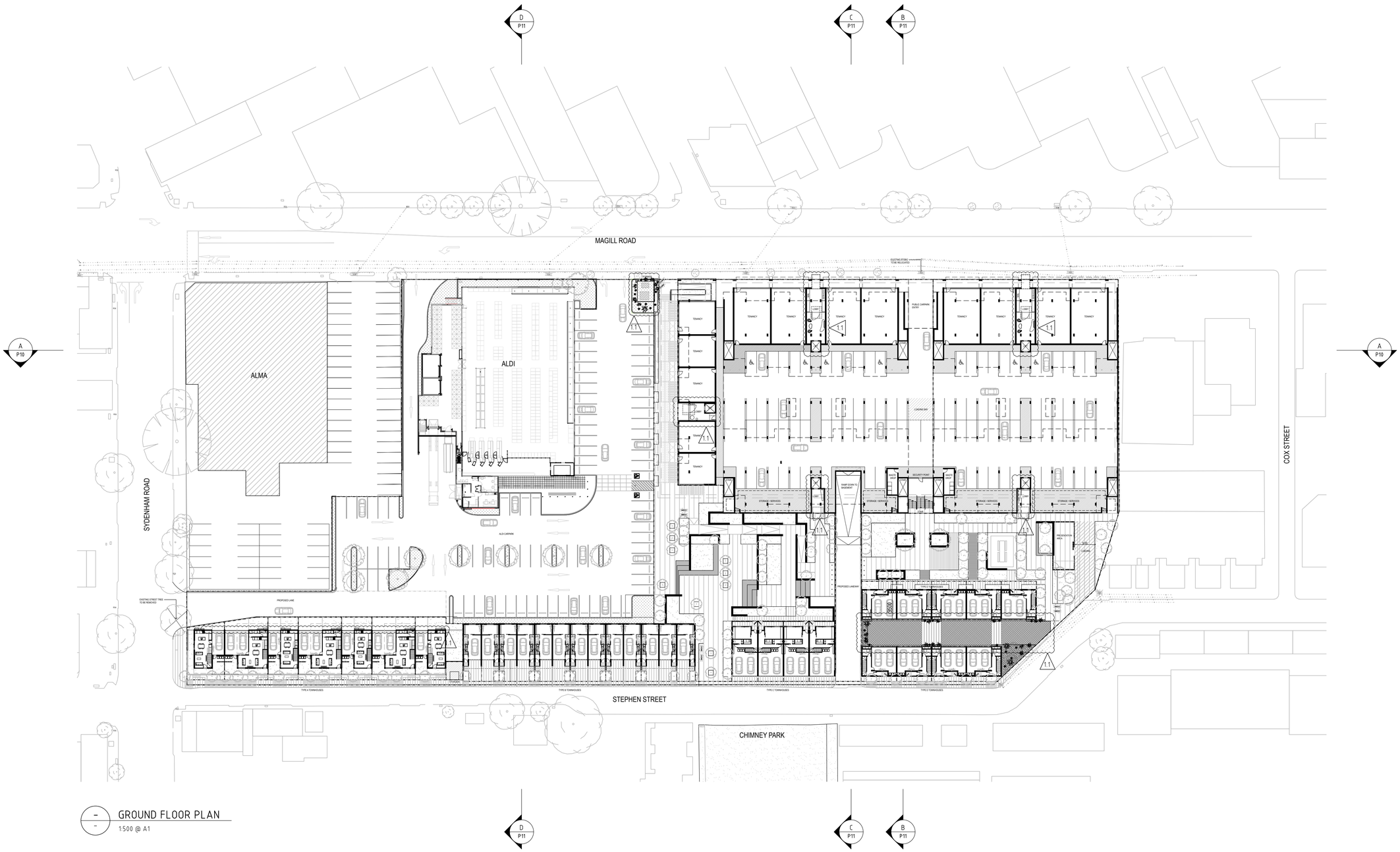

GROUND FLOOR PLAN

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

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DRAWING
GROUND FLOOR PLAN

NORTH

SCALE
AS SHOWN

DATE:
NOVEMBER 2018

PROJECT NO
28055

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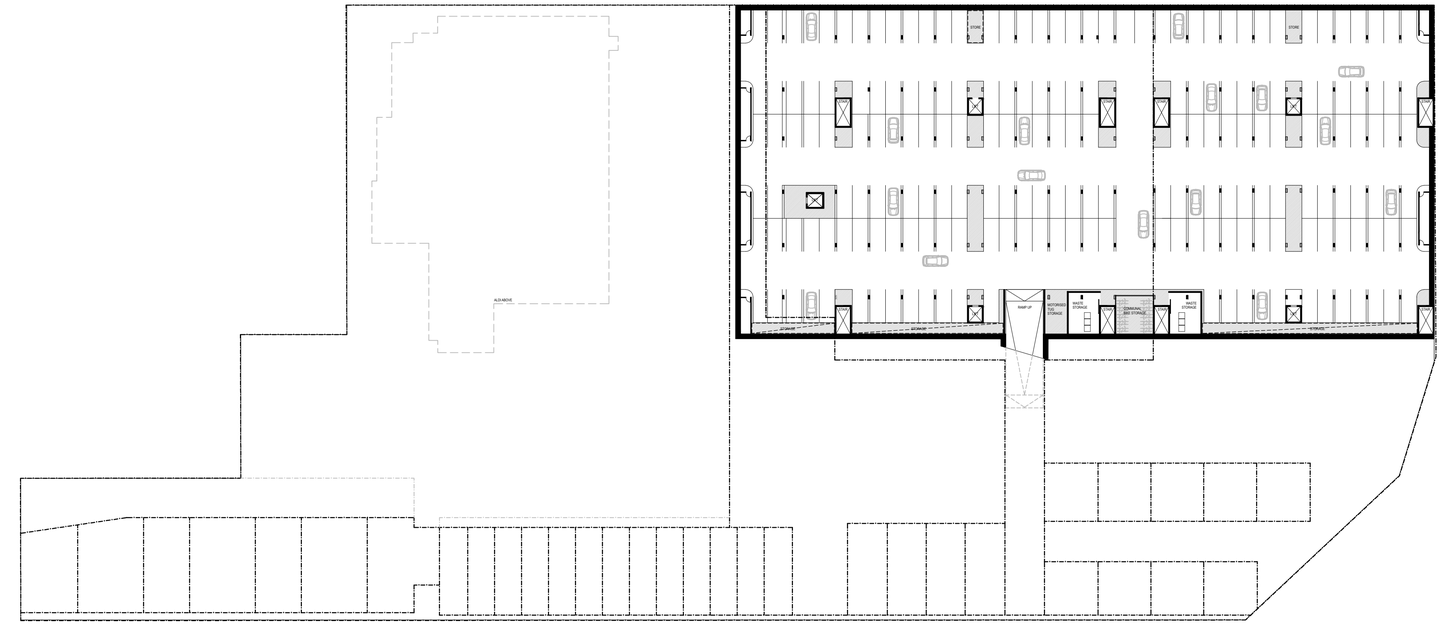
C P11
B P11
A P10
A P10



BASEMENT FLOOR
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BASEMENT FLOOR PLAN
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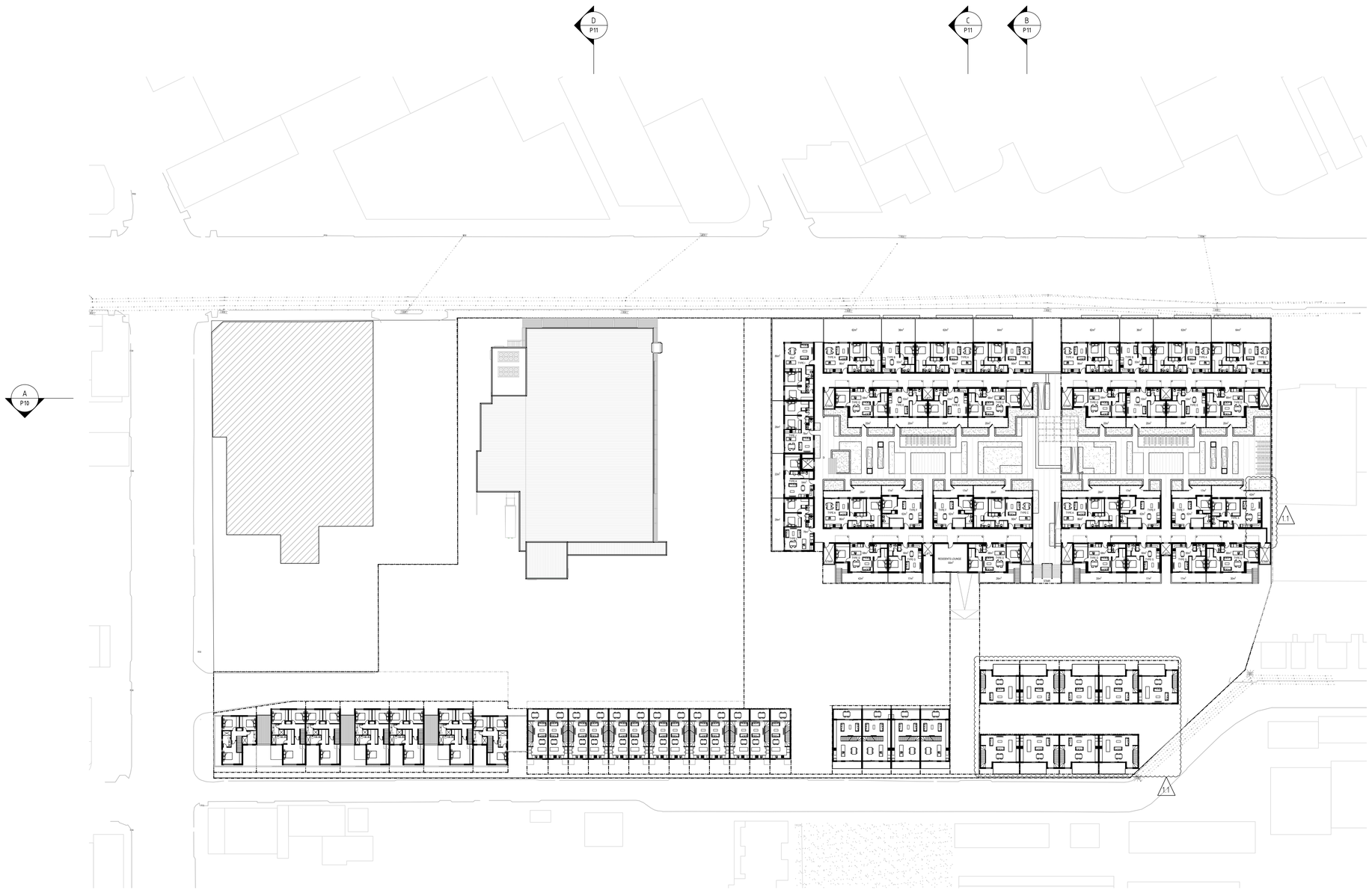

LEVEL 1 FLOOR PLAN

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FIRST FLOOR PLAN

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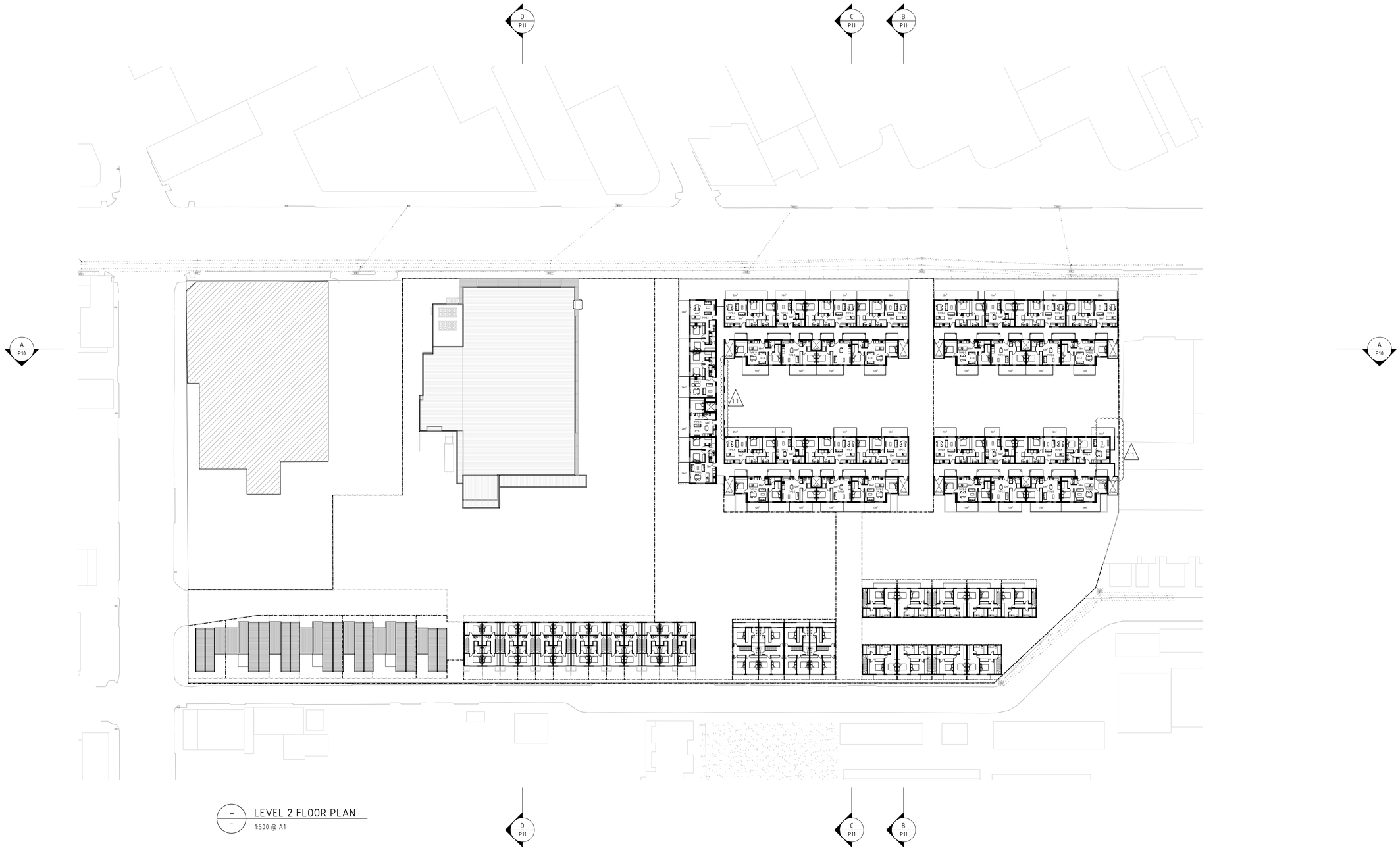

LEVEL 2 FLOOR PLAN
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SECOND FLOOR PLAN
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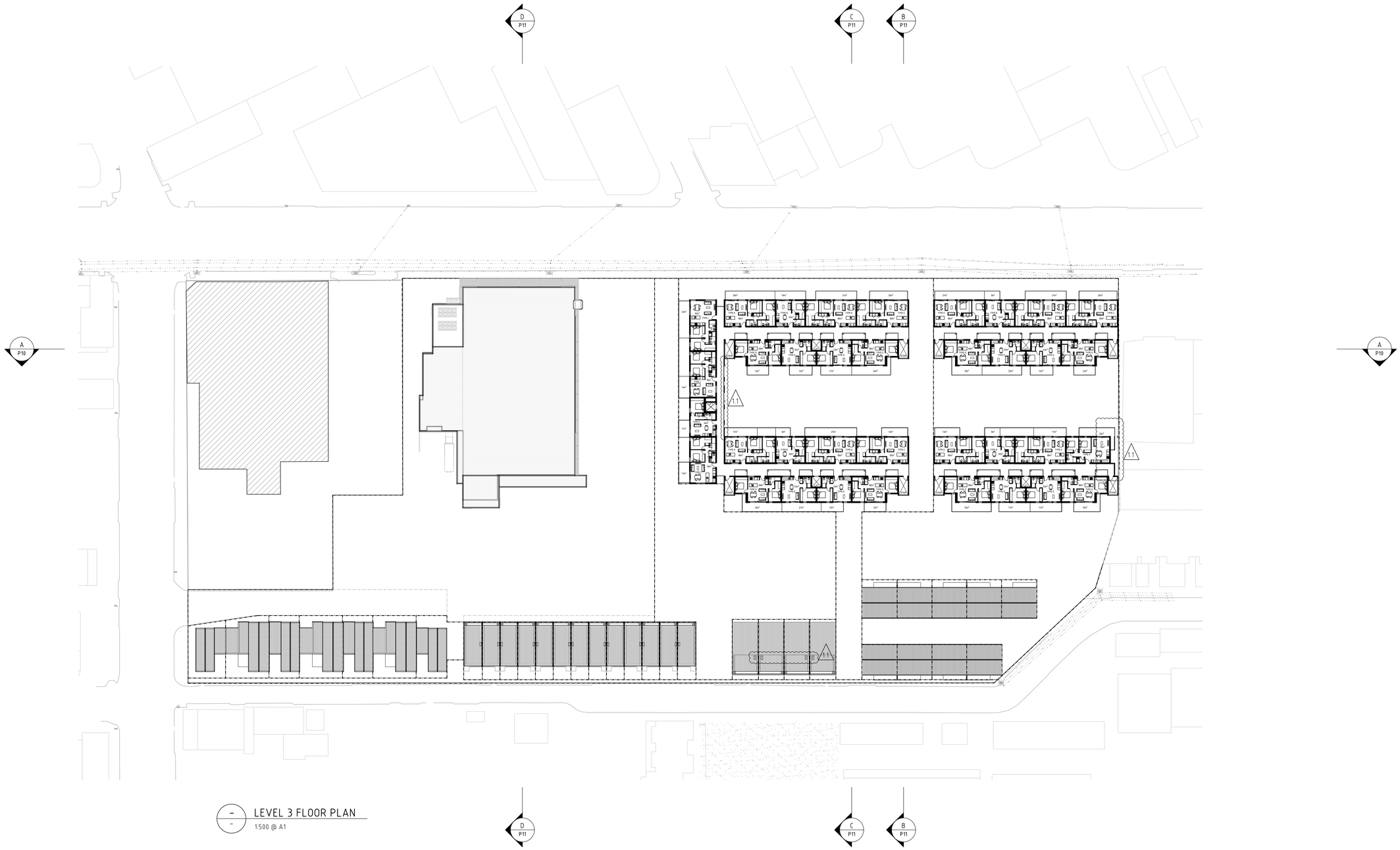

LEVEL 3 FLOOR PLAN

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THIRD FLOOR PLAN

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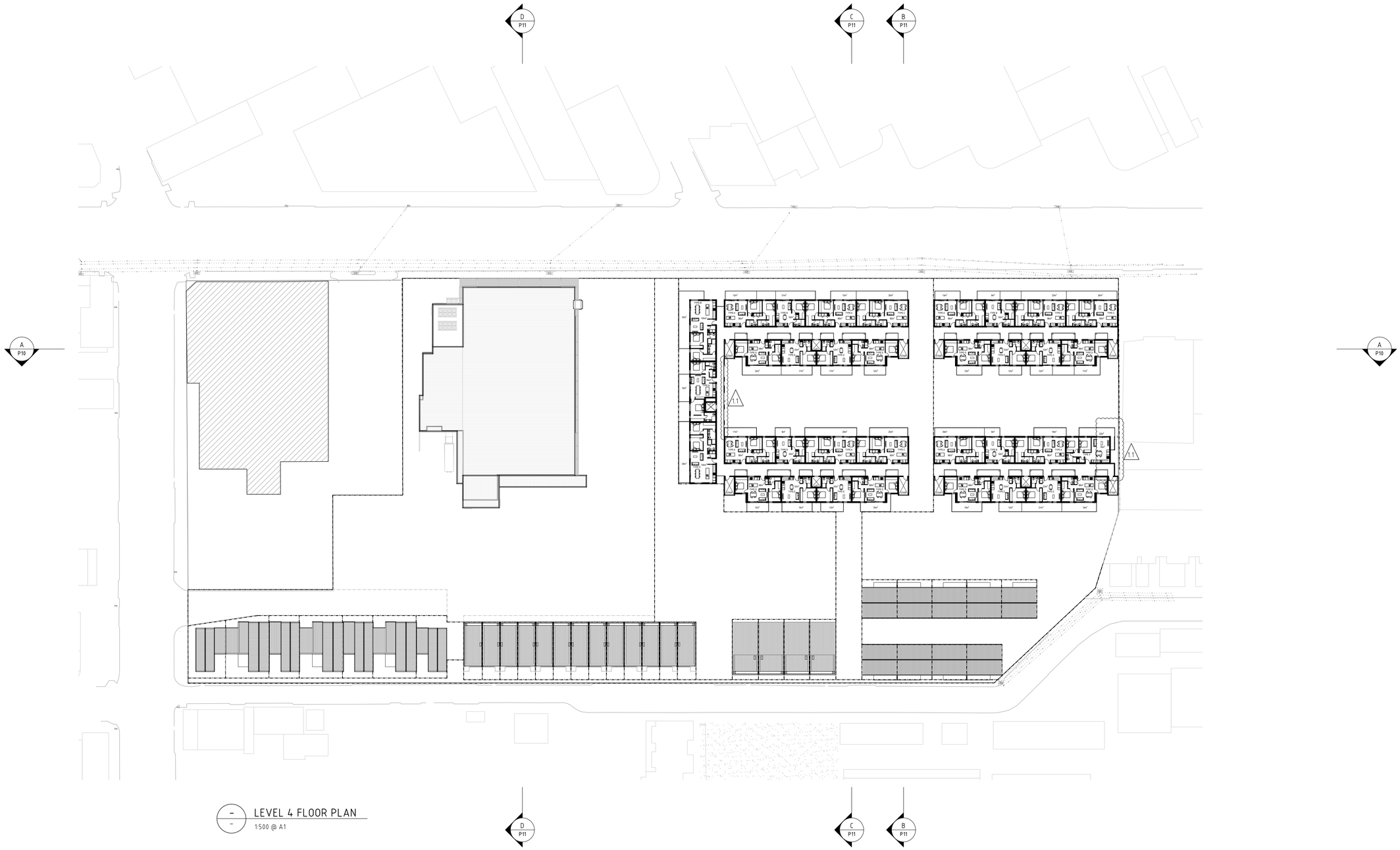

LEVEL 4 FLOOR PLAN

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DRAWING
FOURTH FLOOR PLAN

NORTH

SCALE
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NOVEMBER 2018

PROJECT NO
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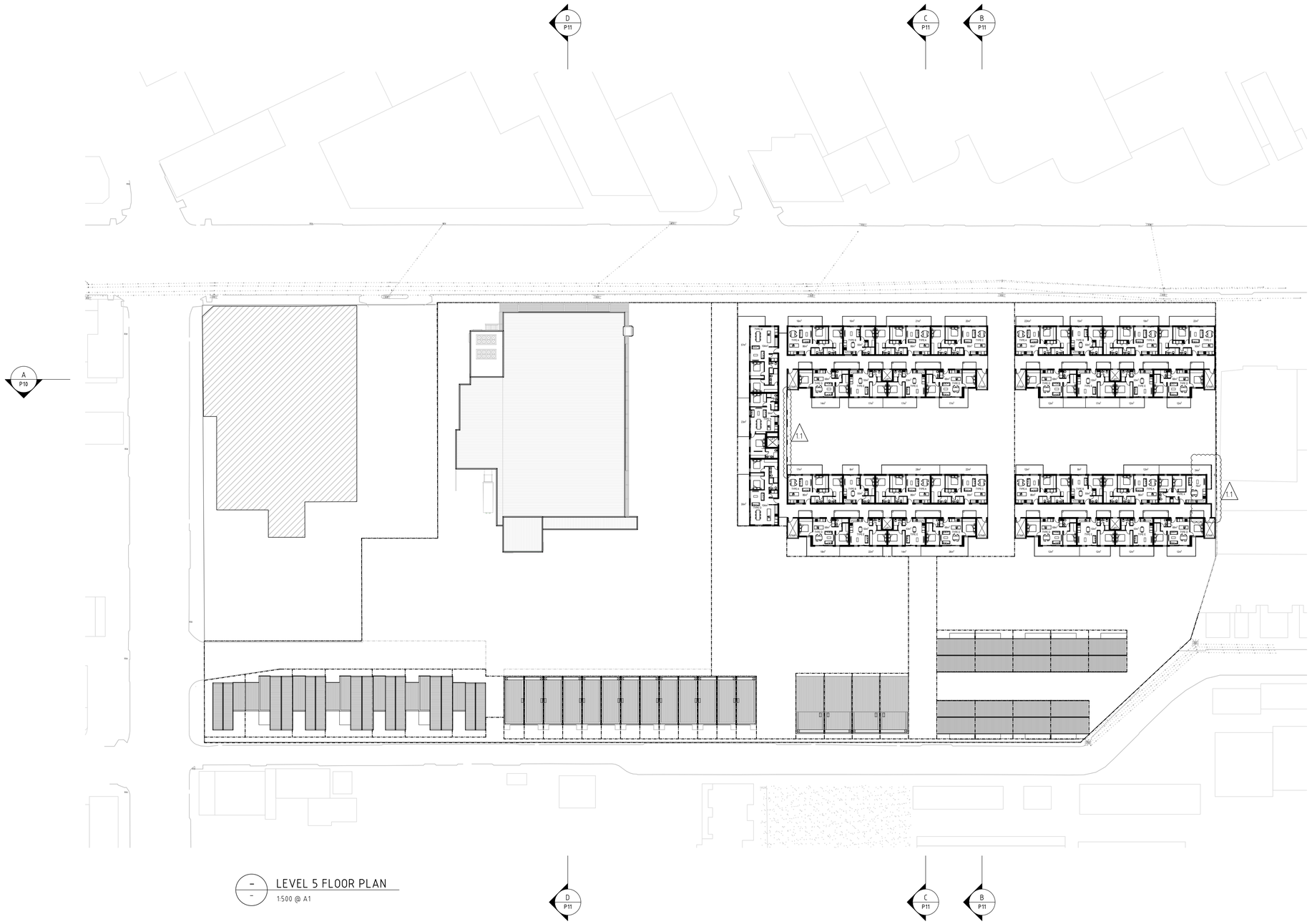

LEVEL 5 FLOOR PLAN

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REV	DATE	DESCRIPTION
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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

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DRAWING
FIFTH FLOOR PLAN

NORTH

SCALE
AS SHOWN

DATE
NOVEMBER 2018

PROJECT NO
28055

DWG NO
P07

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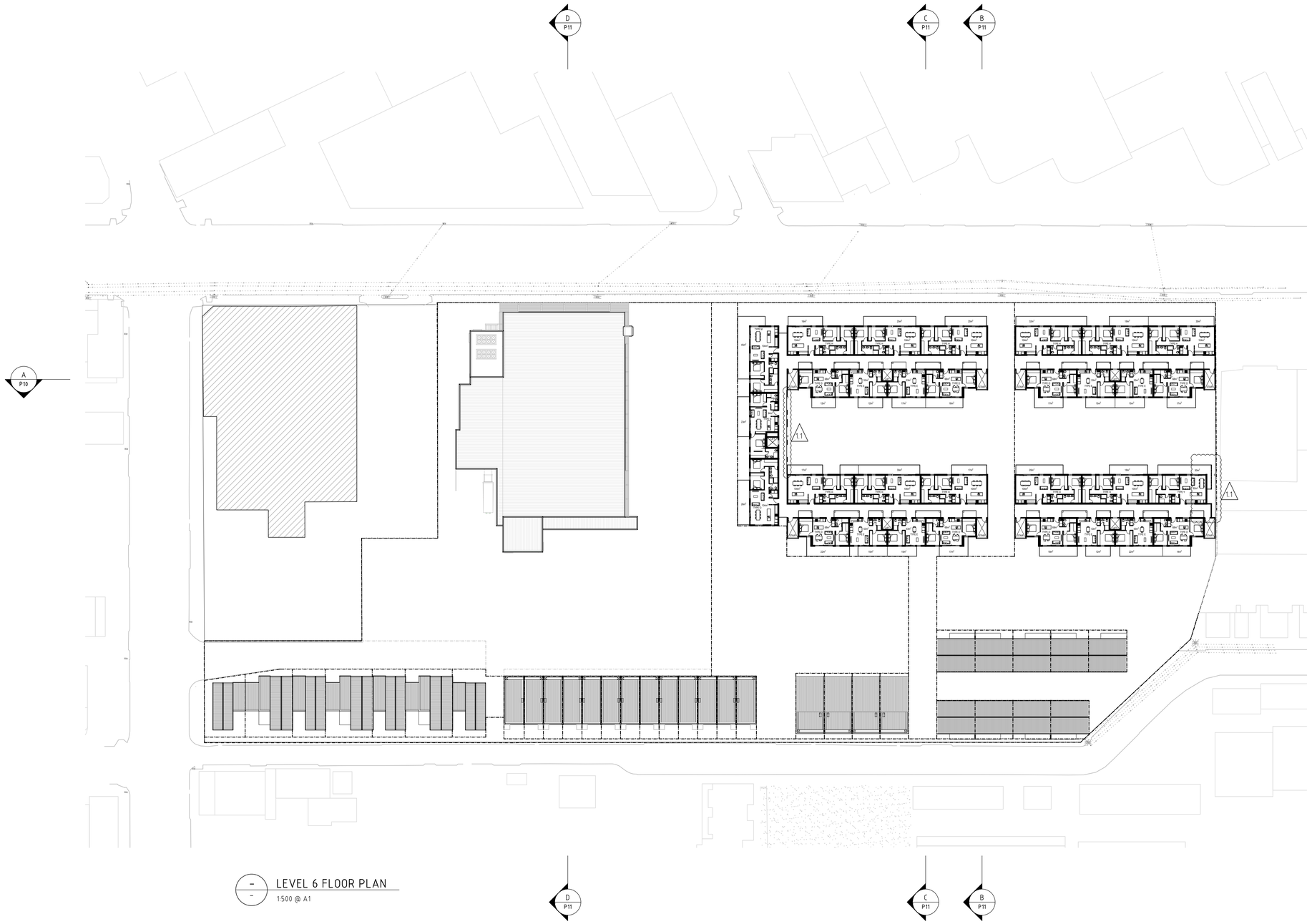

LEVEL 6 FLOOR PLAN

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DRAWING
SIXTH FLOOR PLAN

NORTH

SCALE
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NOVEMBER 2018

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REVISION	CHECKED	DRAWN
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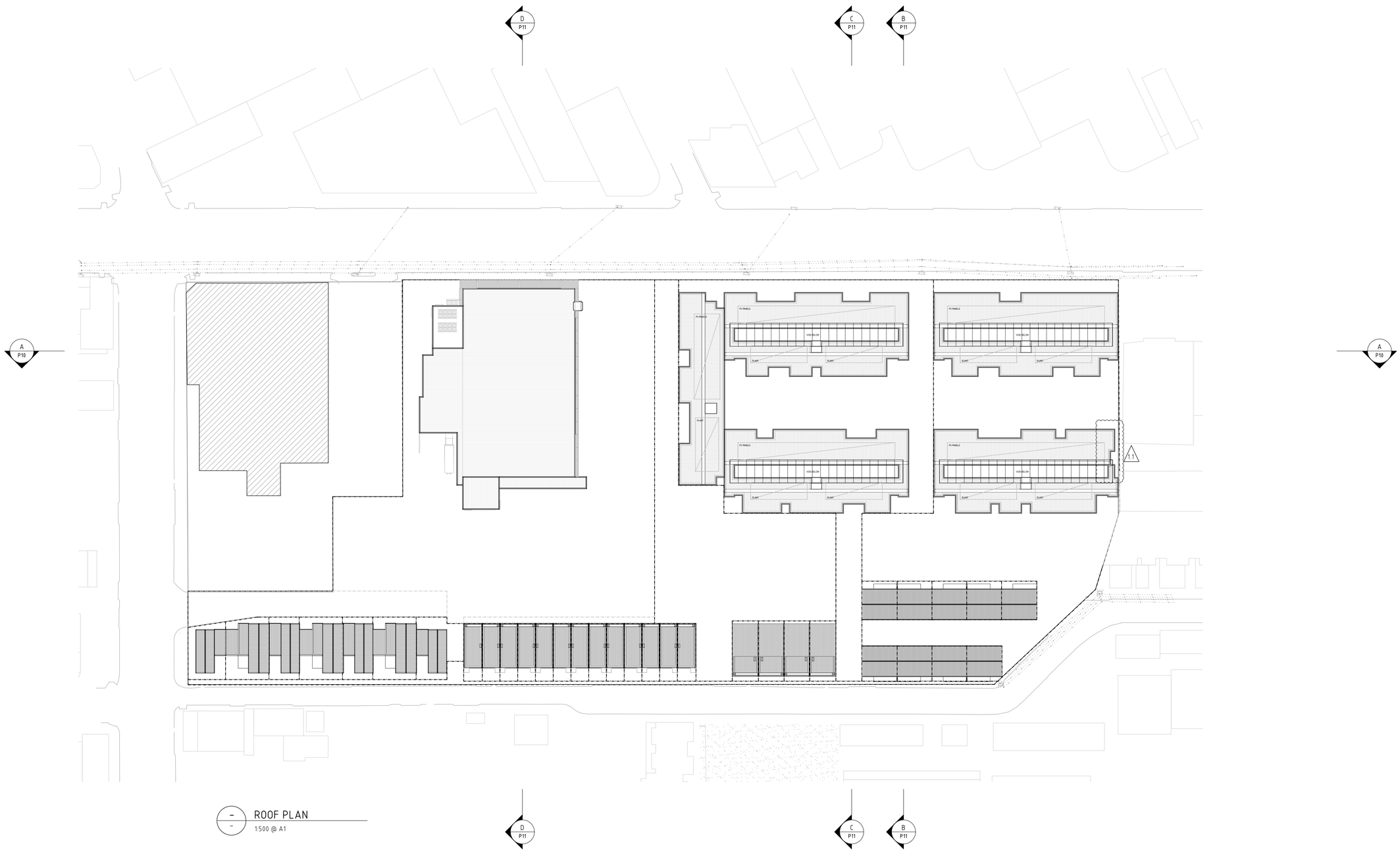

ROOF PLAN
1:500 @ A1

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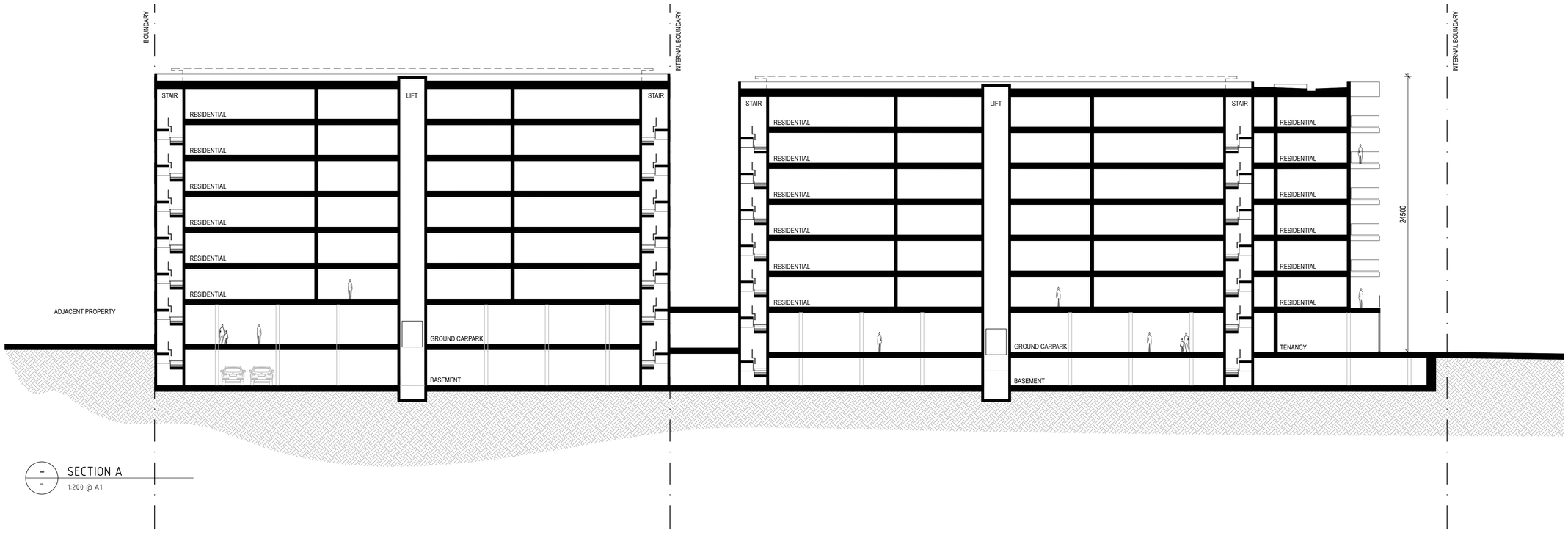
76 MAGILL ROAD
NORWOOD
CLIENT: ALDI | CA CA

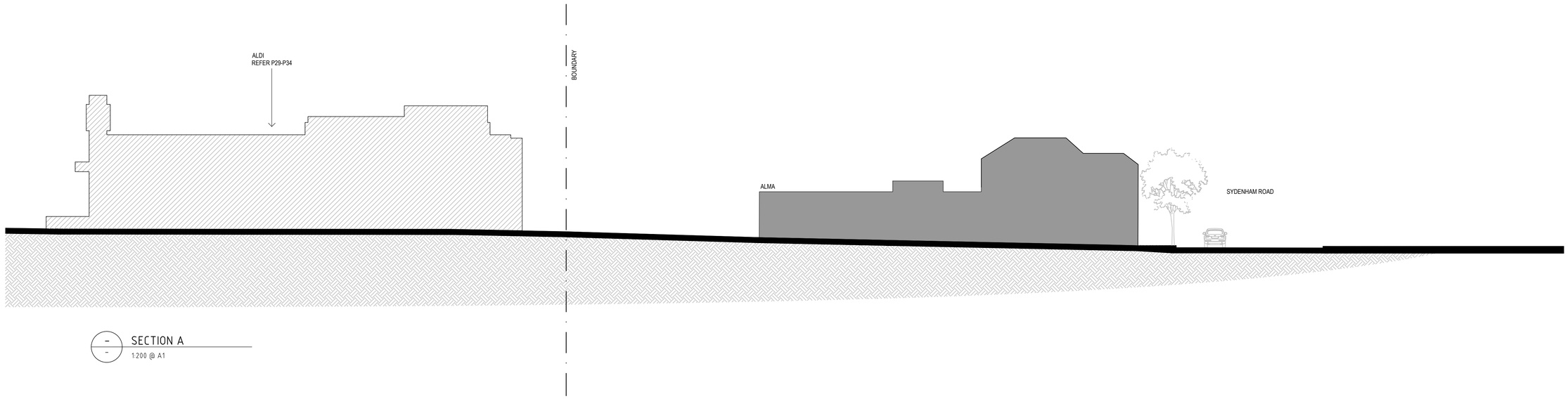
DRAWING: ROOF PLAN
SCALE: AS SHOWN
DATE: NOVEMBER 2018
NORTH

PROJECT NO: 28055
DWG NO: P09

REVISION	CHECKED	DRAWN
1.1	FB	mdf



SECTION A
1:200 @ A1



SECTION A
1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
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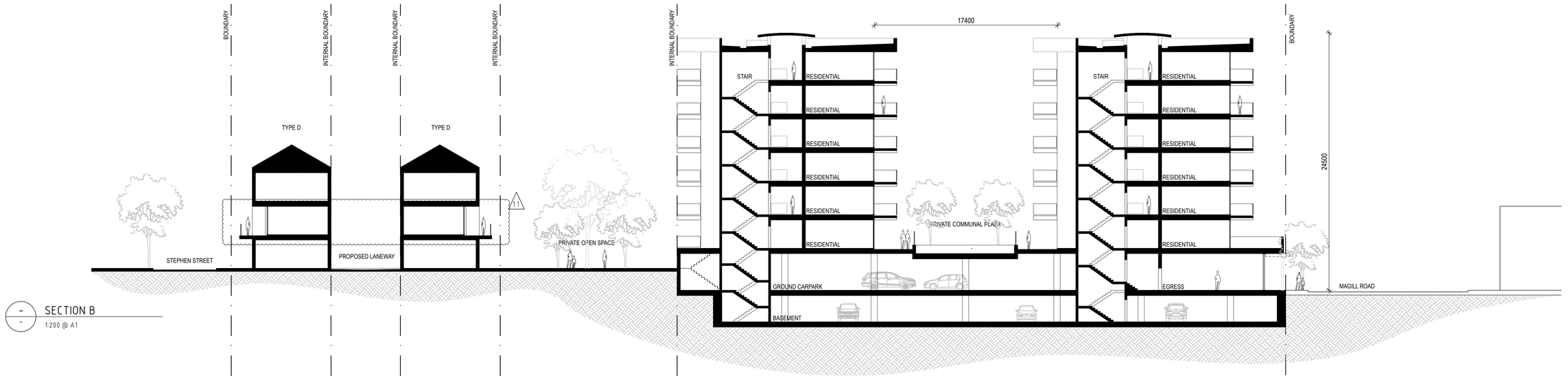
DRAWING
SECTIONS
NORTH
SCALE
AS SHOWN
DATE
AUGUST 2018

PROJECT NO
28055
DWG NO
P10

REVISION	CHECKED	DRAWN
1.0	FB	mdf



SECTION B
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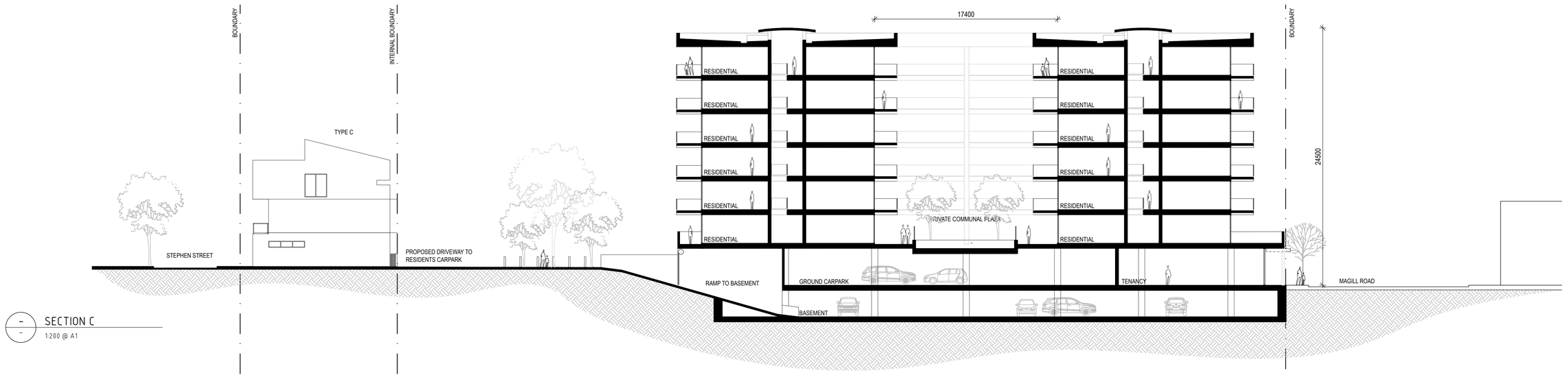
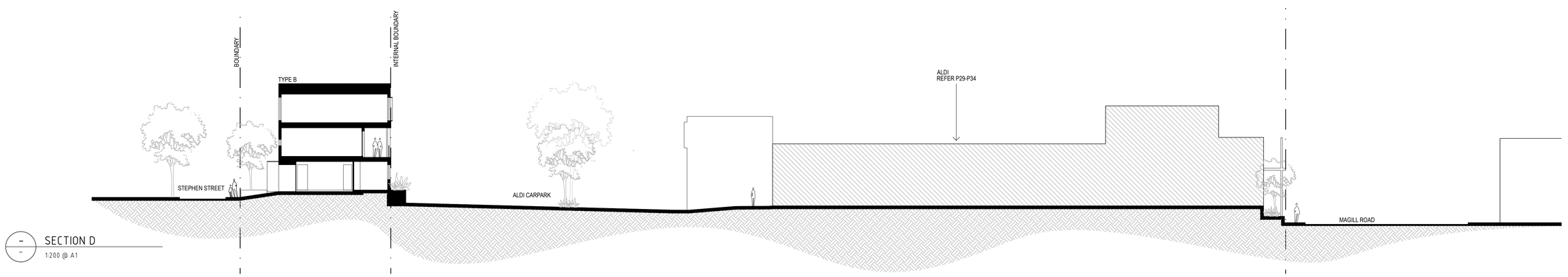


SECTION C
1:200 @ A1



SECTION D
1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
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CLIENT
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DRAWING
SECTIONS

NORTH

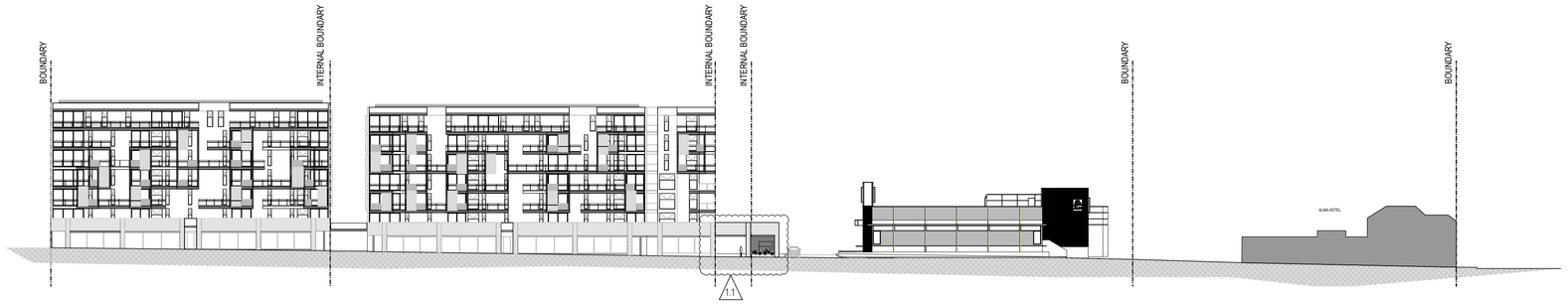
SCALE
AS SHOWN

DATE
NOVEMBER 2018

PROJECT NO
28055

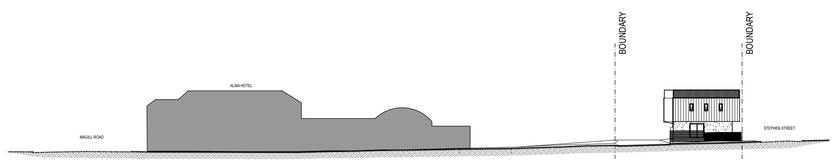
DWG NO
P11

REVISION	CHECKED	DRAWN
1.1	FB	mdf



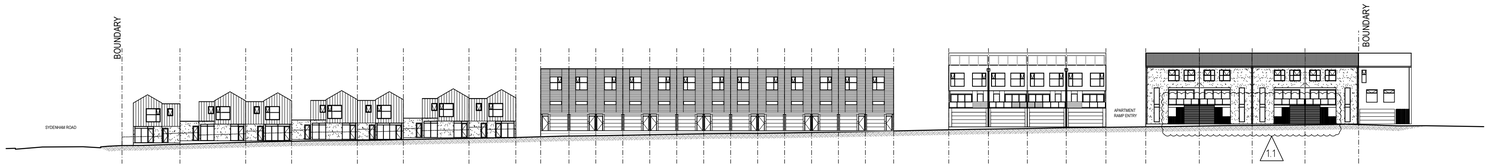
MAGILL ROAD ELEVATION (NORTH)

1:500 @ A1



SYDENHAM STREET ELEVATION (WEST)

1:500 @ A1



STEPHEN STREET ELEVATION (SOUTH)

1:500 @ A1

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NORWOOD GREEN
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NORWOOD

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DRAWING
SECTIONS

NORTH

SCALE
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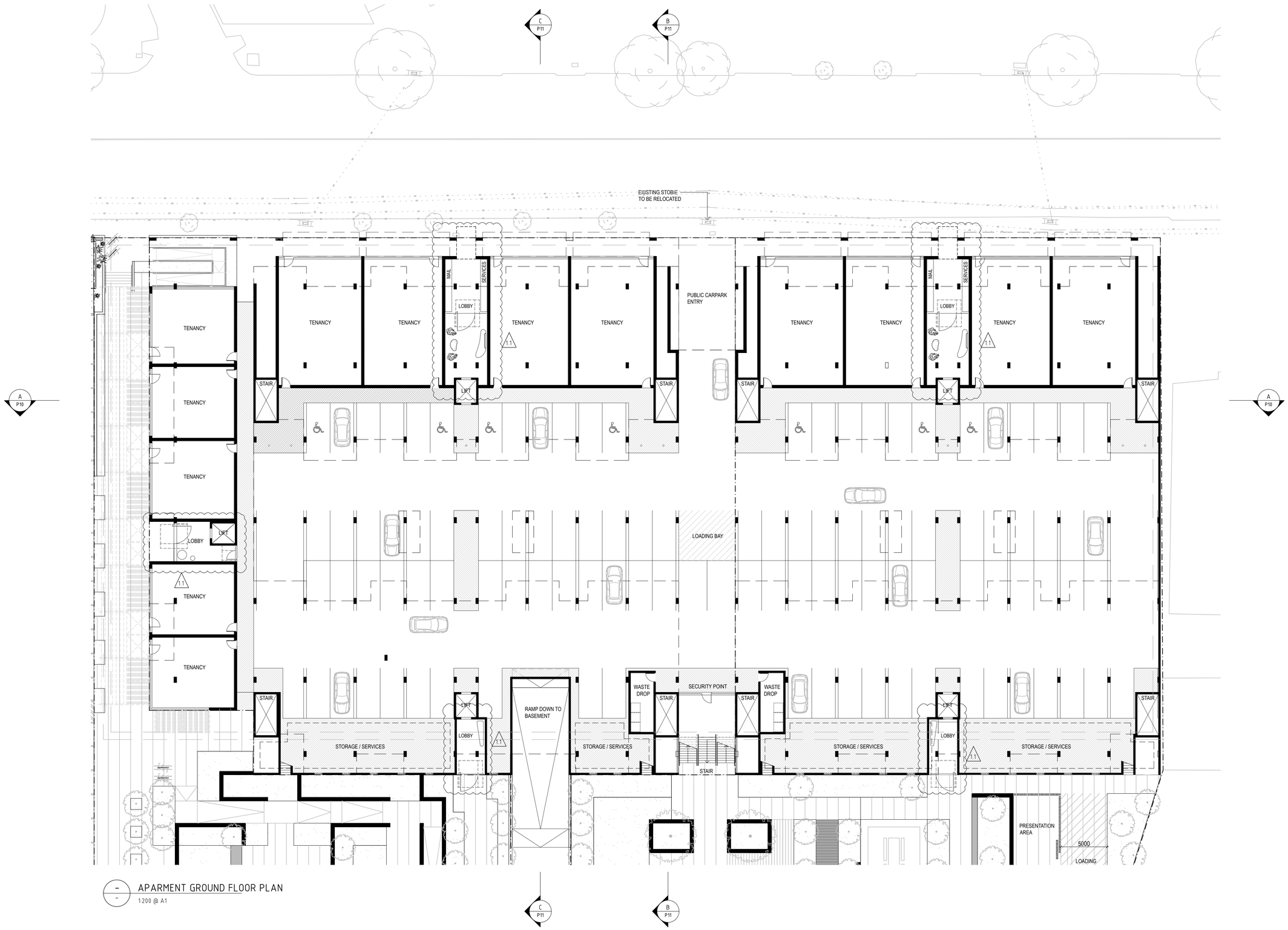
NOVEMBER 2018

PROJECT NO
28055

DWG NO
P12

REVISION	CHECKED	DRAWN
1.1	FB	mdf



APARMENT GROUND FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

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DRAWING
GROUND FLOOR PLAN
APARTMENTS

NORTH

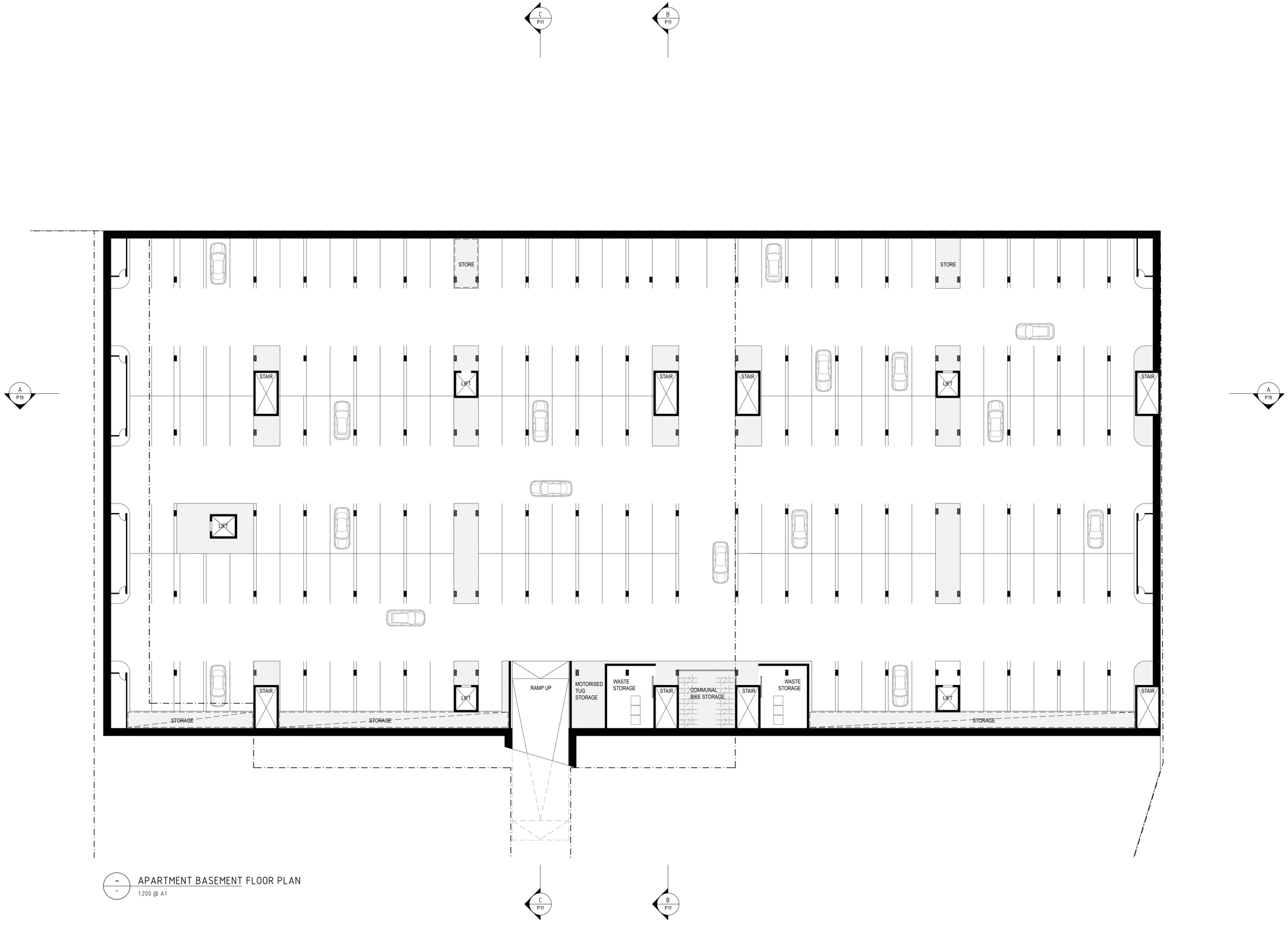
SCALE
AS SHOWN

DATE
NOVEMBER 2018

PROJECT NO
28055

DWG NO
P13

REVISION	CHECKED	DRAWN
1.1	FB	mdf



APARTMENT BASEMENT FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
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DRAWING
BASEMENT
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P14

REVISION	CHECKED	DRAWN
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APARTMENT LEVEL 1 FLOOR PLAN

1:200 @ A1

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DRAWING
FIRST FLOOR PLAN
APARTMENTS
NORTH
SCALE
AS SHOWN
DATE
NOVEMBER 2018

PROJECT NO
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DWG NO
P15

REVISION	CHECKED	DRAWN
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APARTMENT LEVEL 2 FLOOR PLAN

1:200 @ A1

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76 MAGILL ROAD
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DRAWING
SECOND FLOOR PLAN
APARTMENTS

NORTH

SCALE
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APARTMENT LEVEL 3 FLOOR PLAN

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
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DRAWING
THIRD FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
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REVISION	CHECKED	DRAWN
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APARTMENT LEVEL 4 FLOOR PLAN

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NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

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DRAWING
FOURTH FLOOR PLAN
APARTMENTS

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APARTMENT LEVEL 5 FLOOR PLAN

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NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

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DRAWING
FIFTH FLOOR PLAN
APARTMENTS

SCALE
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APARTMENT LEVEL 6 FLOOR PLAN

1:200 @ A1

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NORWOOD

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DRAWING
SIXTH FLOOR PLAN
APARTMENTS

SCALE
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DWG NO
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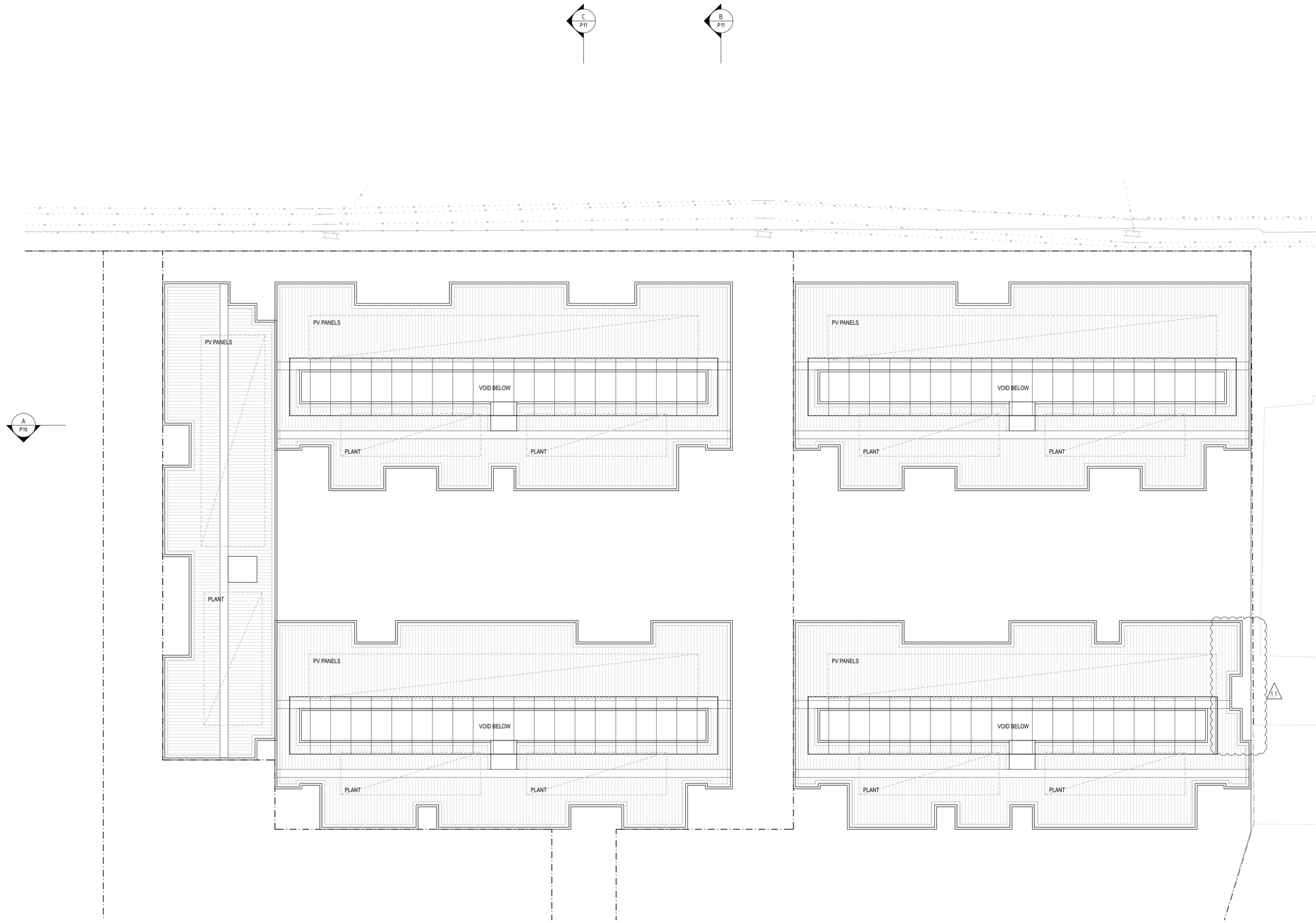

APARTMENT ROOF PLAN

1:200 @ A1

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ROOF PLAN
APARTMENTS

NORTH

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PROJECT NO
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REVISION	CHECKED	DRAWN
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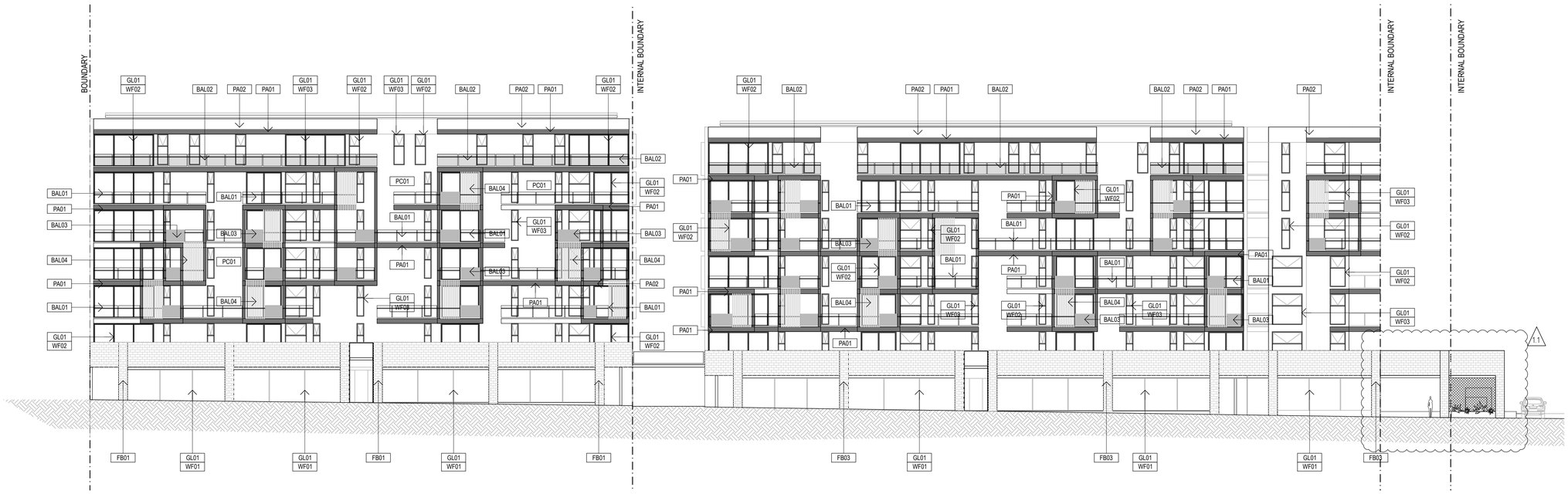

NORTH ELEVATION (MAGILL)

1:200 @ A1

SOUTH ELEVATION

1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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76 MAGILL ROAD
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DRAWING
ELEVATIONS
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
NOVEMBER 2018

PROJECT NO
28055

DWG NO
P22

REVISION	CHECKED	DRAWN
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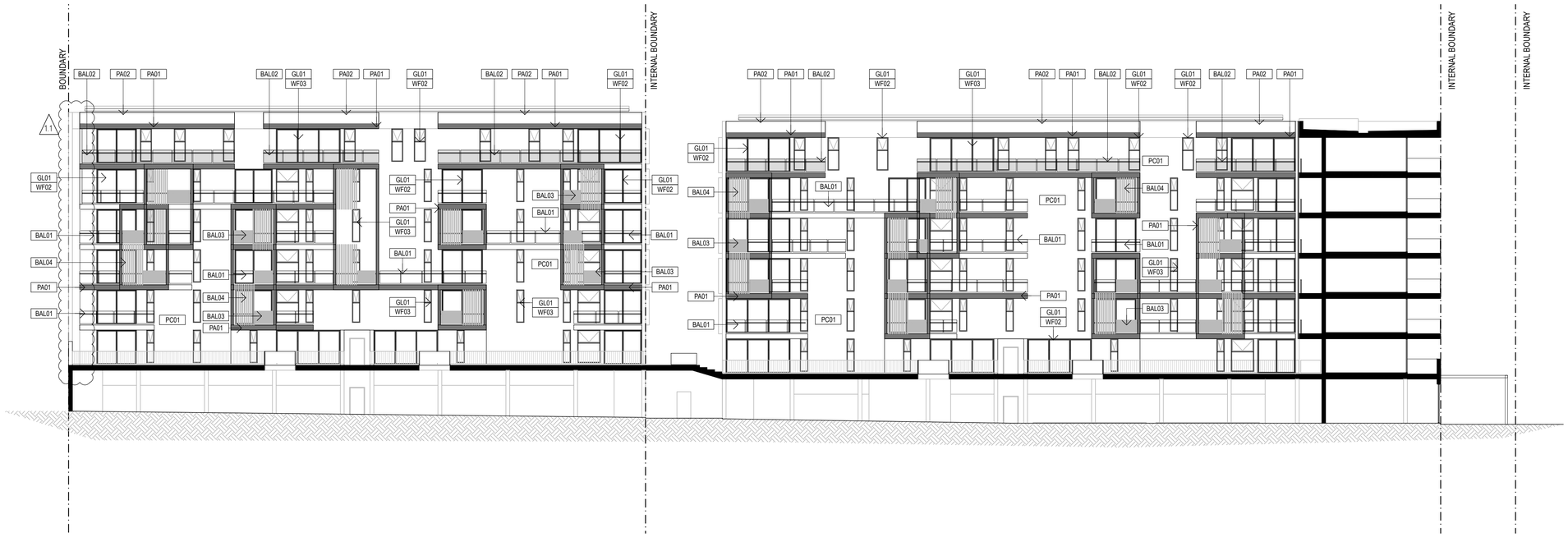
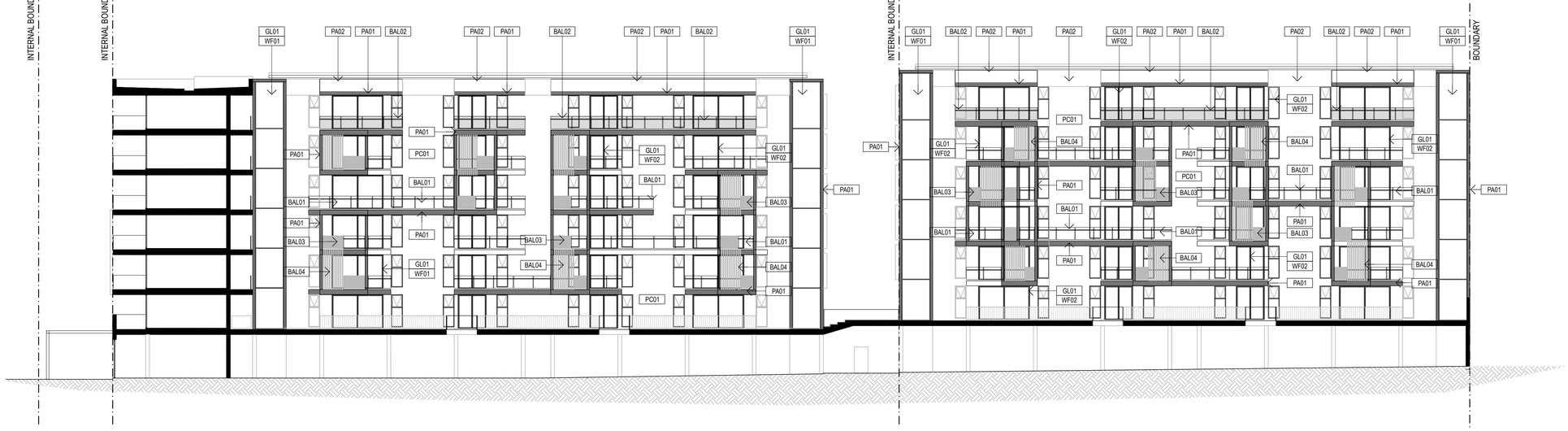


NORTH ELEVATION (INTERNAL)

1:200 @ A1



SOUTH ELEVATION (INTERNAL)

1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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DRAWING
APARTMENTS
ELEVATIONS

NORTH

SCALE
AS SHOWN

DATE
NOVEMBER 2018

PROJECT NO
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DWG NO
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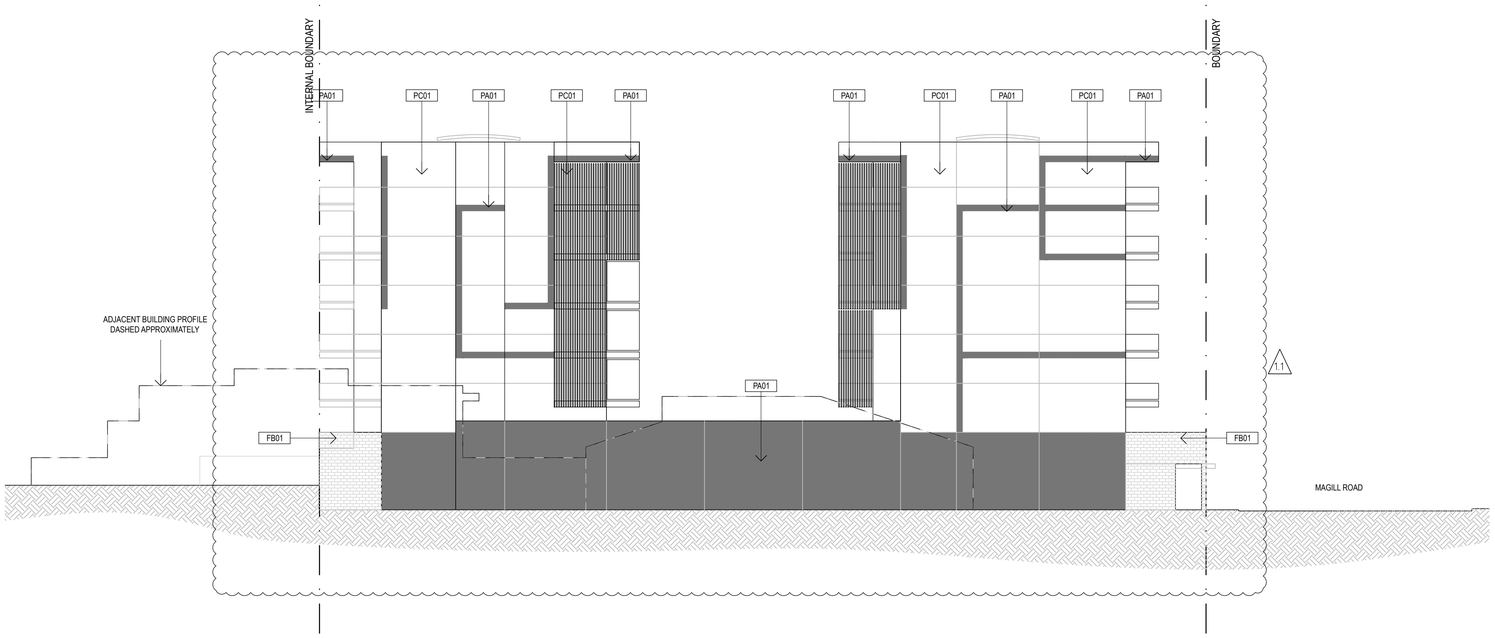
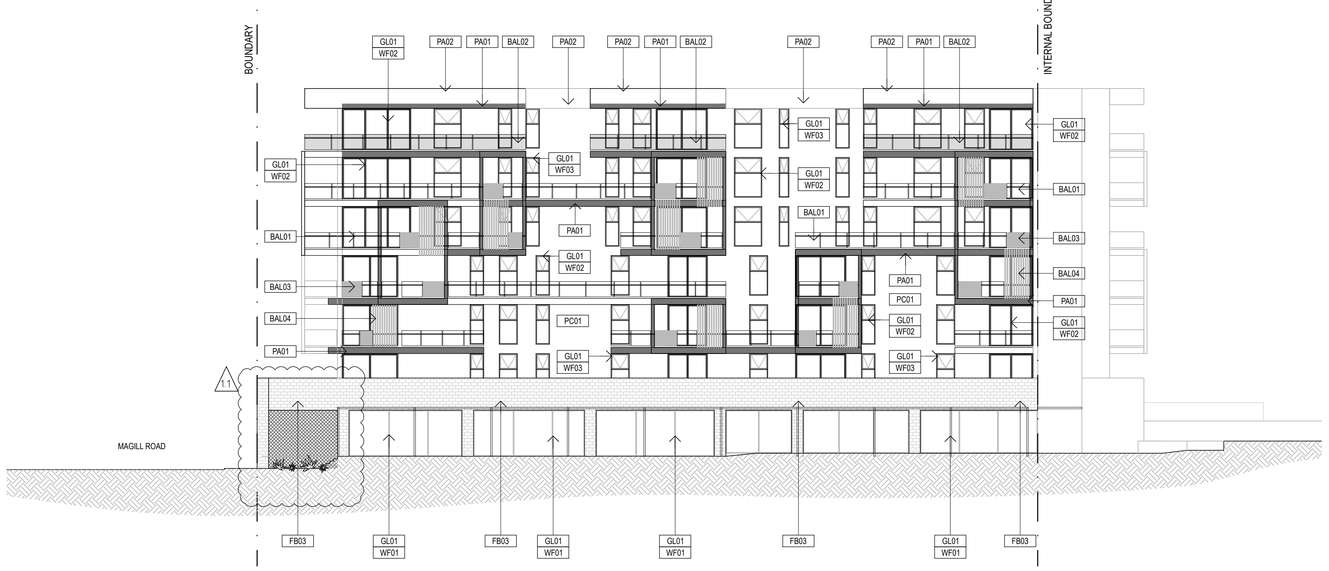
REVISION	CHECKED	DRAWN
1.1	FB	mdf



EAST ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODIOSED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.1	06/11/18	REVISIONS ODASA
1.0	23/08/18	ISSUED FOR DPC

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
ELEVATIONS
APARTMENTS

NORTH

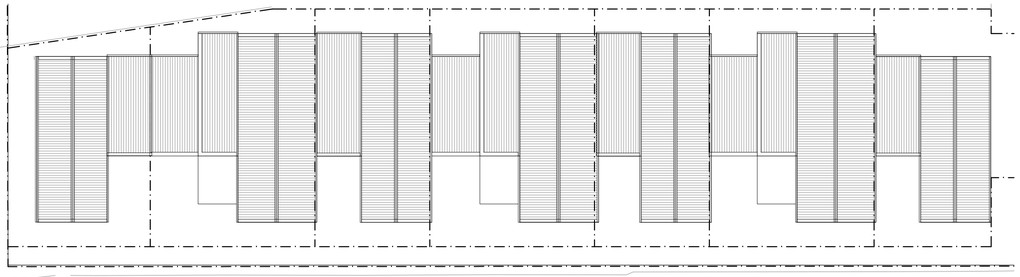
SCALE
AS SHOWN

DATE
NOVEMBER 2018

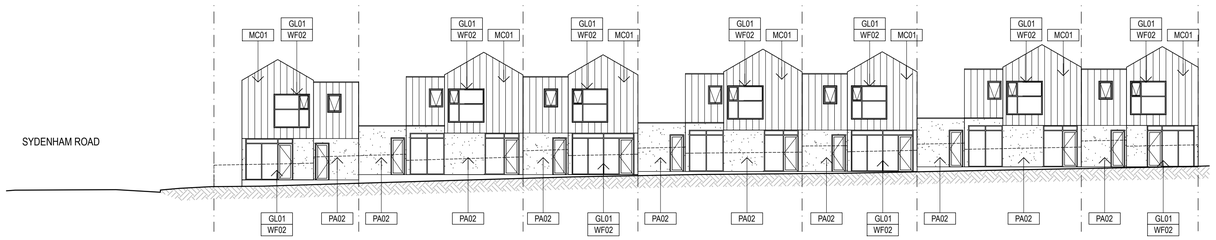
PROJECT NO
28055

DWG NO
P24

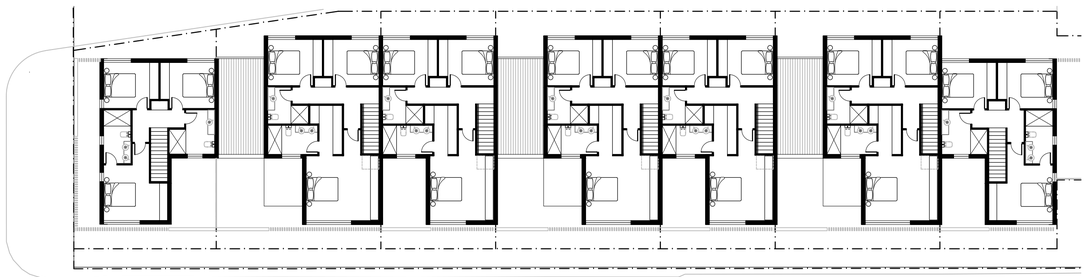
REVISION	CHECKED	DRAWN
1.1	FB	mdf



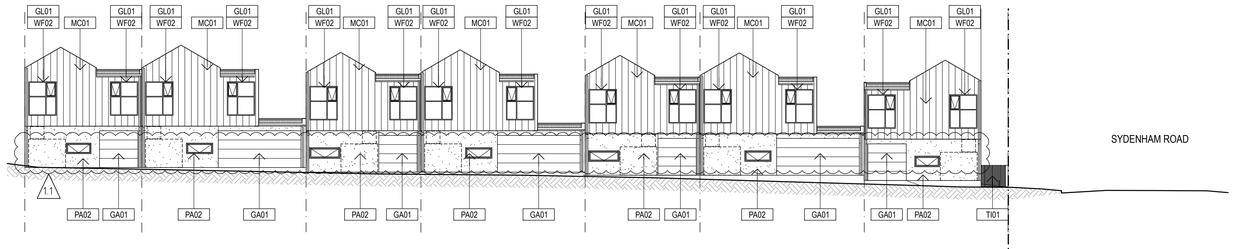
ROOF PLAN
1:200 @ A1



SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1

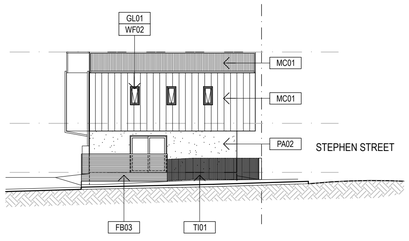


LEVEL 1 FLOOR PLAN
1:200 @ A1

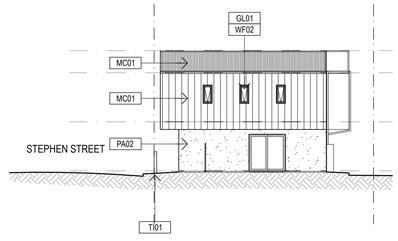


NORTH ELEVATION
1:200 @ A1

GROUND FLOOR PLAN
1:200 @ A1



WEST ELEVATION (SYDENHAM ROAD)
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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NOTE: LANDSCAPING OMITTED FOR CLARITY

REV	DATE	DESCRIPTION
1.1	06/11/18	REVISIONS ODASA
1.0	23/08/18	ISSUED FOR DPC

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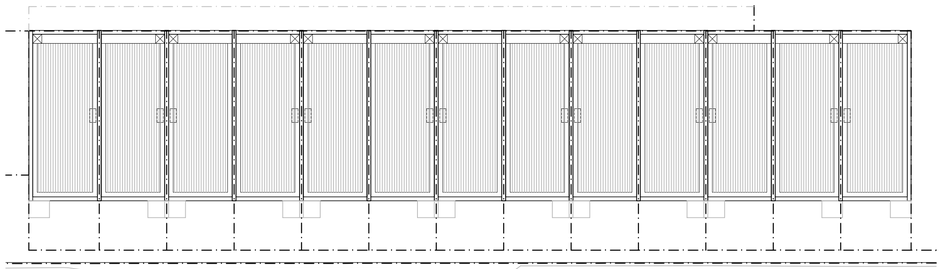
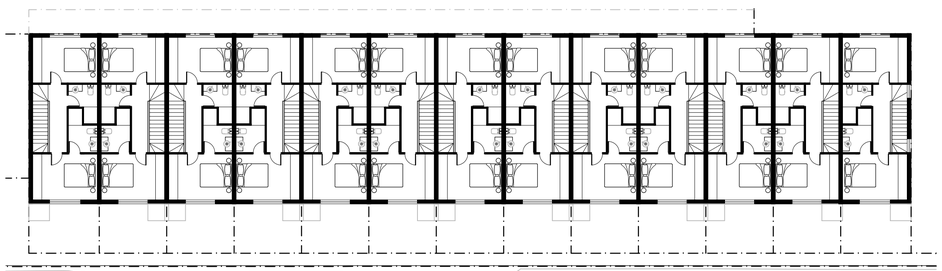
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: TYPE A TOWNHOUSES
SCALE: AS SHOWN
DATE: NOVEMBER 2018
NORTH

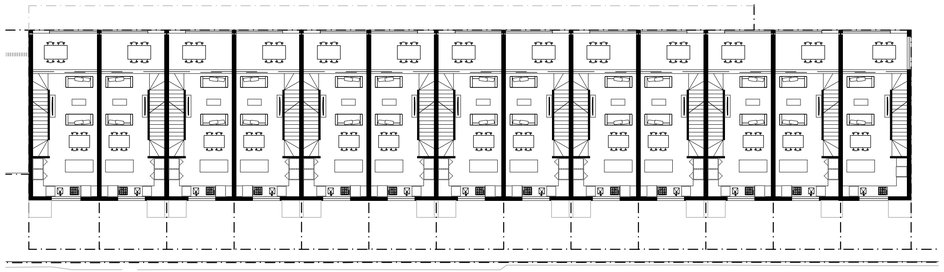
PROJECT NO: 28055
DWG NO: P25
REVISION: 1.1
CHECKED: FB
DRAWN: mdf



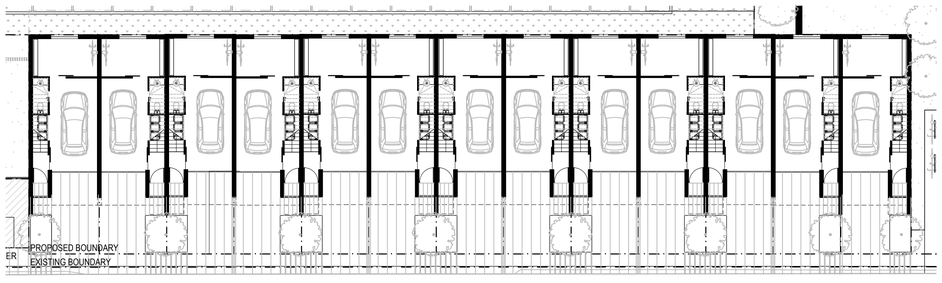
ROOF PLAN
1:200 @ A1



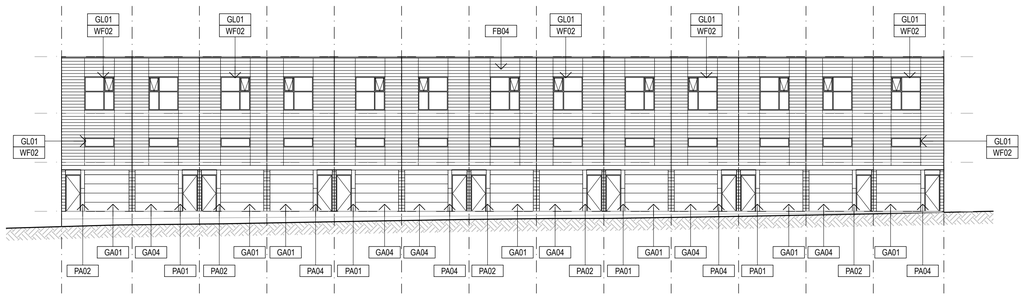
LEVEL 2 FLOOR PLAN
1:200 @ A1



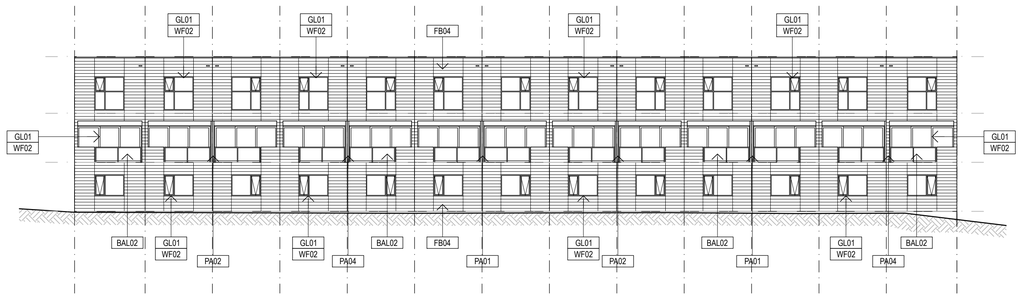
LEVEL 1 FLOOR PLAN
1:200 @ A1



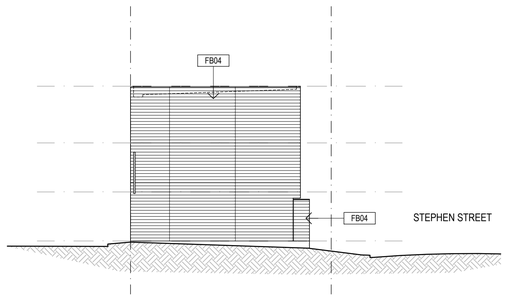
GROUND FLOOR PLAN
1:200 @ A1



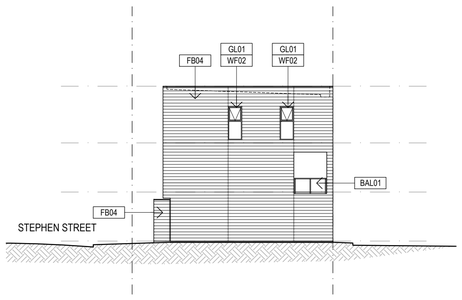
SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1



NORTH ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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NOTE: LANDSCAPING OMITTED FOR CLARITY

REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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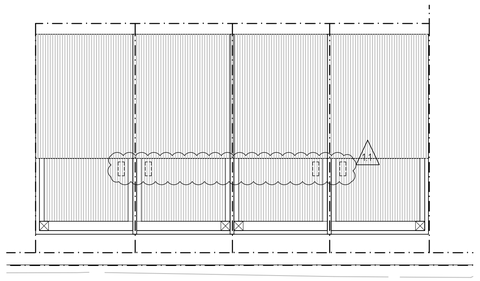
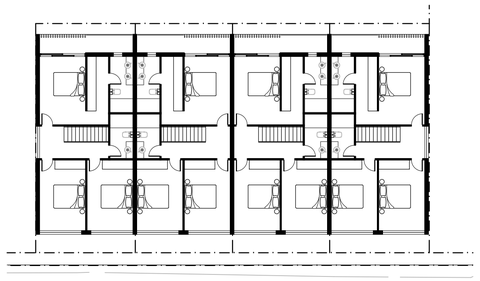
PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
TYPE B
TOWNHOUSES
SCALE
AS SHOWN
DATE
AUGUST 2018
NORTH

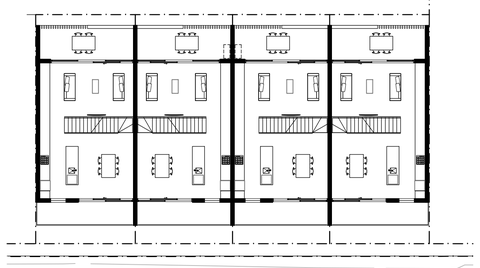
PROJECT NO
28055
DWG NO
P26
REVISION
1.0
CHECKED
FB
DRAWN
mdf



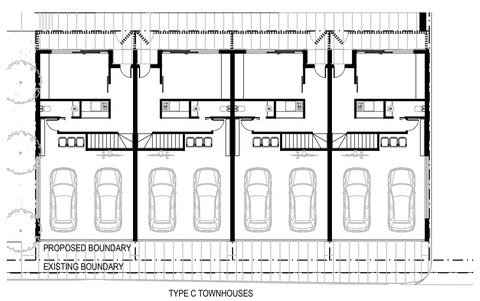
ROOF FLOOR PLAN
1:200 @ A1



LEVEL 2 FLOOR PLAN
1:200 @ A1



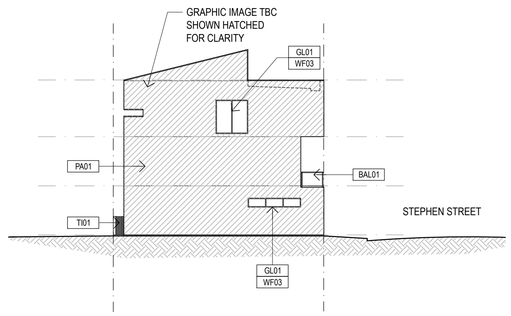
LEVEL 1 FLOOR PLAN
1:200 @ A1



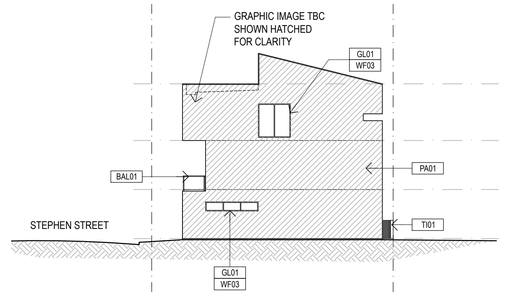
GROUND FLOOR PLAN
1:200 @ A1

SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1

NORTH ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
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WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.1	06/11/18	REVISIONS ODASA
1.0	23/08/18	ISSUED FOR DPC

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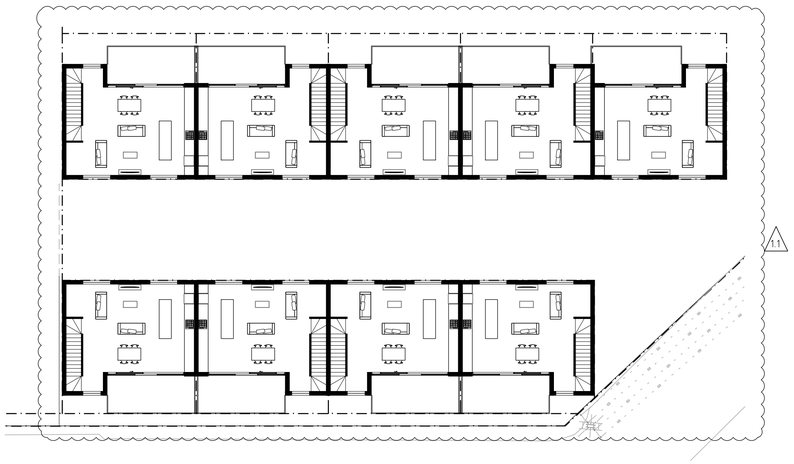
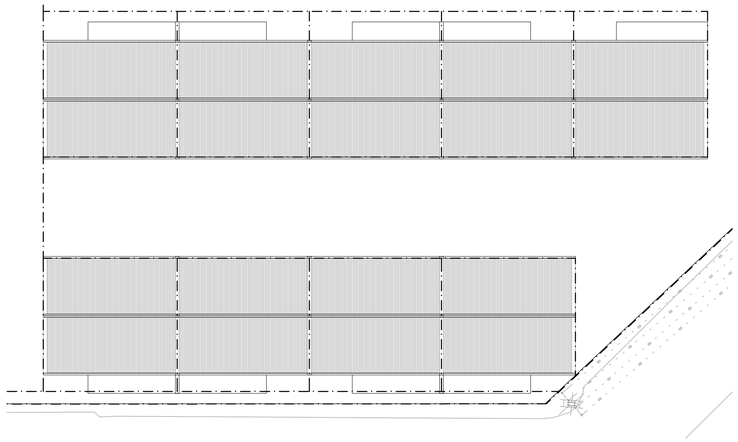
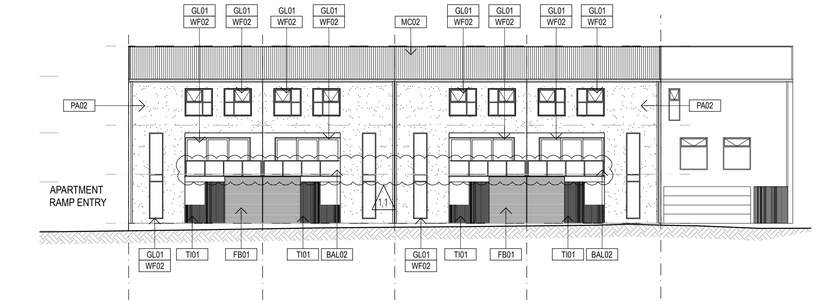
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA
DRAWING: TYPE C TOWNHOUSES
SCALE: AS SHOWN
DATE: NOVEMBER 2018
NORTH
PROJECT NO: 28055
DWG NO: P27
REVISION: 1.1
CHECKED: FB
DRAWN: mdf



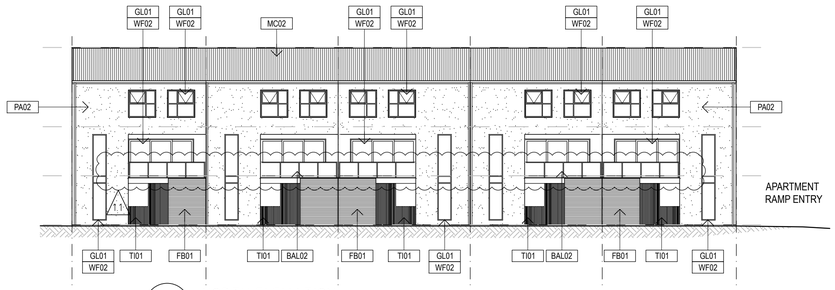
LEVEL 1 FLOOR PLAN
1:200 @ A1



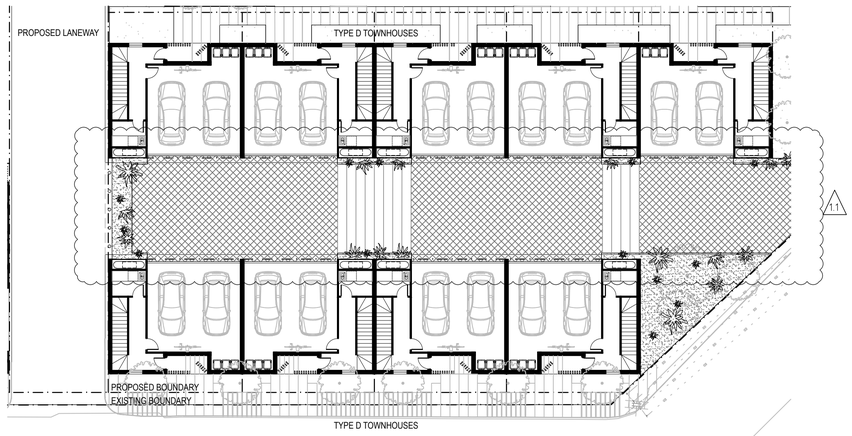
ROOF FLOOR PLAN
1:200 @ A1



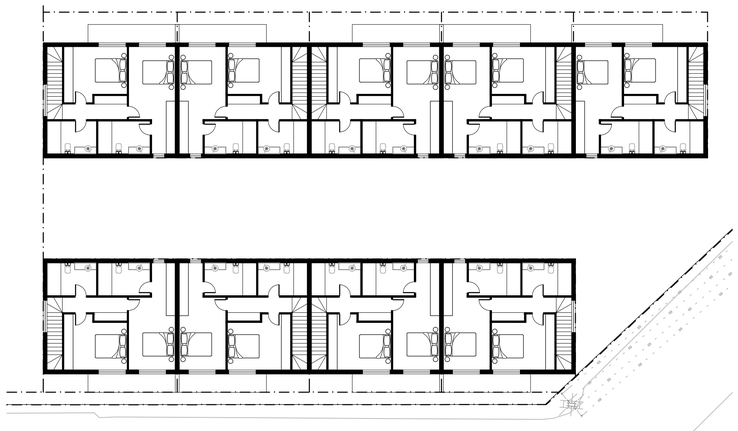
SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1



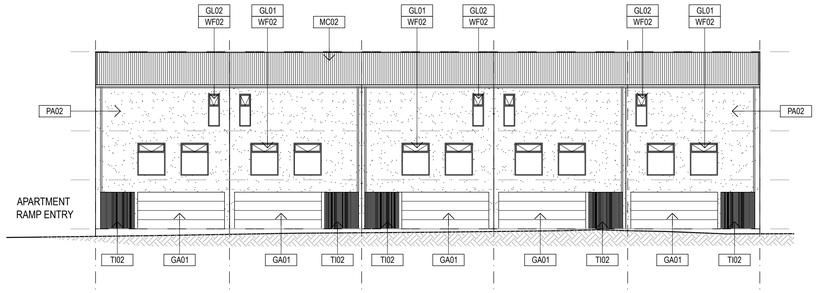
NORTH ELEVATION
1:200 @ A1



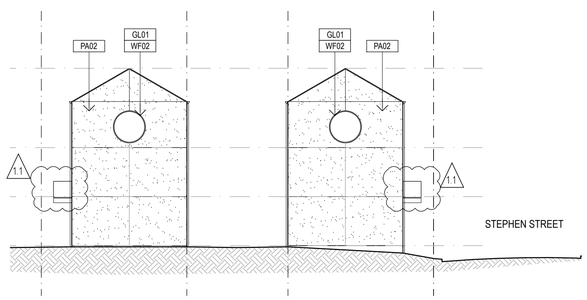
GROUND FLOOR PLAN
1:200 @ A1



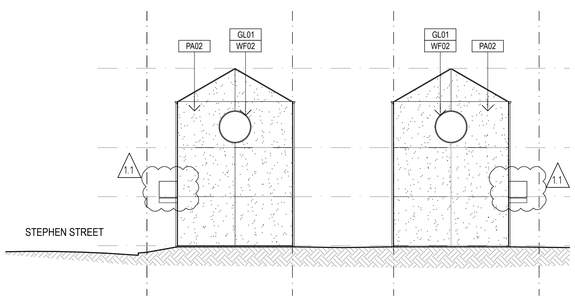
LEVEL 2 FLOOR PLAN
1:200 @ A1



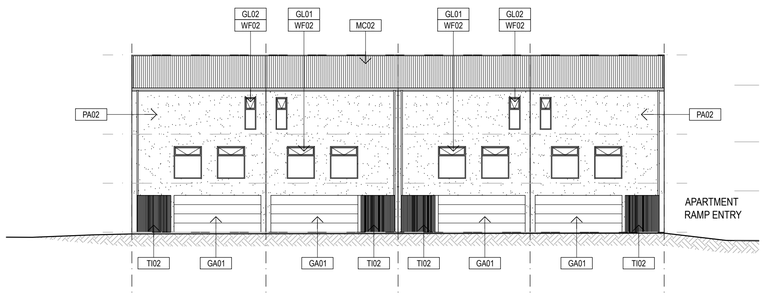
SOUTH INTERNAL ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1



NORTH INTERNAL ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.1	06/11/18	REVISIONS ODASA
1.0	23/08/18	ISSUED FOR DPC

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PROJECT: NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT: ALDI | CA CA

DRAWING: TYPE D TOWNHOUSES
SCALE: AS SHOWN
DATE: NOVEMBER 2018
NORTH

PROJECT NO: 28055
DWG NO: P28
REVISION: 1.1
CHECKED: FB
DRAWN: mdf

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m²
NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

1 LOCATION PLAN
1 : 500

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: ALDI - LOCATION PLAN
NORTH
SCALE: 1 : 500
DATE: 13/07/18

PROJECT NO: 28055
DWG NO: P29

REVISION	CHECKED	DRAWN
1.0	BE	DA

MAGILL ROAD

SYDENHAM ROAD

ALMA HOTEL

ALMA HOTEL CARPARK

ALMA HOTEL CARPARK

SITE BOUNDARY

SERVICE ROAD

COLORBOND FENCING

TRUCK ENTRY ONLY

HIGH LEVEL WINDOWS

CANOPY OVER

EXISTING STOBIE POLE

ENTRY / EXIT

TRANSFORMER + EASEMENT

LANDSCAPE ZONE

LANDSCAPE ZONE

LANDSCAPE ZONE

LANDSCAPE ZONE

GABLE SIGNS

GABLE SIGNS

UP

2000

5700

1090

5500

8610

5500

74

73

EXTENT OF SOLAR PANELS ON ROOF

PROPOSED ALDI STORE

RL 49.1

ALDI CARPARK

COLONNADE

SUNSHADE OVER

HIGH LEVEL WINDOWS

SITE BOUNDARY

DEVELOPMENT SITE

LOADING DOCK SCREEN WALL

19m TRUCK

COMPACTOR

INTEGRATED GRADING OF RAMP

LOADING BAY

2800

7970

89

58

57

EXISTING EASEMENT

SITE BOUNDARY

1

6

5500

44

47

5500

ROLL OVER KERB

GABLE SIGNS

ALDI CARPARK

7000

7310

ALMA HOTEL CARPARK

SITE BOUNDARY

3700

8500

43

32

7000

5500

7

11

12

14

5500

ALDI CARPARK

7000

48

SITE BOUNDARY

15

8400

5500

31

RIGHT OF LIGHT EASEMENT

ENTRY / EXIT

EASEMENT

1520

SITE BOUNDARY

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m²
NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

1 SITE PLAN
1 : 200

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1.0	23/08/18	ISSUED FOR DPC

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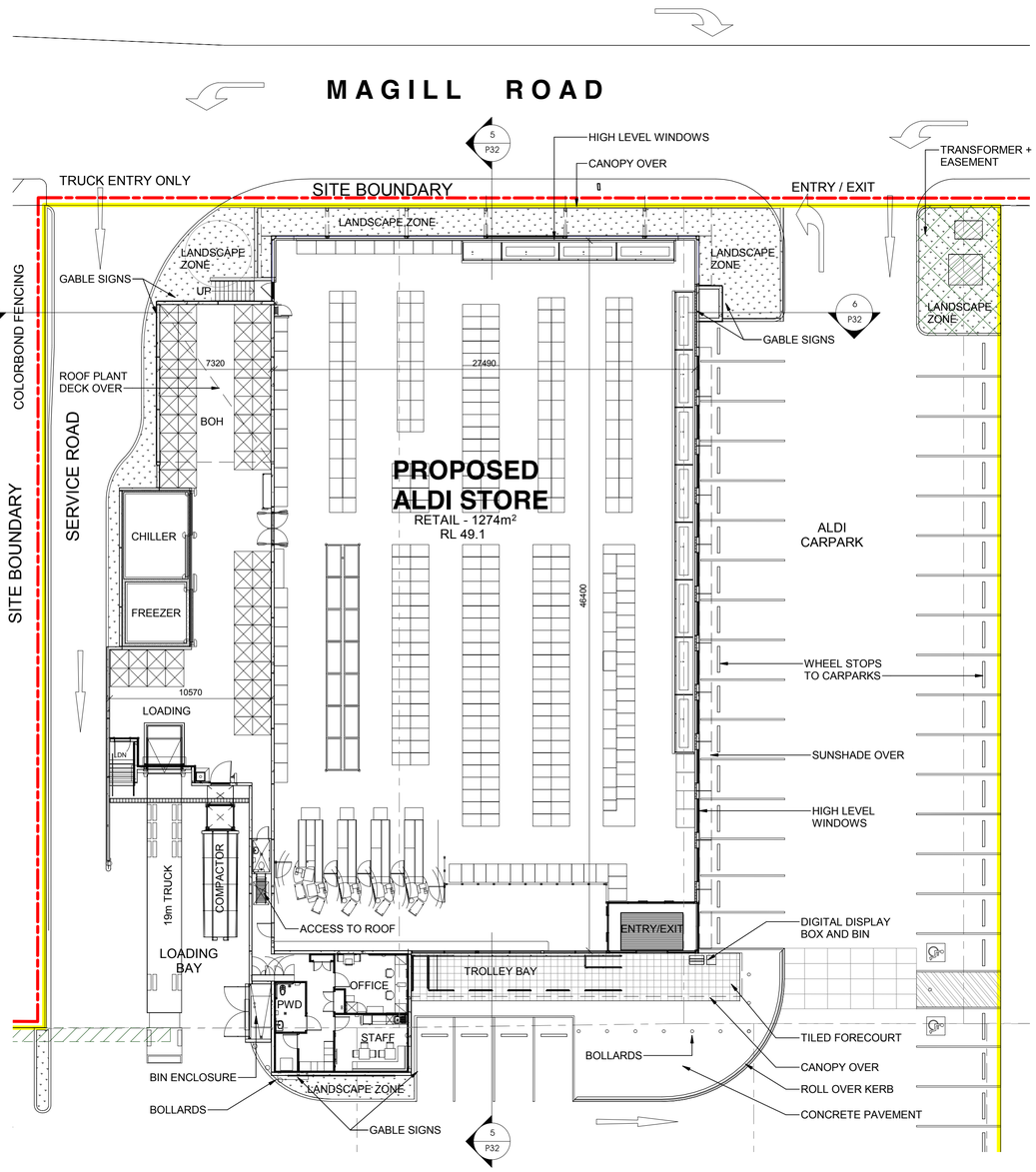
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

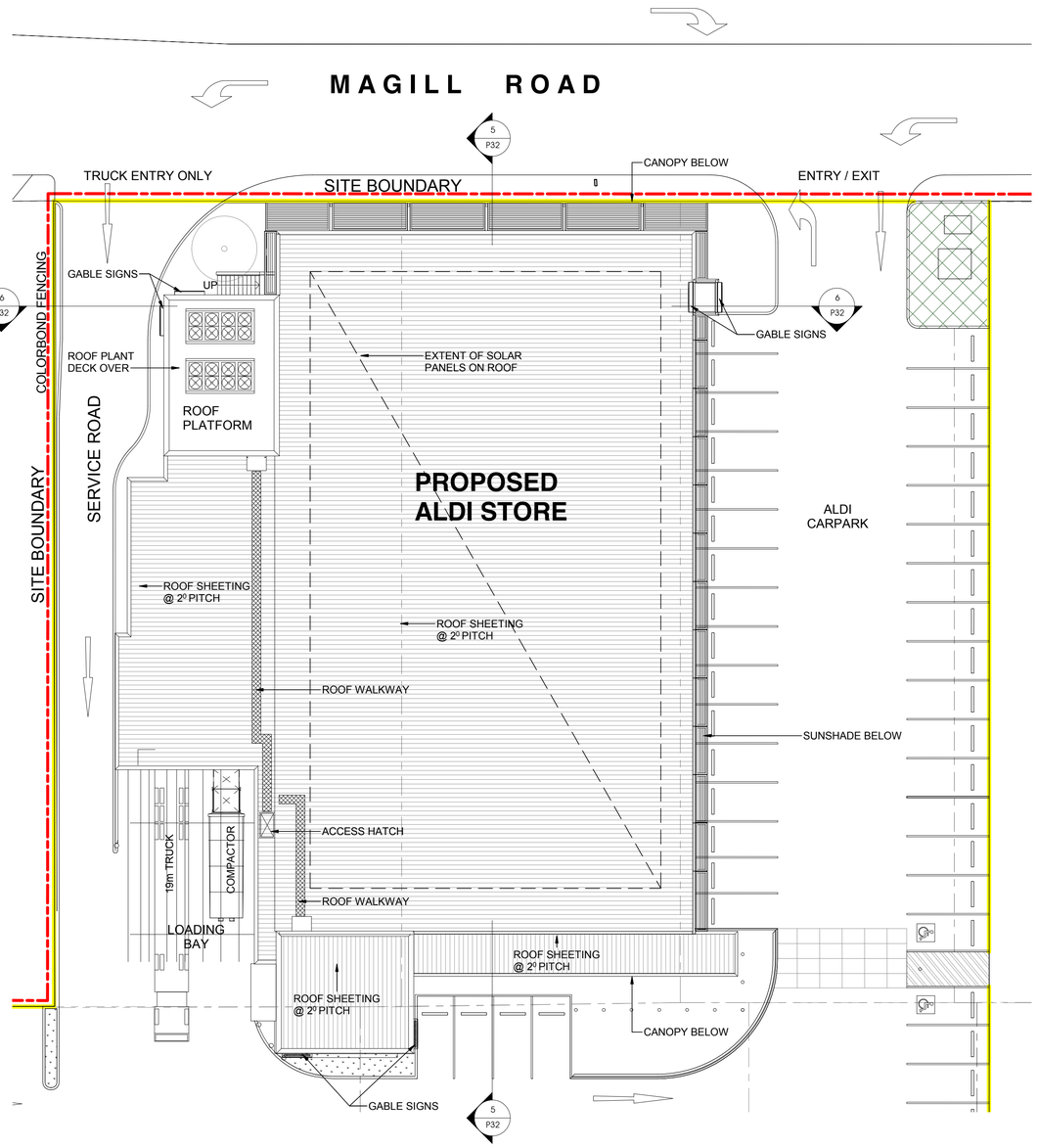
DRAWING: ADLI - SITE PLAN
SCALE: 1 : 200
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P30

REVISION	CHECKED	DRAWN
1.0	BE	DA



1 GROUND FLOOR PLAN
1 : 200



2 ROOF PLAN
1 : 200

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m²
NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

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REV	DATE	DESCRIPTION
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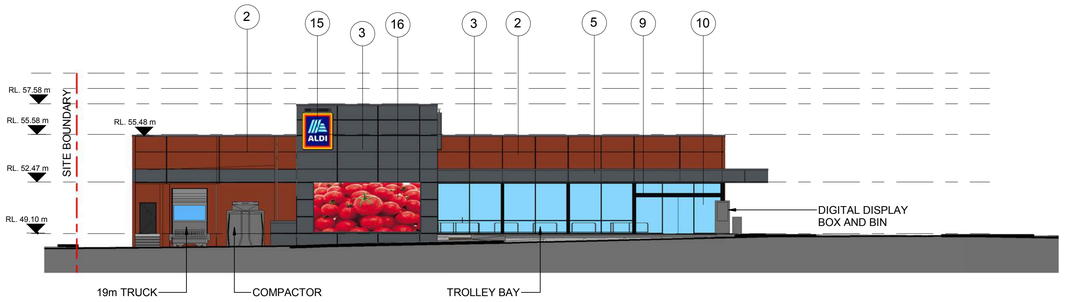
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

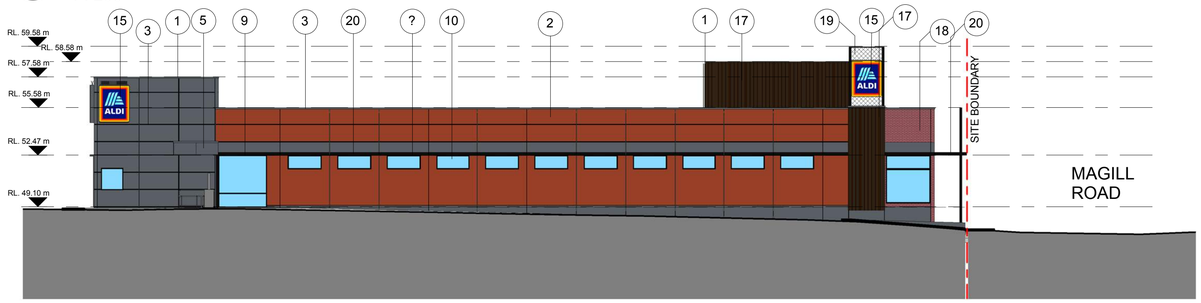
DRAWING: ADLI - FLOOR PLANS
SCALE: 1 : 200
DATE: 13/07/18
NORTH

PROJECT NO	DWG NO
28055	P31

REVISION	CHECKED	DRAWN
1.0	BE	DA

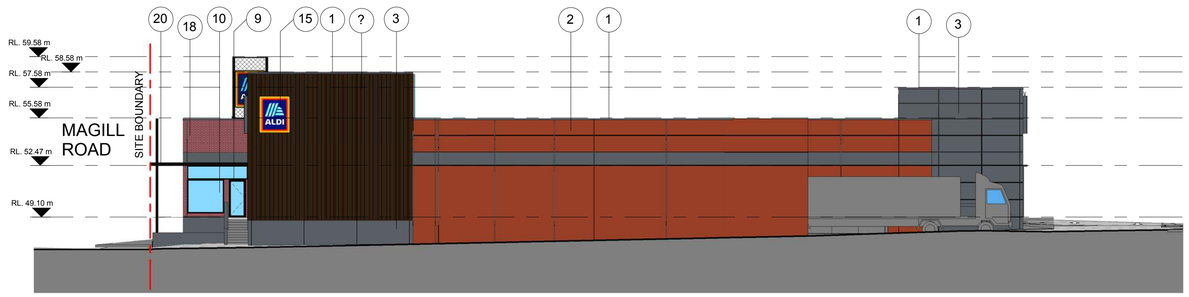


1 SOUTH ELEVATION
1 : 200



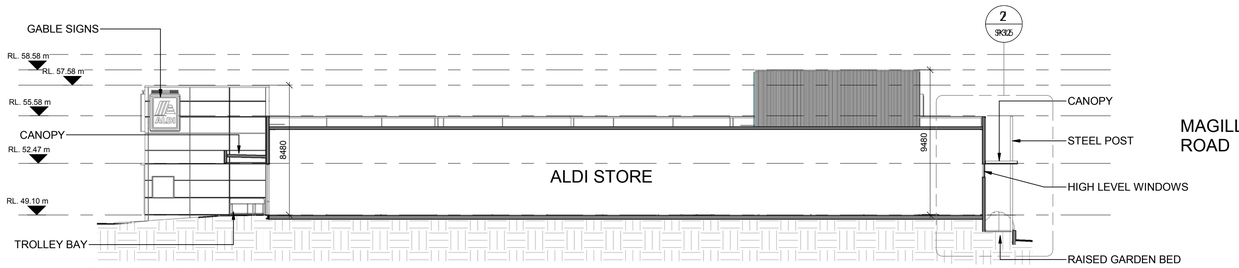
2 EAST ELEVATION
1 : 200

3 NORTH ELEVATION
1 : 200



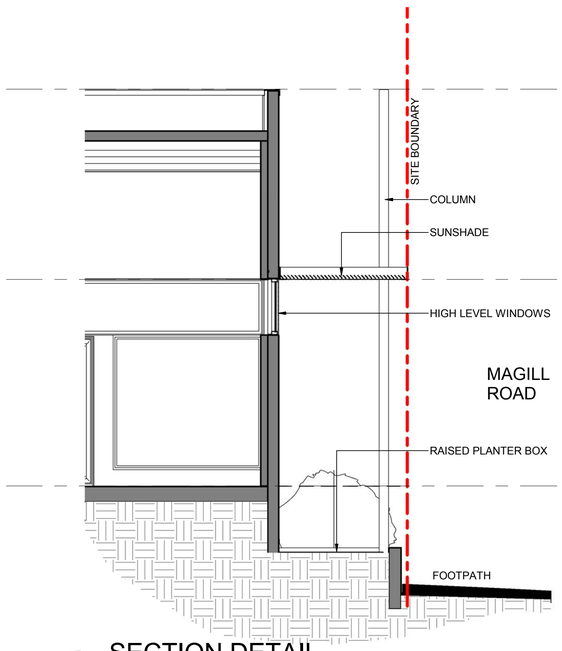
4 WEST ELEVATION
1 : 200

REFER TO SHEET P34 FOR METERIALS SCHEDULE

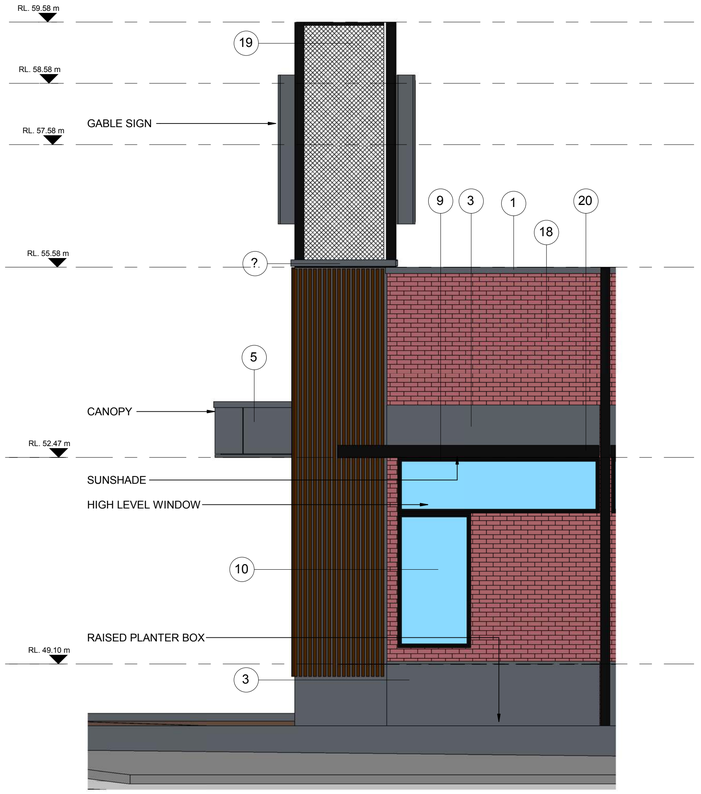


5 SECTION A - A
1 : 200

6 SECTION B - B
1 : 200



7 SECTION DETAIL
1 : 50



8 ELEVATION DETAIL
1 : 50

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1.0	23/08/18	ISSUED FOR DPC

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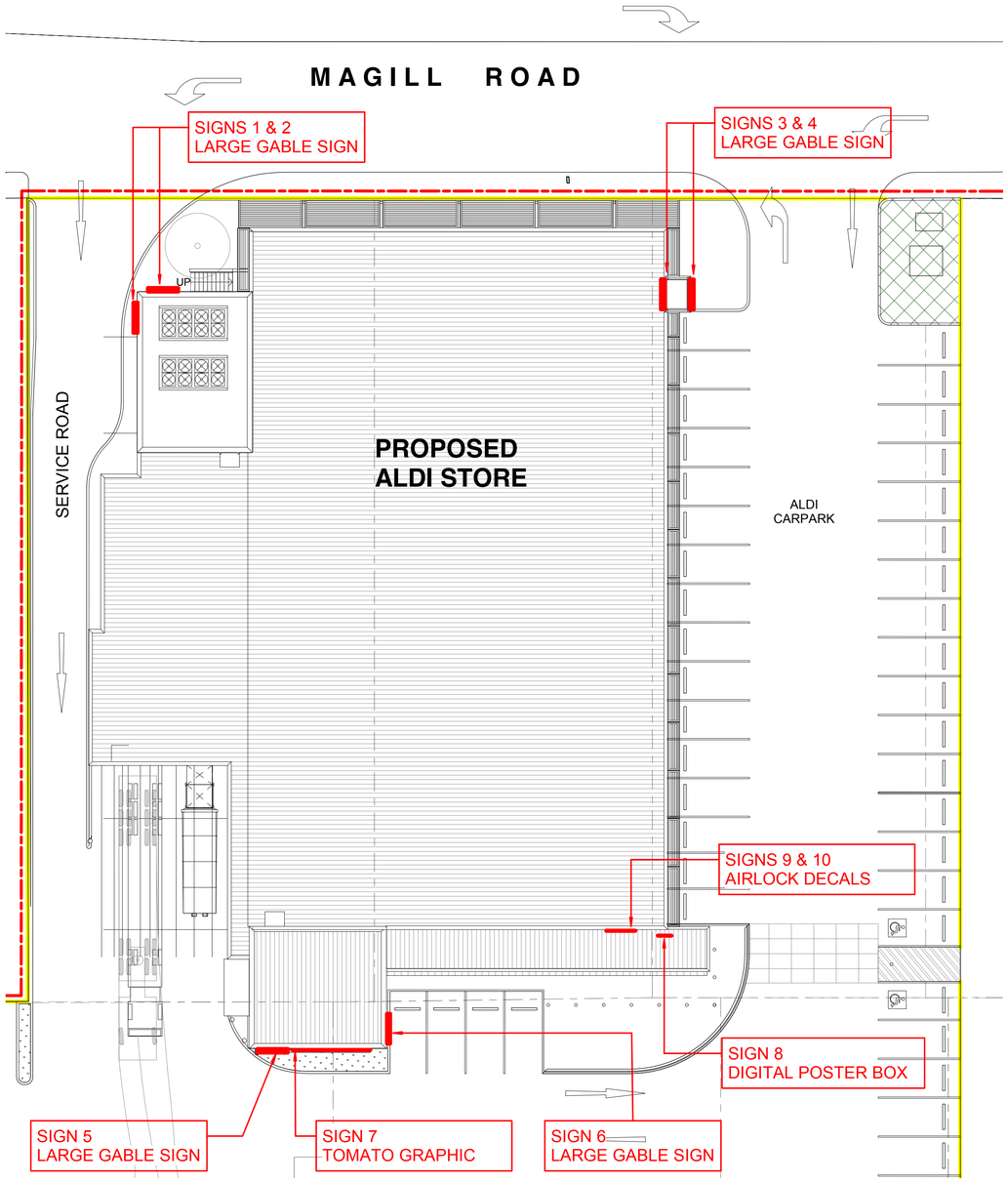
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

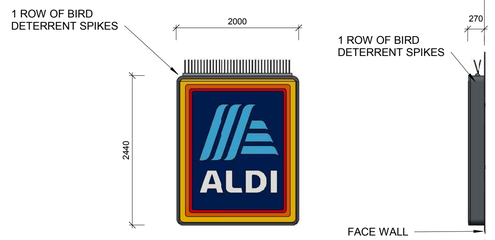
DRAWING: ALDI - ELEVATIONS
NORTH
SCALE: As indicated
DATE: JULY 2018

PROJECT NO: 28055
DWG NO: P32

REVISION	CHECKED	DRAWN
1.0	BE	DA

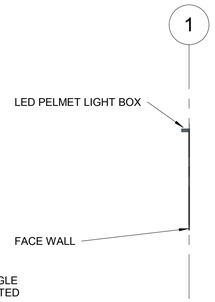


1 SIGNAGE PLAN
1 : 200



LIGHTBOX
2400 x 2000 x 270mm SINGLE SIDED FLEX FACE BOX
INTERNAL ALUMINIUM FRAMW
1.6mm ALUMINIUM CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MULFORDS SX 3M SELF-ADHESIVE VINYL
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
LIGHT OUTPUT; CALVIN - 40,000 LUMINS 16,500

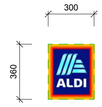
2 LARGE GABLE SIGN (SIGNS 1, 2, 3, 4, 5 & 6)
1 : 50



NOM 7000mm X 3310mm HIGH X 36mm DEEP SINGLE SIDED EXTERNALLY ILLUMINATED DIGITAL PRINTED BANNER.
BANNER MATERIAL IS AVERY MP14120 GLOSS BILLBOARD 400gsm FRONTLIT BANNER WITH 'ECO TUFF' ANTI GRAFFITI

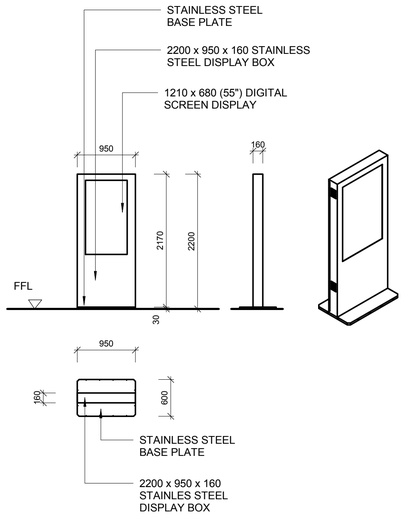
ILLUMINATION: LED PELMET DOWNLIGHTING BUILT INTO PELMET ABOVE.

3 WALL MOUNTED SIGN (SIGN 7)
1 : 100



DOUBLE SIDED SCREENPRINTED DECAL 300mm x 360mm
APPLIED TO REVERSE SIDE OF ENTRY DOORS

5 AIRLOCK DECAL SIGN (SIGN 9 & 10)
1 : 20



4 DIGITAL POSTER BOX (SIGN 8)
1 : 50

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1.0	23/08/18	ISSUED FOR DPC

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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: SIGNAGE DETAILS
SCALE: As indicated
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P33
REVISION: 1.0
CHECKED: BE
DRAWN: DA

1 PERSPECTIVE 1
1 : 50

3 PERSPECTIVE 3
1 : 50

2 PERSPECTIVE 2
1 : 50

4 PERSPECTIVE 4
1 : 50

MATERIAL SCHEDULE

1	CAPPING - COLORBOND 'BASALT'	11	DOOR & FRAME - 'BASALT'
2	PRECAST CONCRETE PANEL 'FLUORESCENT FIRE'	12	DOOR & FRAME - 'FLUORESCENT FIRE'
3	PRECAST CONCRETE PANEL 'DRIVE TIME'	13	ROOF - ZINCULAME SHEETING 'SURFMIST'
4	FIBRE CEMENT PANEL WITH EXPRESS JOINTS 'FLUORESCENT FIRE'	14	PANEL LIFT DOOR - COLORBOND 'BASALT'
5	FIBRE CEMENT PANEL WITH EXPRESS JOINTS 'DRIVE TIME'	15	ALDI ILLUMINATED SIGN
6	DOWNPIPE - COLORBOND 'BASALT'	16	GRAPHIC IMAGE
7	GUTTER - COLORBOND 'BASALT'	17	TIMBER BATTENS
8	WINDOWS - COLORBOND 'NIGHT SKY'	18	FACE BRICK - SELECTED RED BRICK
9	SHOPFRONT - COLORBOND 'NIGHT SKY'	19	MESH SCREEN - COLORBOND 'NIGHT SKY'
10	CLEAR GALZING	20	METAL WORK - COLORBOND 'NIGHT SKY'

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REV	DATE	DESCRIPTION
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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: PERSPECTIVE
SCALE: As indicated
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P34

REVISION	CHECKED	DRAWN
1.0	BE	DA

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

BUILDER: To Be Confirmed

Postal Address: _____

_____ 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)

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

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

	Decision required	Fees	Receipt No	Date
Planning:				
Building:				
Land Division:				
Additional:				
Development Approval				

DESCRIPTION OF PROPOSED DEVELOPMENT: Staged mixed use development comprising shops, residential flat buildings, detached dwellings, group dwellings & associated signage, car parking, fencing, retaining walls, earthworks & landscaping including removal of a regulated tree

LOCATION OF PROPOSED DEVELOPMENT:

House No: _____ Lot No: ____ Street: _____ Town/Suburb: _____

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION: CT 6153 / 860, 845, 954, 855, 856, 857, 849, 850, 847, 846, 848, 852, 853, 854 & 851.
CT 6198 / 719

Site Area [m^2] _____ Reserve Area [m^2] _____ No of existing allotments _____

Number of additional allotments [excluding road and reserve]: _____ Lease: **YES** ❒ **NO** ❒

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 9a classification is sought, state the number o persons for whom accommodation is provided: _____

If Class 9b 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? **YES** ❒ **NO** ❒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID? **YES** ❒ **NO** ❒

DEVELOPMENT COST [do not include any fit-out costs]: $ $60,000,000

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: / /

_____

DEVELOPMENT REGULATIONS 2008
Form of Declaration (Schedule 5 clause 2A)

Government of South Australia

To: Department of Planning Transport and Infrastructure

From: Pat Callisto (Lucid Consultant)

Date of Application: 21 / 08 / 2018

Location of Proposed Development: 76 Magill Road, Norwood

House No: 76 Lot No: _____ Street: Magill

Town/Suburb: Norwood

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

Volume: _____ Folio: _____

Nature of Proposed Development:

Integrated mixed use development comprising shops, Residential Flat Buildings, Detached Dwellings, Group Dwellings and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including the removal a regulated tree

I PAT CALLISTO (LUCID CONSULTING) 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: 21 / 8 / 2018

Product	Register Search (CT 6198/719)
Date/Time	05/04/2018 09:17AM
Customer Reference	
Order ID	20180405001488
Cost	$28.25

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6198 Folio 719

Parent Title(s)

Creating Dealing(s) TT 12640705

Title Issued 27/10/2017 **Edition** 1 **Edition Issued** 27/10/2017

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF L9 RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENTS 50, 51, 52 AND 53 FILED PLAN 250838
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Government of South Australia
Department of Planning, Transport and Infrastructure

Product	Register Search (CT 6153/845)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6153 Folio 845

Parent Title(s) CT 6148/97

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 35 FILED PLAN 100169
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/845)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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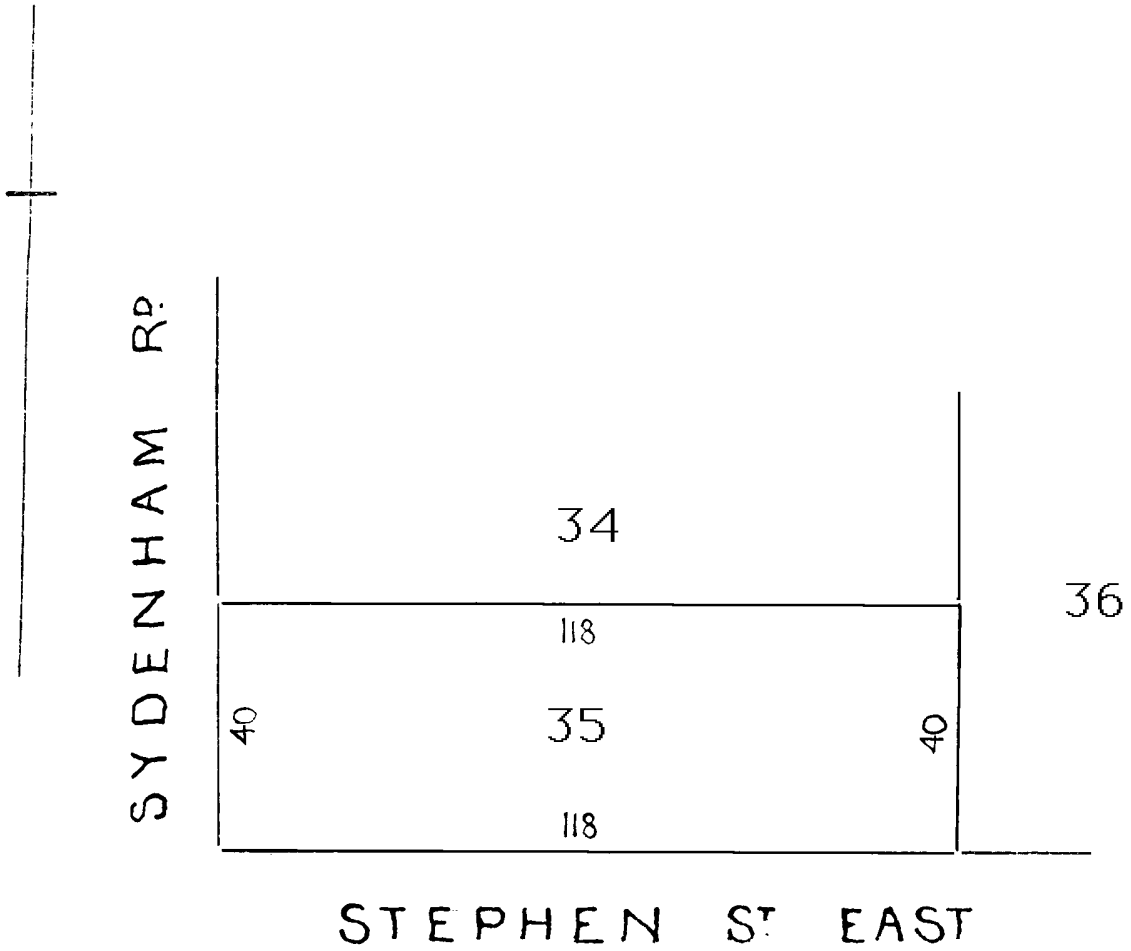

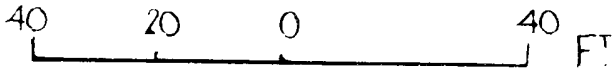

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION

1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Note: Subject to all lawfully existing plans of division

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Product	Register Search (CT 6153/846)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6153 Folio 846

Parent Title(s) CT 6148/98

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 17 FILED PLAN 100166
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/846)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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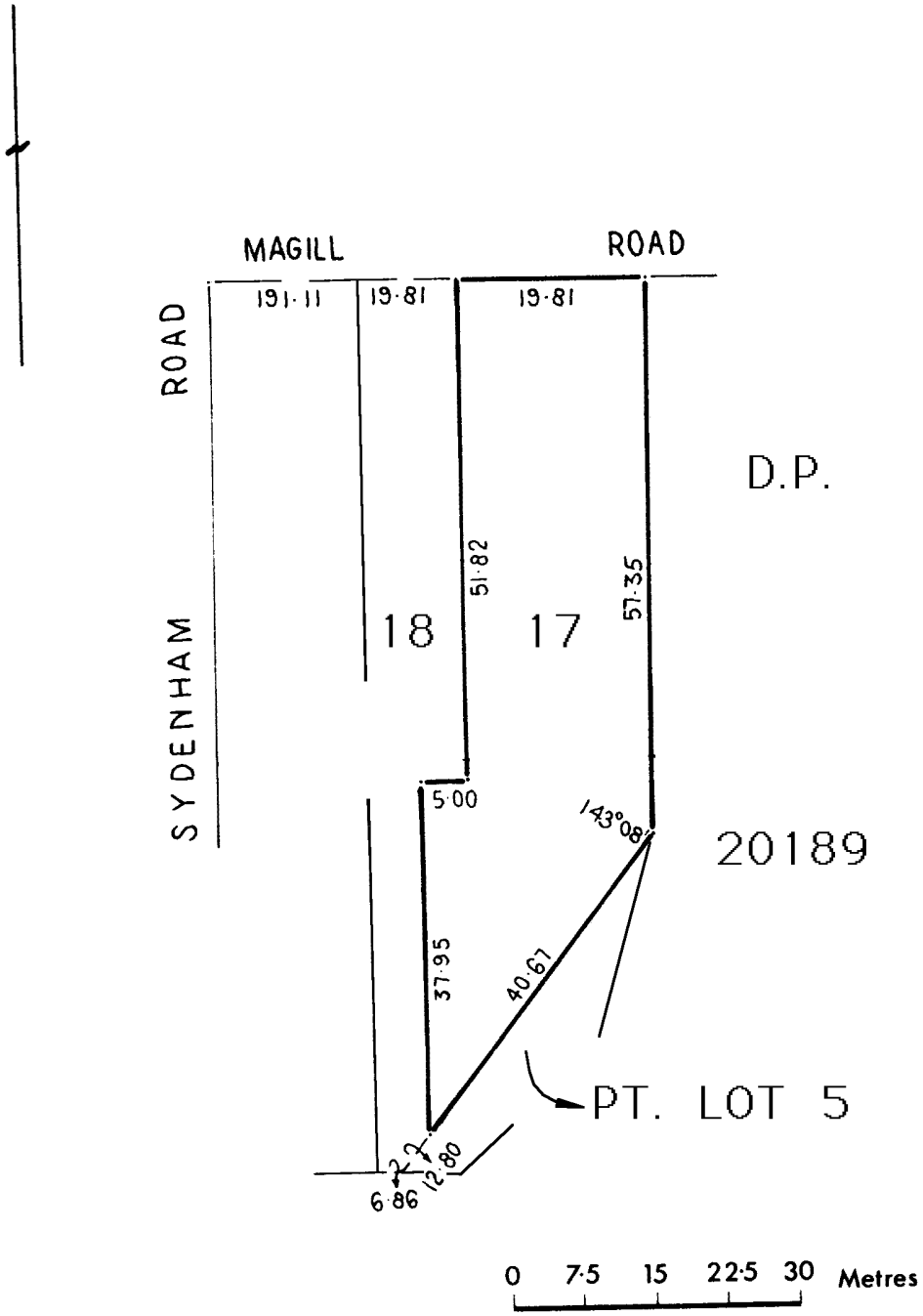

Note: Subject to all lawfully existing plans of division

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Product	Register Search (CT 6153/847)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 847

Parent Title(s) CT 6148/99

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 18 FILED PLAN 100166
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/847)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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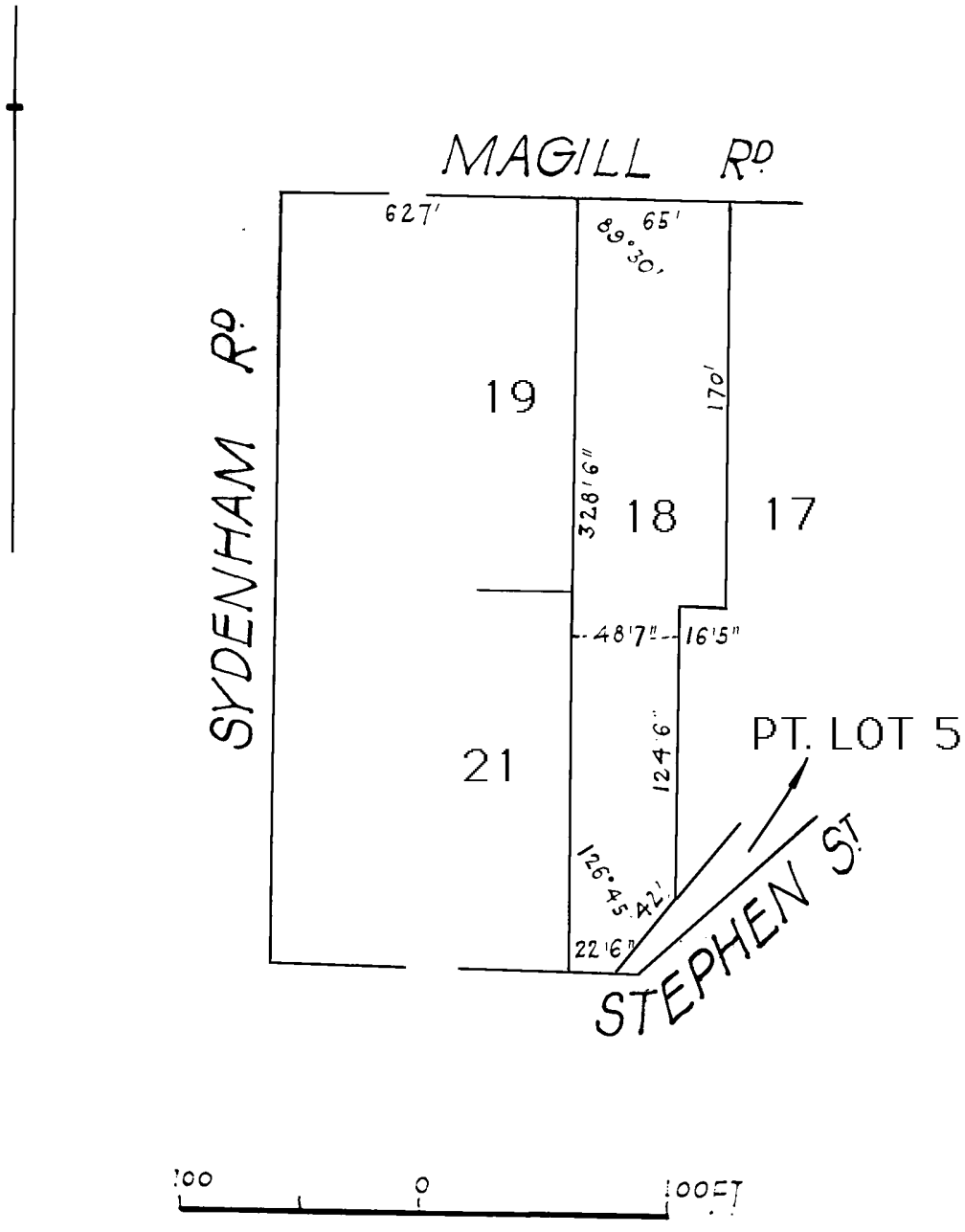

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Product	Register Search (CT 6153/848)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 848

Parent Title(s) CT 6148/100

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 19 FILED PLAN 100166
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/848)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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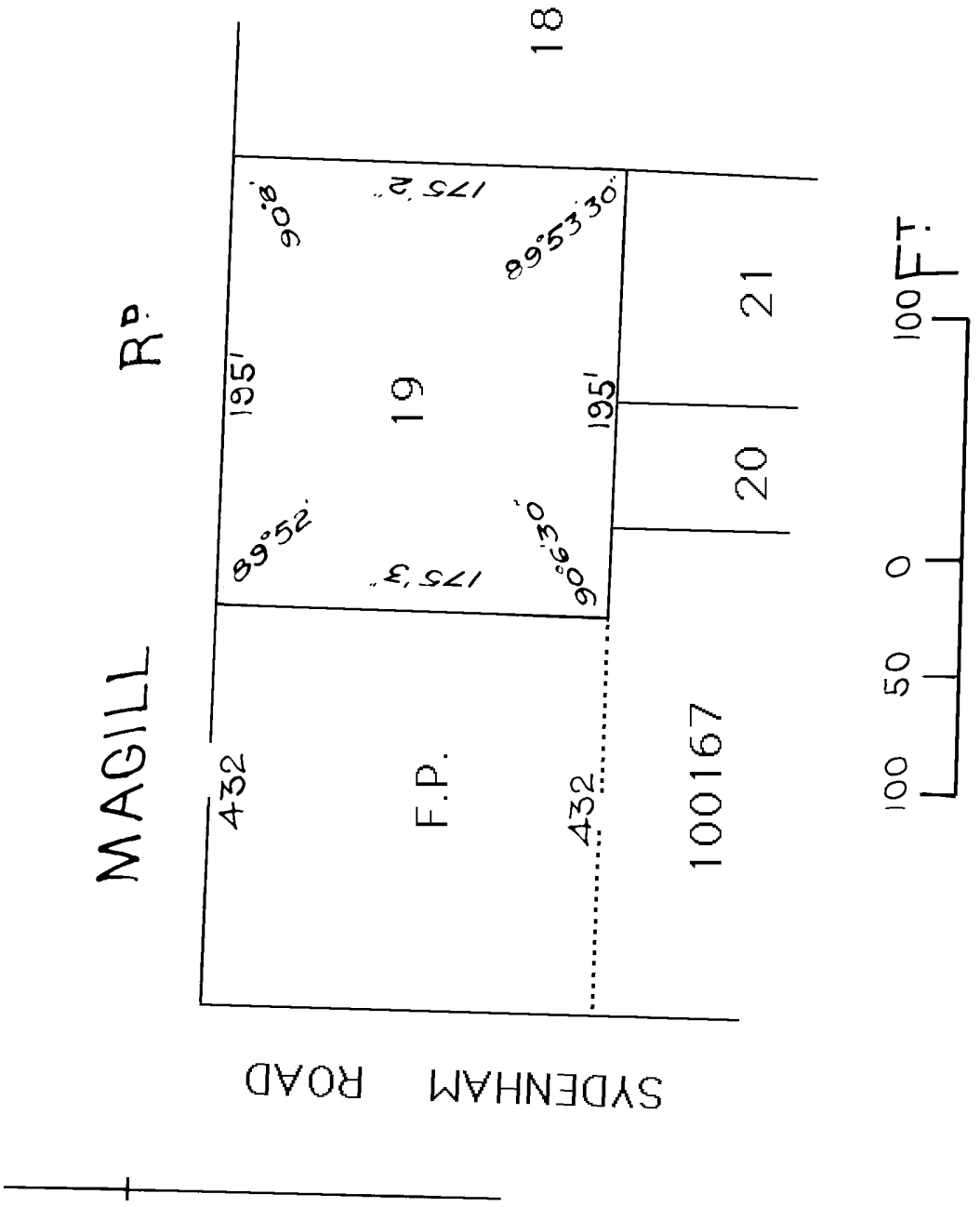

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Product	Register Search (CT 6153/849)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 849

Parent Title(s) CT 6148/101

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 20 FILED PLAN 100166
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/849)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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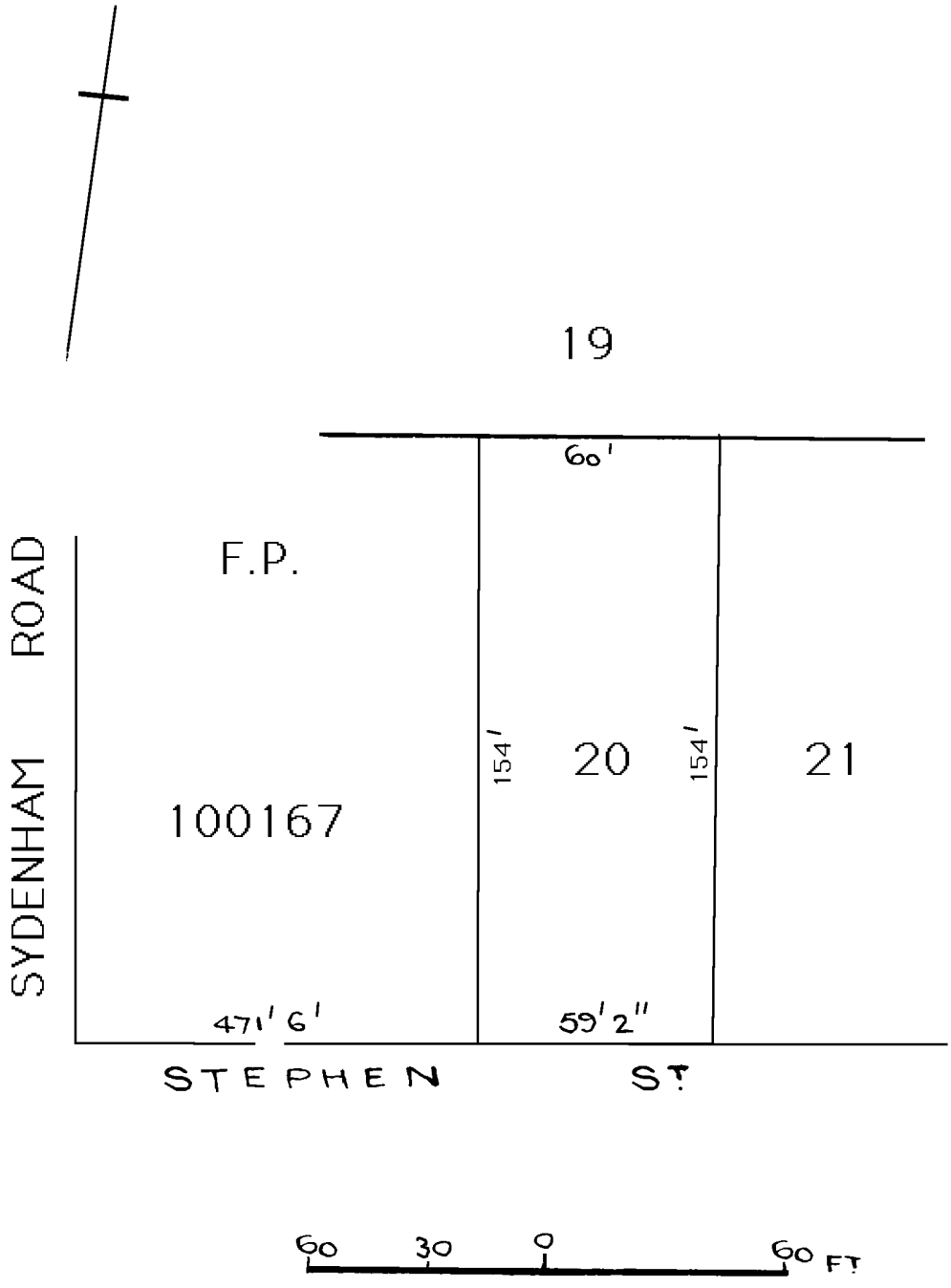

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Product	Register Search (CT 6153/850)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 850

Parent Title(s) CT 6148/102

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 21 FILED PLAN 100166
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/850)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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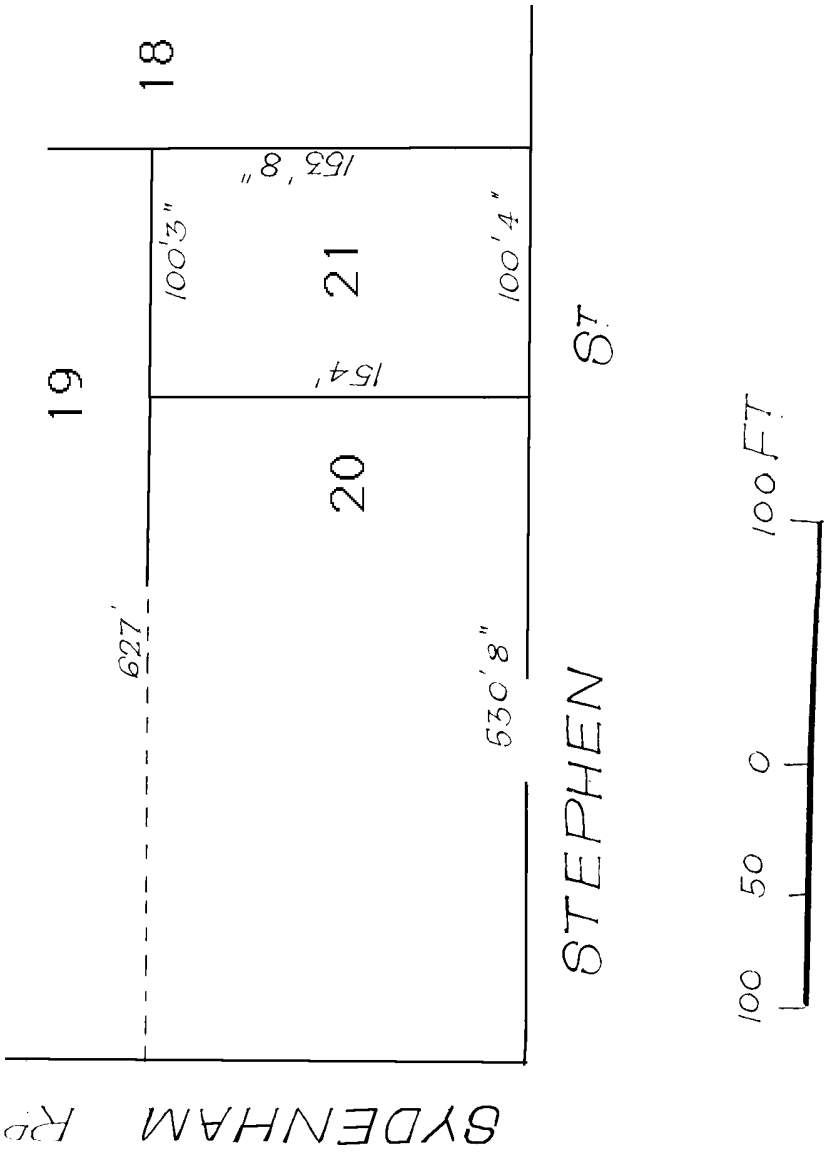

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Government of South Australia
Department of Planning, Transport and Infrastructure

Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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REGISTRAR - GENERAL SOUTH AUSTRALIA

Registrar-General

Certificate of Title - Volume 6153 Folio 851

REAL PROPERTY ACT, 1886 South Australia

Parent Title(s)	CT 6148/103
Dealing(s) Creating Title	DDA 12269126
Title Issued	16/03/2015
Edition	1
Edition Issued	16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 28 FILED PLAN 100168
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

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Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

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Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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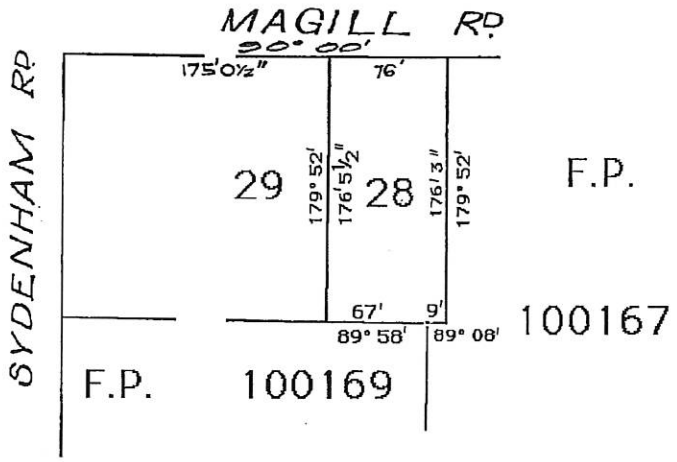

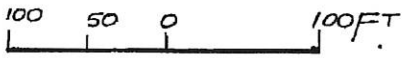

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Note: Subject to all lawfully existing plans of division

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Product	Register Search (CT 6153/852)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 852

Parent Title(s) CT 6148/104

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 22 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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Product	Register Search (CT 6153/852)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

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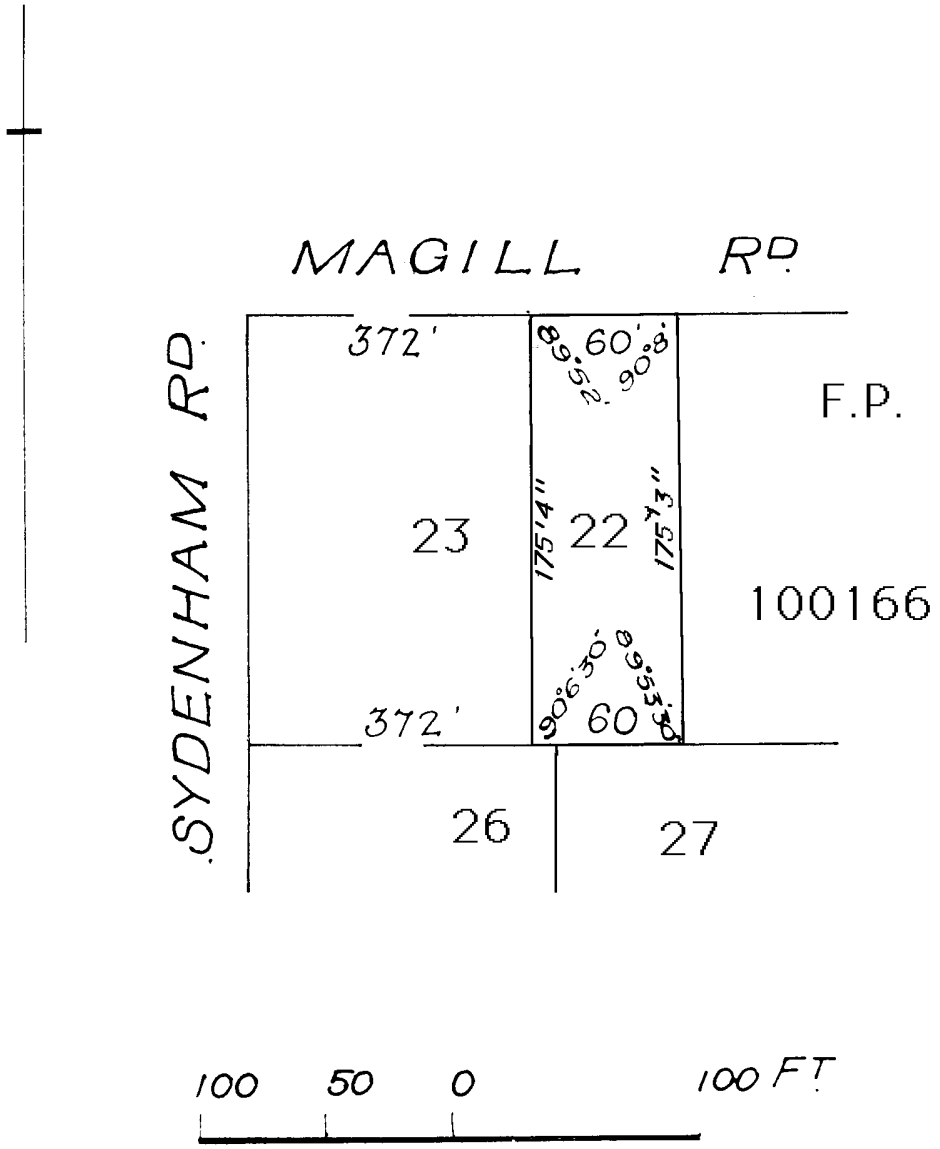

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Note: Subject to all lawfully existing plans of division

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Department of Planning, Transport and Infrastructure

Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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Registrar-General

Certificate of Title - Volume 6153 Folio 853

REAL PROPERTY ACT, 1886
South Australia

Parent Title(s)	CT 6148/105
Dealing(s) Creating Title	DDA 12269126
Title Issued	16/03/2015
Edition	1
Edition Issued	16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 23 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

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Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

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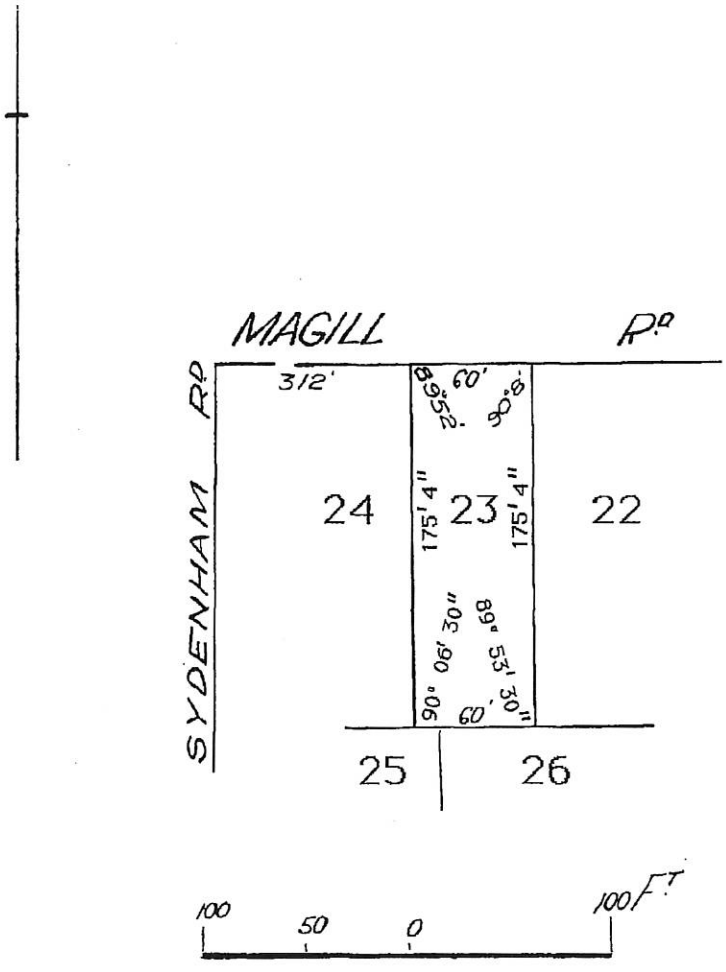

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Note: Subject to all lawfully existing plans of division

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Department of Planning, Transport and Infrastructure

Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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Registrar-General

Certificate of Title - Volume 6153 Folio 854

REAL PROPERTY ACT, 1886
South Australia

Parent Title(s)	CT 6148/106
Dealing(s) Creating Title	DDA 12269126
Title Issued	16/03/2015
Edition	1
Edition Issued	16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 24 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

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Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

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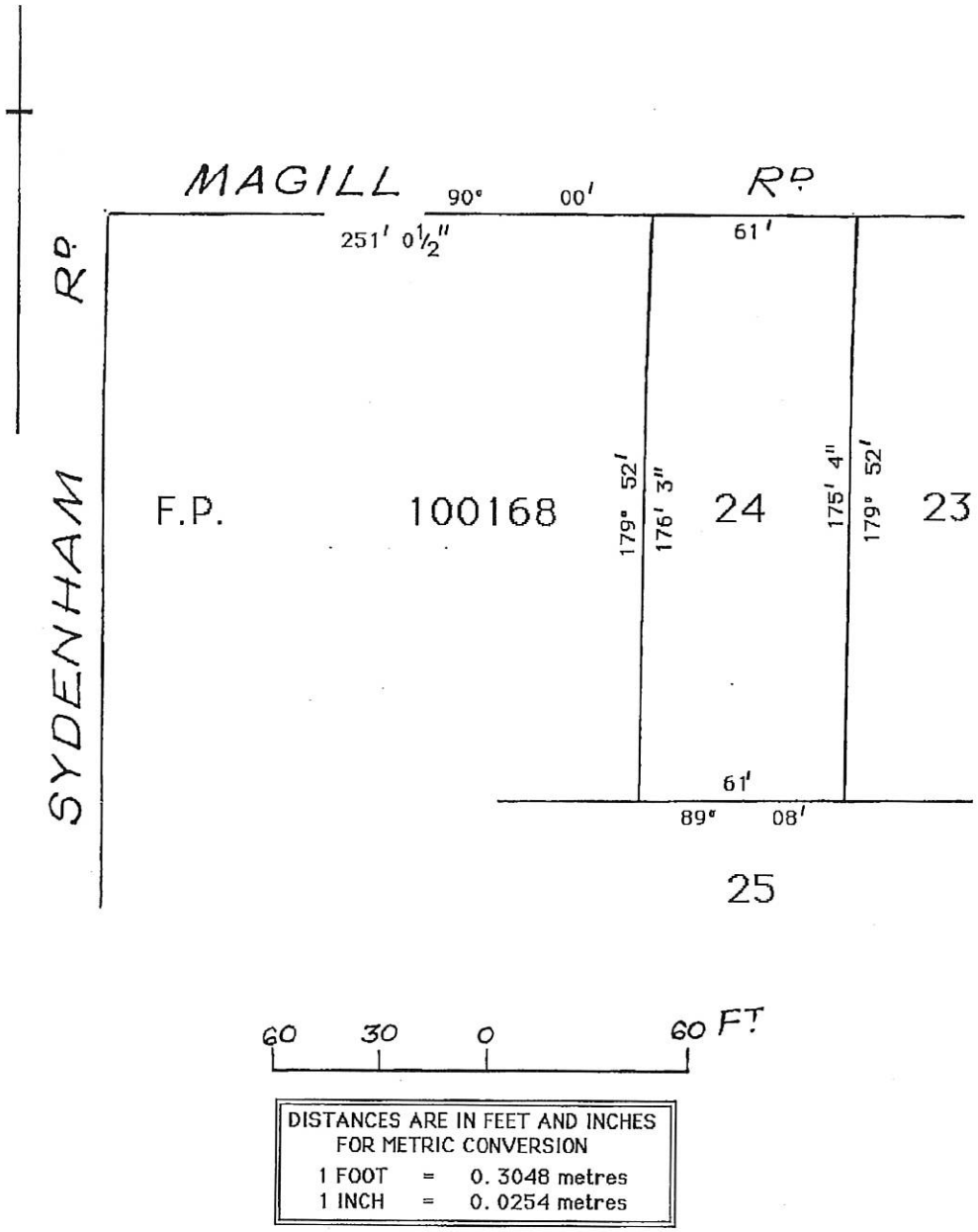

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Note: Subject to all lawfully existing plans of division

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Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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Registrar-General

Certificate of Title - Volume 6153 Folio 855

REAL PROPERTY ACT, 1886
South Australia

Parent Title(s)	CT 6148/107
Dealing(s) Creating Title	DDA 12269126
Title Issued	16/03/2015
Edition	1
Edition Issued	16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 25 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

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Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

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Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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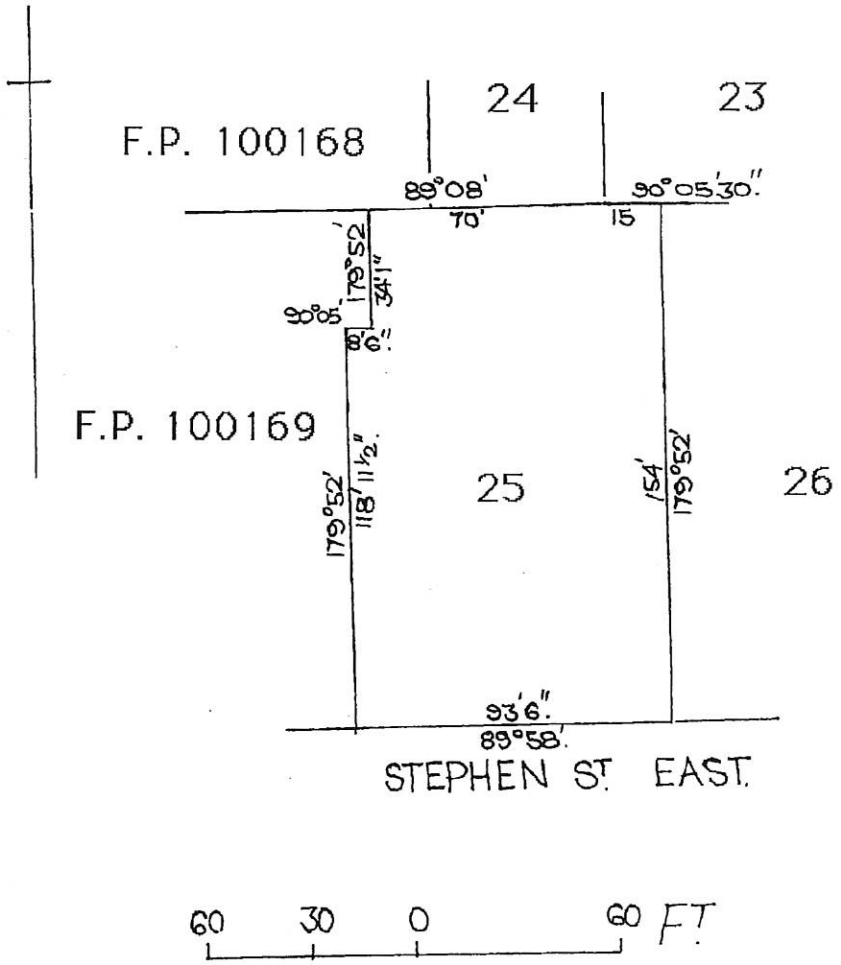

DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION		
1 FOOT	=	0. 3048 metres
1 INCH	=	0. 0254 metres

Note: Subject to all lawfully existing plans of division

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Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

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Registrar-General

Certificate of Title - Volume 6153 Folio 856

REAL PROPERTY ACT, 1886
South Australia

Parent Title(s)	CT 6148/108
Dealing(s) Creating Title	DDA 12269126
Title Issued	16/03/2015
Edition	1
Edition Issued	16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 26 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

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Notations on Plan

NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL

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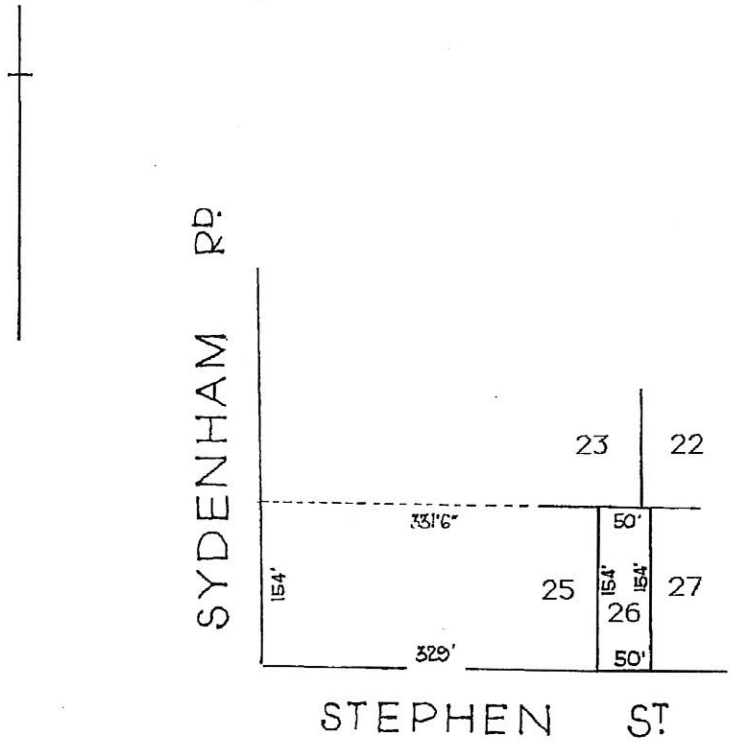
Product	Register Search
Date/Time	18/11/2016 10:07AM
Customer Reference	
Order ID	20161118002807
Cost	$754.25

This plan is scanned from Certificate of Title 2315/132



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Product	Register Search (CT 6153/857)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 857

Parent Title(s) CT 6148/109

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 27 FILED PLAN 100167
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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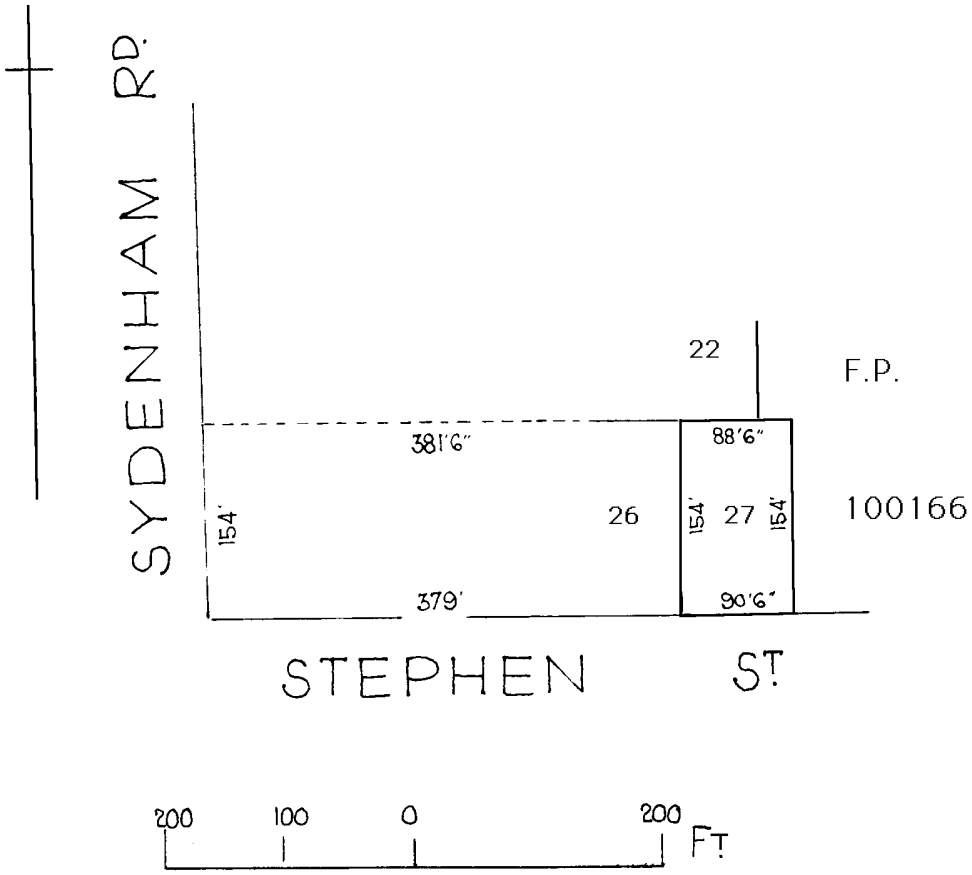
Product	Register Search (CT 6153/857)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

This plan is scanned from Certificate of Title 2315/133



DISTANCES ARE IN FEET AND INCHES
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1 INCH = 0.0254 metres

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Product	Register Search (CT 6153/860)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6153 Folio 860

Parent Title(s) CT 6148/122

Creating Dealing(s) DDA 12269126

Title Issued 16/03/2015 **Edition** 1 **Edition Issued** 16/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 701 DEPOSITED PLAN 49943
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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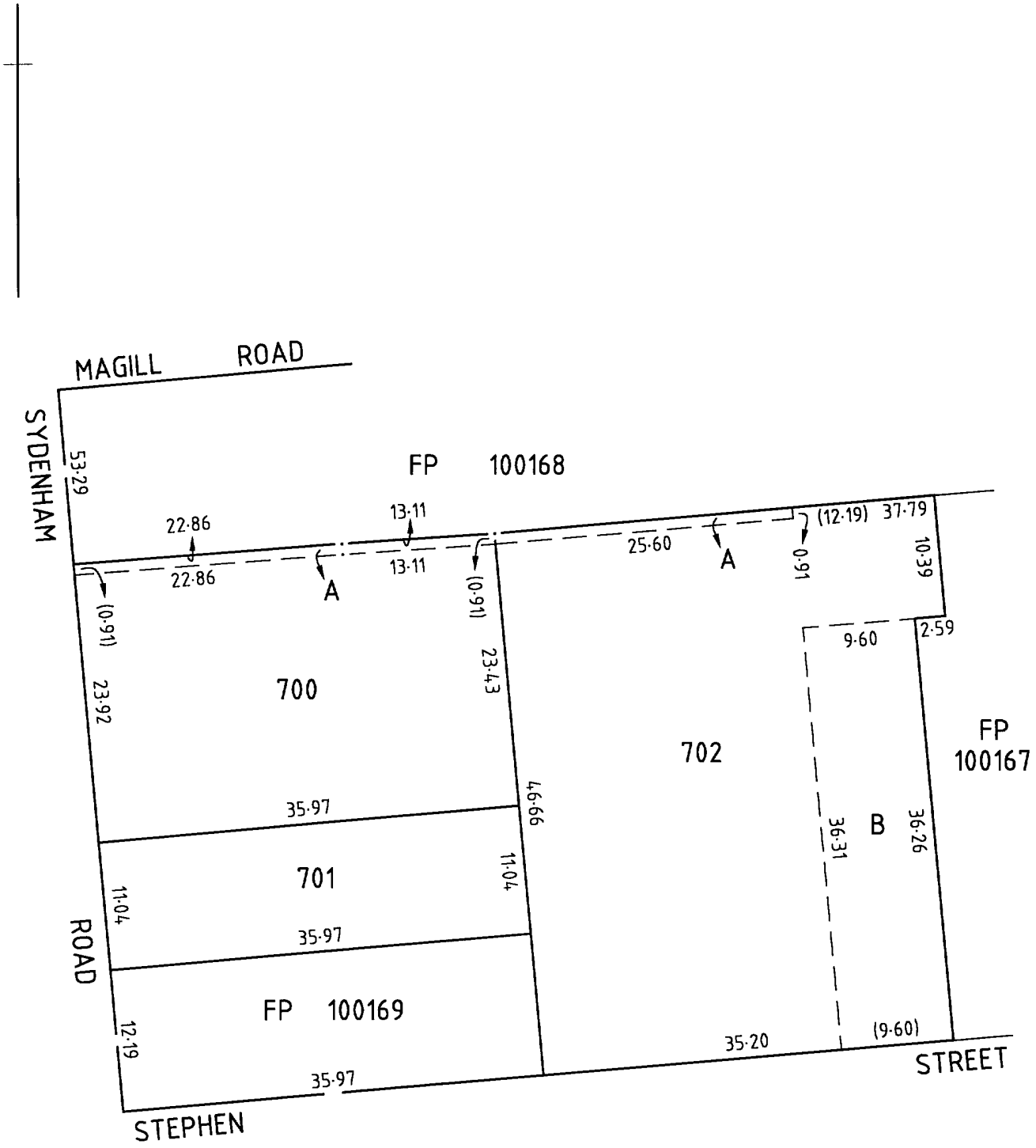
Product	Register Search (CT 6153/860)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50



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Product	Register Search (CT 6176/954)
Date/Time	28/06/2018 01:14PM
Customer Reference	A001018.BULD
Order ID	20180628007878
Cost	$282.50

REAL PROPERTY ACT, 1886
South Australia

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Certificate of Title - Volume 6176 Folio 954

Parent Title(s) CT 6176/217, CT 6176/218

Creating Dealing(s) VE 12420382

Title Issued 12/07/2016 **Edition** 1 **Edition Issued** 12/07/2016

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 702 DEPOSITED PLAN 49943
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11770488	LEASE TO CAROMA INDUSTRIES LTD. COMMENCING ON 5/6/2012 AND EXPIRING ON 5/6/2018

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

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NORWOOD GREEN PLANNING STATEMENT

Integrated Mixed Use Development

Prepared for:
ALDI Stores &
Caca Nominees Pty. Ltd.

Date:
August 2018

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Document Control

Revision	Description	Author	Date
V1	Draft Planning Statement	RAD	12/08/18
V2	Edited Planning Statement	RAD	24/08/18

Approved by: Managing Director Date: 24/08/2018

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1. Executive Summary

Category	Details
PROJECT	Norwood Green Integrated Mixed Use development
ADDRESS OF SITE	76 Magill Road, Norwood, SA 5067
CERTIFICATES OF TITLE	1. Certificate of Title Volume 6153 Folio 860 2. Certificate of Title Volume 6153 Folio 845 3. Certificate of Title Volume 6153 Folio 954 4. Certificate of Title Volume 6153 Folio 855 5. Certificate of Title Volume 6153 Folio 856 6. Certificate of Title Volume 6135 Folio 857 7. Certificate of Title Volume 6135 Folio 849 8. Certificate of Title Volume 6153 Folio 850 9. Certificate of Title Volume 6153 Folio 847 10. Certificate of Title Volume 6153 Folio 846 11. Certificate of Title Volume 6153 Folio 848 12. Certificate of Title Volume 6153 Folio 852 13. Certificate of Title Volume 6135 Folio 853 14. Certificate of Title Volume 6135 Folio 854 15. Certificate of Title Volume 6153 Folio 851. 16. Certificate of Title Volume 6198 Folio 719
SITE AREA	• 18,990m^2 (approx.)
FRONTAGE	• Magill Road – 177.62m • Sydenham Road – 23.23m • Stephen Street – 233.05m
LOCAL GOVERNMENT	• City of Norwood Payneham & St Peters
RELEVANT AUTHORITY	• State Planning Commission (SPC) Delegate -State Commission Assessment Authority (SCAP)
PRE LODGEMENT PANEL MEETINGS	• PLP#1: 13 March 2018 • PLP# 2: 16 May 2018 • PLP# 3: 18 June 2018

	• PLP# 4: 8 August 2018
DESIGN REVIEW	• DRP: 5 April 2018
DEVELOPMENT PLAN	• Norwood Payneham & St Peters Development Plan (consolidated 19 December 2017)
ZONING	• Urban Corridor Zone
POLICY AREA/PRECINCT	• High Street Policy Area 14.3
KEY DEVELOPMENT AREA	• 6 storeys or 24.5m
OVERLAYS	• Affordable Housing Overlay (Designated Area) • Noise & Air Emissions (Designated Area) • Strategic Transport Routes (Designated Area)
EXISTING USE	• Industry (Manufacturing & Warehouse)
PROPOSAL DESCRIPTION	• Integrated mixed use development comprising shops, Residential Flat buildings, Detached Dwellings, Group Dwellings and associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree.
NATURE OF DEVELOPMENT	• 'Consent use' for assessment on merit
REQUIRED CONSENTS	• Development Plan Consent
SEPARATE REQUIRED CONSENTS	• Encroachments Consent (City of Norwood Payneham & St Peters) • Proposed Plan of Division: » Development Plan Consent » Land Division Consent
REFERRALS/CONCURRENCES	• Formal: » State Government Architect » Commissioner of Highways (DPTI) » Renewal SA - Affordable Housing Branch • Informal: » City of NP&SP (Informal)
PUBLIC NOTIFICATION	Category 2
APPLICANT	ALDI Stores & Caca Nominees Pty. Ltd.
CONTACT PERSON	Richard Dwyer – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	#00595

2. Introduction/Background

This planning statement has been prepared in support of an application by ALDI Stores and CACA Nominees Pty. Ltd. to construct a master planned mixed use integrated development comprising retail and residential land uses with associated signage, car parking, fencing, retaining walls, earthworks and landscaping including removal of a regulated tree. The address of the subject site is 76 Magill Road, Norwood.

This planning statement provides information about the subject site and proposed development and addresses the merits of the development application against the relevant provisions of the Urban Corridor Zone of the Norwood Payneham & St Peters Development Plan (Consolidated 19 December 2017), as well as the most relevant 'Council Wide' provisions.

For the purposes of this statement, the Norwood Payneham & St Peters Development Plan (Consolidated 19 December 2017) will be referred to as the 'Development Plan', the '*Development Act'*, 1993 will be referred to as the 'Act' and the '*Development Regulations'*, 2008 will be referred to as the 'Regulations'.

This Planning Statement has been prepared on the basis of the plans and elevations for the development prepared by TECTVS Architects and Select Architects as identified in Table 2.1 *Drawing Schedule.*

Table 2.1 *Drawing Schedule*

No	Version	Title	Scale	Format
P00	1.0	Locality Plan	1:500	A1
P01	1.0	Ground Floor	1:500	A1
P02	1.0	Basement	1:500	A1
P03	1.0	First Floor	1:500	A1
P04	1.0	Second Floor	1:500	A1
P05	1.0	Third Floor	1:500	A1
P06	1.0	Fourth Floor	1:500	A1
P07	1.0	Fifth Floor	1:500	A1
P08	1.0	Sixth Floor	1:500	A1
P09	1.0	Roof Plan	1:500	A1
P10	1.0	Sections A-A	1:200	A1
P11	1.0	Sections B-B, C-C, D-D	1:200	A1
P012	1.0	Street Elevations	1:500	A1
P013	1.0	Ground Floor Plan Apartments	1:200	A1
P014	1.0	Basement Plan Apartments	1:200	A1
P015	1.0	First Floor Plan Apartments	1:200	A1
P016	1.0	Second Floor Apartments	1:200	A1
P017	1.0	Third Floor Apartments	1:200	A1
P018	1.0	Fourth Floor Apartments	1:200	A1
P019	1.0	Fifth Floor Apartments	1:200	A1
P020	1.0	Sixth Floor Apartments	1:200	A1
P021	1.0	Roof Plan Apartments	1:200	A1
P022	1.0	Elevations North & South	1:200	A1
P023	1.0	Elevations North & South Internal	1:200	A1
P024	1.0	Elevations East & West	1:200	A1
P025	1.0	Type A Townhouse	1:200	A1
P026	1.0	Type B Townhouse	1:200	A1
P027	1.0	Type C Townhouse	1:200	A1
P028	1.0	Type D Townhouse	1:200	A1
P029	1.0	ALDI – Location Plan	1:500	A1
P030	1.0	ALDI – Site Plan	1:200	A1
P031	1.0	ALDI – Floor Plan	1:200	A1
P032	1.0	ALDI – Elevations	Various	A1
P033	1.0	ALDI – Signage Details	Various	A1
P034	1.0	ALDI – Perspective	NA	A1
DR	1.0	Design Report	NA	A1

3. The Site and Locality

3.1 The Site

The subject land is located at 76 Magill Road, Norwood and comprises 19 Allotments identified in Table 3.1. Relevant Certificates of Title are attached in ***Appendix 1***.

Table 3.1 *Certificates of Title*

Certificate of Title	Volume	Folio	Lot	Plan
1	6153	860	701	DP49943
2	6153	845	35	FP100169
3	6153	954	702	DP49943
4	6153	855	25	FP100167
5	6153	856	26	FP100167
6	6153	857	27	FP100167
7	6153	849	20	FP100166
8	6153	850	21	FP100166
9	6153	847	18	FP100166
10	6153	846	17	FP100166
11	6153	848	19	FP100166
12	6153	852	22	FP100167
13	6153	853	23	FP100167
14	6153	854	24	FP100167
15	6153	851	28	FP100168
16	6198	719	50	FP250838
17	6198	719	51	FP250838
18	6198	719	52	FP250838
19	6198	719	53	FP250838

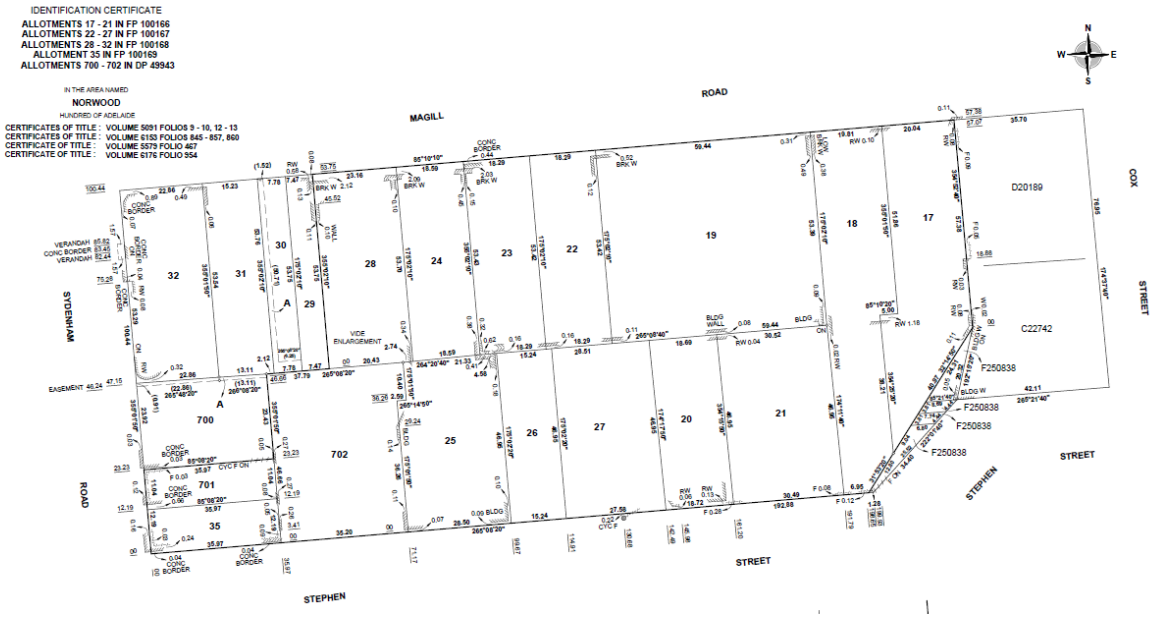
It is noted that there are no height limits associated with the Certificates of Title and there are no easements or encumbrances affecting the subject site.

The subject land measures approximately 18,990m^2 and has three (3) road frontages as follows:

- Magill Road - 177.62m;
- Sydenham Road - 23.23m; and
- Stephen Street - 233.05m.

A survey plan of the former Caroma factory prepared by Alexander Symonds is provided in ***Figure 3.1*** and is reproduced in ***Appendix 2***.

Figure 3.1 *Survey Plan of Existing Caroma Factory (Source: Alexander Symonds)*



An aerial photograph of the subject site is provided in ***Figure 3.2*** below.

Figure 3.2 *Subject Site*

The subject site contains the former Caroma factory and warehouse (industry) which operated from the site for 73 years from 1951 to 2014. Caroma utilised the site for the manufacture of plastic bathroom fittings such as cisterns, pipes and kitchen sink traps by injection moulding.

Prior to Caroma occupying the site it is understood that the site was used as a box factory and prior to that it is understood that the site and surrounding area was used as brickworks in the early settlement years of Adelaide. The Cultural Heritage Report prepared by Mulloway Studio (***Appendix 4***) provides a detailed history of the former use of the site including the history of Caroma.

The site contains large masonry and metal clad portal framed industrial buildings associated with the previous use of the site as an industrial factory and warehouse. The site also contains asphalt at-grade car parking with vehicle access currently provided via three (3) existing crossovers to Magill Road, a single existing crossover to Sydenham Road and a number of large crossovers to Stephen Street. The location of existing access crossovers is demonstrated in ***Figure 3.3*** below:

Figure 3.3 *Existing Site Features*

The site features plan in ***Figure 3.3*** also includes basic topographical contours which demonstrate that the site has a fall of approximately four (4) metres from the south-east to the north-west of the site. A detailed level survey prepared by Alexander Symonds is also attached in ***Appendix 3***.

The site has limited vegetation with the exception of:

- A single Regulated Tree (Tree Circumference of 2.6 metres) in the north-east corner of the site, adjacent Magill Road;
- A single gum tree adjacent the common property boundary in the north-east corner of the site, adjacent Magill Road;
- A variety of small shrubs, bushes and ground cover adjacent and fronting Magill Road,
- A number of small pine trees adjacent the southern boundary, in the north-east corner of the site (adjacent Magill Road) and bordering the car park at the intersection of Sydenham Road and Stephen Street,
- A variety of small trees, shrubs and ground cover at the perimeter of the site, adjacent Stephen Street; and
- A variety of small trees within the existing at-grade carpark in the south-eastern corner of the site.

The existing site is well serviced via existing infrastructure (power, potable water and waste water etc.) as demonstrated in ***Figure 3.4*** below.

Figure 3.4 *Existing Infrastructure*

Images of the subject site and surrounds are provided in ***Figure 3.5*** below.

Figure 3.5 *Subject Site and Surrounds*

3.2 The Locality and Surrounding Development

3.2.1 *Adjoining Road Network*

Magill Road

Magill Road is an arterial road managed and maintained by the Department of Planning, Transport and Infrastructure (DPTI). It is a single carriageway two-way road configured with two travel lanes in each direction and aligned in an approximately east – west direction. Bicycle lanes are provided on the southern and northern side of Magill Road adjacent the site, which operate 7:30am – 9:00am and 4:30pm – 6:00pm respectively Monday to Friday. Outside of these times, on-street parking is permitted on both sides of Magill Road.

Magill Road is subject to a sign posted speed limit of 60 km/h and carries approximately 22,400 vehicles per day.

Part of the subject site (east) fronting Magill Road is subject to road widening pursuant to the *Metropolitan Adelaide Road Widening Plan Act*, 1972-1976 however through the pre-lodgement case management process DPTI (Paul Bennet) confirmed that there is no requirement for land to be acquired by DPTI for the purpose of road widening.

Sydenham Road

Sydenham Road is a collector road managed and maintained by the City of Norwood, Payneham & St Peters (Council) and links between The Parade and Magill Road. It is a single carriageway two-way road configured with one travel lane in each direction and aligned in an approximately north – south direction. On-street parking is permitted on both sides of Sydenham Road, which are subject to time restricted parking control. Traffic signals are located at its intersection with Magill Road.

Sydenham Road is subject to a default urban speed limit of 50km/h and carries approximately 6,000 vehicles per day.

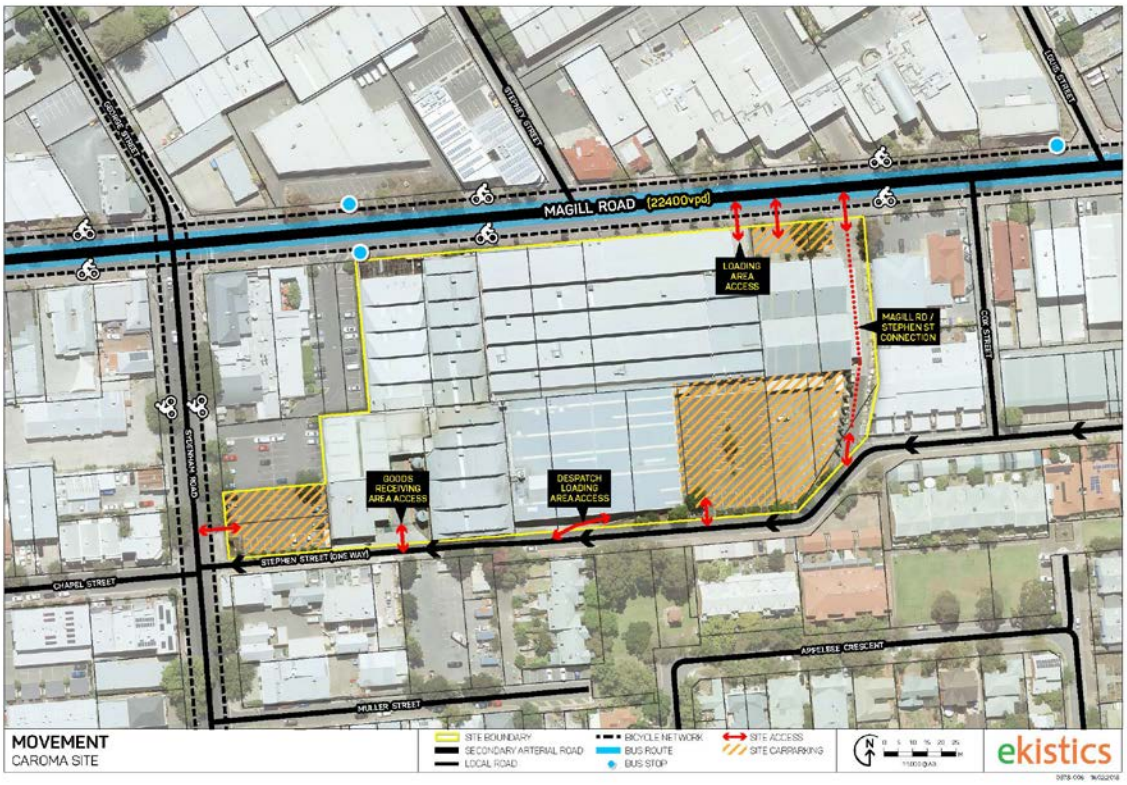
Stephen Street

Stephen Street is a local street managed and maintained by Council. It comprises a single carriageway ranging from 3.6 metres to 6.4 metres wide adjacent the site. It is aligned in an approximately east to west direction, with movements permitted only in the westbound direction. On-street parking is generally not permitted on Stephen Street except for a short section on the southern side mid-block adjacent the site.

Stephen Street is subject to a default urban speed limit of 50 km/h and carries less than 500 vehicles per day.

The nature and composition of the existing road and bicycle network in the locality is demonstrated spatially in *Figure 3.6* below.

Figure 3.6 *Existing Adjoining Road Network*



3.2.2 *Surrounding Land Use and Features*

To the immediate west of the site is the existing single storey Alma Hotel and associated at-grade asphalt car parking and landscaping. The Alma Hotel is also located within the Urban Corridor Zone and is recognised as a Local Heritage Place.

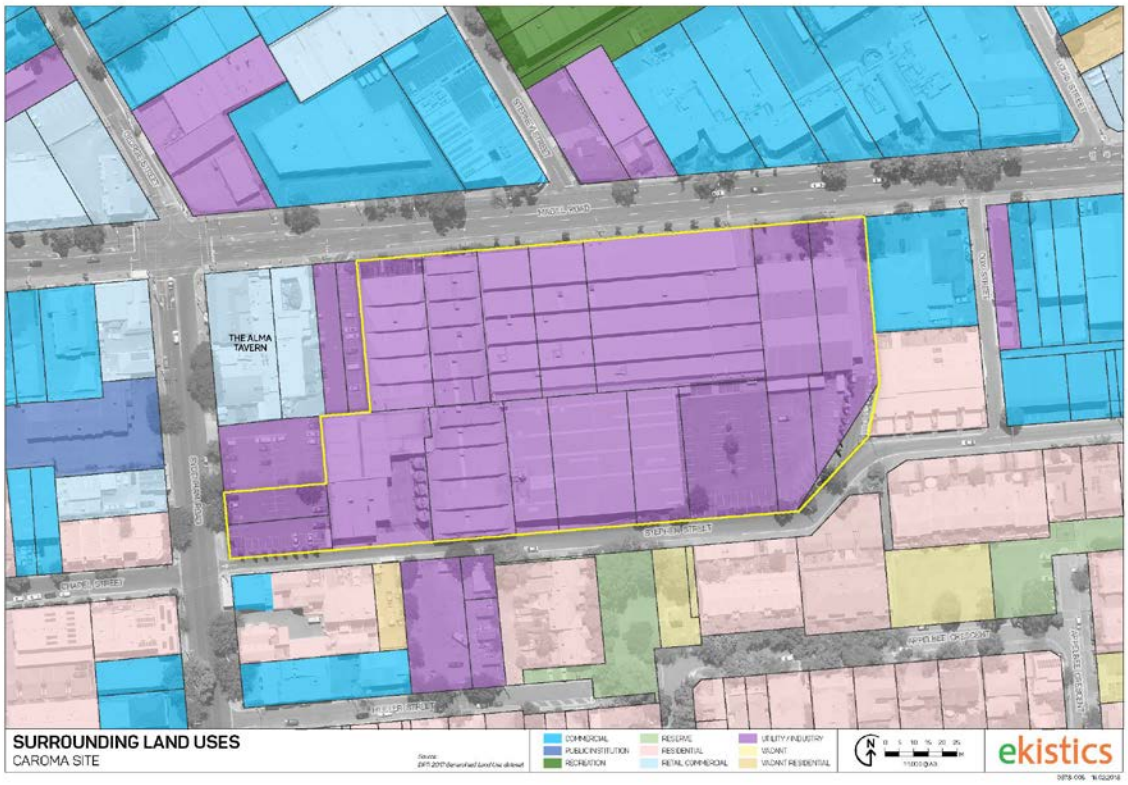
To the north and west of the site (over Magill Road and Sydenham Road respectively) there is a mixture of commercial offices, showrooms and service trade premises in the 'Light Industry Zone' and 'Mixed Use A Zone' respectively.

To the east of the site, within the 'Business Zone', there are commercial offices and consulting rooms fronting Magill Road as well as town houses in the form of row-dwellings fronting Stephen Street.

To the south of the site, over Stephen Street, are predominantly residential town houses in the form of row dwellings and group dwellings within both the 'Residential Character (Norwood) Zone' and the 'Mixed Use A Zone'.

Existing land uses within the locality are broadly demonstrated spatially in ***Figure 3.7*** below.

Figure 3.7 *Surrounding Land Uses*



3.2.3 *Heritage*

The site is opposite a local Council Reserve (Chimney Park) over Stephen Street which accommodates a local heritage place (*Destructor Chimney Base – square masonry base*).

The site is also adjacent the Alma Hotel (to the west) which is a local heritage place.

A local heritage place (*Victorian masonry shop and rendered masonry cottage*) is also located to the south of the site over Stephen Street (on the corner of Stephen Street and Sydenham Road).

Existing local heritage places in the surrounding locality are demonstrated spatially in ***Figure 3.7*** below.

Figure 3.8 *Heritage in Locality*

4. Proposed Development

4.1 Development Vision

The development vision is for a vibrant hub of retail, commercial and residential uses which are enhanced by high quality public and communal space.

The existing mixed-use character of the area enables opportunities for contemporary architectural expression with limited need for overt reference to any historic buildings. Careful consideration has however been given to the relationship with the Alma Hotel (Local heritage Place) to the west of the site and the impact of development on existing dwellings immediately south of the site, over Stephen Street.

The proposed built form incorporates a transition in scale of smaller domestic scaled residential buildings fronting Stephen Street transitioning and graduating in height to taller building elements located towards Magill Road and centrally within the site. Taller seven (7) storey mixed use buildings will incorporate ground level retail uses that will provide a highly active and vibrant frontage to Magill Road and assist to define and create a legible pedestrian link through the site from Stephen Street to Magill Road.

Housing diversity will be achieved through a variety of dwelling sizes, configurations and price points. A minimum of 15% of dwellings will meet the requirements of affordable housing.

A high level of amenity will be provided for future residents with dwellings designed to be both functional and flexible with good access to light, outlook, useable private open space, privacy and storage. Dwellings have been designed to achieve relevant objective noise criteria, particularly at the interface with Magill Road and the Alma Hotel. Site organisation and structure including land use distribution and the careful consideration of building placement, form and orientation will ensure the amenity of adjoining properties will be preserved.

The development has been generally designed to adhere to Crime Prevention Through Environmental Design (CPTED) principles with dwellings designed to provide good passive surveillance over the public realm and communal areas.

Landscaping is integrated into public, communal and private areas and will contribute to an attractive, comfortable and contextual development. A central public open space reserve and Urban Promenade is provided (1,763 m^2) which represents approximately 9.3 % of the total site area (marginally less than the statutory 12.5% benchmark). The public open space reserve will be functional and accessible and located to provide amenity to residents within and adjoining the development. The public open space reserve is an effective extension of Chimney Park and will provide pedestrian linkages through the site including part of the proposed linkage between Magill Road and Stephen Street. The public open space has been designed a hard-working urban park and Town Piazza that creates a series of outdoor rooms and plateaus for social and cultural exchange. The space caters for small and large groups, providing flexibility for users to find more private intimate spaces or open communal zones.

A proposed publicly accessible communal open space area of approximately 1,139m^2 is also provided and has been designed as a series of small outdoor rooms. Each room caters for differing experiences and activities. The

rooms consist of an outdoor turf activity zone (associated with an internal recreation room), a raised timber deck alfresco area, a large communal table and a sunken turf lounge area with perimeter retaining wall.

Site access and egress will utilise Magill Road, Stephen Street and Sydenham Road for efficient traffic management and distribution.

Whilst not directly forming part of this development application, Stephen Street will be widened (via a proposed concurrent plan of division) to create a pedestrian friendly and green laneway environment. The existing roadway width and one- way configuration of Stephen Street will be maintained however streetscape improvements will provide a landscape setting with street trees to cool the environment and provide scale and softening to the façade of proposed townhouses.

These public realm treatments will improve the functional design, performance and streetscape appearance of Stephen Street and will improve pedestrian amenity of this laneway.

At-grade visitor car parking is provided for the ALDI Supermarket in a landscaped setting. Apartment car parking will be integrated within a basement and under-croft car park, sleeved and screened from view by ground level retail tenancies fronting Magill Road.

The development will be designed to achieve positive environmental, social and economic outcomes. A 5 Star Green Star self-assessed rating will be targeted for residential components of the development to benchmark the built form against 'Australian Leadership' in sustainable design. The residential component of the development benchmarks at an expected average 7 Star NatHERS rating, demonstrating a 20% improvement over the NCC/BCA minimum requirement of 6 Star average.

4.2 Land Use

The proposed development is perhaps best described as an integrated mixed-use development comprising retail (shops and restaurants), and residential land uses (residential flat buildings, detached dwellings and group dwellings) with associated signage, earth works, car parking, fencing, retaining walls, landscaping and removal of a regulated tree.

Each of the individual components of the integrated development are described below.

4.2.1 *ALDI Supermarket*

The proposed ALDI Supermarket has a floor area of 1,634m ^{2} (of which 1,274m^2 will be retail floor space and 286m^2 will be 'back of house' functions) and incorporates associated advertising, at-grade carparking (89 spaces) and landscaping.

A supermarket is a form of a 'shop', as defined in Schedule 1 of the Regulations:

> ***shop*** *means—*
>
> *(a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or*
>
> *(b) a restaurant; or*

(c) a bulky goods outlet or a retail showroom; or

(d) a personal service establishment,

but does not include—

(e) a hotel; or

(f) a motor repair station; or

(g) a petrol filling station; or

(h) a plant nursery where there is no sale by retail; or

(i) a timber yard; or

(j) service trade premises; or

(k) service industry;

ALDI Stores are in many ways similar to 'typical' supermarkets in that they offer traditional grocery products in a familiar aisle-by-aisle format. However, there are a number of key differences that distinguish ALDI from other supermarket operations. These differences include:

- Predominately exclusive ALDI label branded products;
- 'Hard discount' food and grocery model;
- Simplified, consistent supply chain, internal layout, merchandising, store operations and marketing;
- All delivery and logistics undertaken by ALDI employees, with only two 19 metre truck deliveries per 24 hours and one daily bakery delivery via a small rigid vehicle;
- Low swept exhaust delivery vehicles (ALDI trucks are to European standards with the exhaust discharge at wheel level on the Prime Mover, i.e. there is no exhaust discharge above the vehicle cabin);
- Regulated product range of approximately 1,350 items (compared with typical full-line supermarkets which offer between 20,000-30,000 items); and
- Considerably smaller retail floor plate of approximately 1,300m^2 (compared with full-time supermarkets which are typically between 3,000m^2 to 4,000m^2).

Of particular note is that ALDI Stores, of which there are in excess of 500 across Australia in Victoria, NSW, ACT, WA and QLD, successfully operate in close proximity to other major supermarket chains (i.e. Coles and Woolworths), with direct competition in approximately 80% of the existing locations.

Unlike most supermarket operations, ALDI own, operate and control all of its supply and logistics via its purpose built distribution centre (in Regency Park). This streamlined system of operation enables ALDI to position itself as a discount supermarket quite differently to its competitors. Accordingly, a recessed loading bay will be situated on the western side of the building which will provide for ALDI's dedicated delivery by 19 metre long (and in future 20m) semi-trailers.

A typical ALDI Store employs 25 full-time equivalent (FTE) employees with 6-10 employees present on site at any one time.

4.2.2 *Residential Townhouses*

A total of 33 two and three storey townhouses are proposed with frontage and/or access to Stephen Street.

There a four (4) distinct townhouse typologies offering 2 and 3 bedroom product in variety of formats.
Type A, B & C townhouses are 'detached dwellings', as defined in Schedule 1 of the Regulations:

> ***detached dwelling*** *means a detached building comprising 1 dwelling on a site that is held exclusively with that dwelling and has a frontage to a public road, or to a road proposed in a plan of land division that is the subject of a current development authorisation;*

The Type A, B & C dwellings fronting Stephen Street are on proposed Torrens Titled Allotments and are likely to be classified as 'Detached Dwellings' given each dwelling is abutting the other and there is no common party wall separating the dwellings (i.e. they can be built and stand-alone separately and are not reliant on a common party wall separating each dwelling).

Importantly, each dwelling will be on a site that is held exclusively with that dwelling and will have a frontage to a public road (Stephen Street). In relation to the Type A dwellings, the rear private road does not form part of the 'curtilage' of each allotment for the purposes of the word 'site' (within the definition of a 'detached dwelling'). Accordingly, each of these dwellings should be correctly classified as a 'detached dwelling'.

We have based this opinion based on case law. In particular, the following matters:

- *Alexander V The Corporation of the City of Marion & Anor [2016] SAERDC 29 (attached)*
- *City of Mitcham V Terra Equities [2007] SAQSC 244; and*
- *Colmer v Alexandrina Council [2009] SASC 13.*

Proposed Type D townhouses are 'group dwellings', as defined in Schedule 1 of the Regulations:

> ***group dwelling*** *means 1 of a group of 2 or more detached buildings, each of which is used as a dwelling and 1 or more of which has a site without a frontage to a public road or to a road proposed in a plan of land division that is the subject of a current development authorisation;*

4.2.3 *Mixed Use Residential Apartments*

A total of five, seven (7) storey apartment buildings are proposed with a total of 208 one and two bedroom apartments (dwellings), ground level 'shops' (1,300m^2), ground level car parking (107 spaces) and basement car parking (198 spaces).

There are 15 different types of proposed apartments in a variety of configurations ranging from 50m^2 (1 bed and 1 bath) to 104m^2 (2 bed and 2 bath).

The specialist retail tenancies are defined as 'shops' whilst the proposed apartment buildings are recognised as Residential Flat Buildings as defined in Schedule 1 of the Regulations:

residential flat building *means a single building in which there are 2 or more dwellings, but does not include a semi-detached dwelling, a row dwelling or a group dwelling;*

4.3 Built Form

Mulloway studio have provided advice on cultural heritage integration and interpretation of the former Caroma site to inform an appropriate design response for the proposed development.

The cultural heritage investigations undertaken by Mulloway Studio are attached in ***Appendix 4*** and identify opportunities for integrating cultural representation into the architecture, landscaping and public and communal spaces within the development. This analysis has assisted to:

- create a thematic narrative for the project;
- inform and enrich the overall identity and experience of the place; and
- integrate the new development into the existing community and urban environment.

The site has been formerly use as brickworks, a paper bag and box factory as well as a factory for the manufacture of plastic bathroom fittings such as cisterns, pipes and kitchen sink traps by injection moulding. These associations have been used to inform the site and built form design response through:

- direct design decisions and influences (i.e. site layout, materials and retaining any remnant fabric etc.);
- provocative interpretation (i.e. Strategies for embedding heritage interpretation in a variety of provocative or incidental ways); and
- didactic information (i.e. text and image-based information provided on site).

Various interpretation strategies have been adopted in the site composition, configuration and built form design response.

4.3.1 *ALDI Store*

Typically, ALDI Stores present a uniform appearance which is a relatively standardised corporate design for all stores within Australia. The regular design is an essential component of the ALDI brand and more importantly is a functional necessity due to particular operational arrangements ALDI have as outlined above.

However, in some situations a more unique store design is warranted and this is the case with the Norwood Green development.

A one-off building design is proposed for the ALDI Norwood store due to a number of contributing factors including:

- The location of the land as a landmark site on Magill Road;
- The proximity of a number of Local Heritage Places including the Alma Hotel;
- The proximity of high and low voltage powerlines along Magill Road
- The gradient and topography of the site; and

- The interface and desired streetscape transition in built form from the adjoining Alma Hotel thorough to the proposed seven (7) storey mixed use apartment buildings on the balance of the site.

A number of architectural options have been explored with design input from 'Select Architects' and TECTVS Architects as well as urban design and landscape advice from Hassell.

Important to note is the significant departure of the proposed Norwood Store design from the typical ALDI form.

The Norwood ALDI supermarket has been designed to successfully complement and integrate with the overall site master plan. It has been designed from 'first principles', with careful consideration of building scale, use of materials and an intimate understanding of the overall site geometry and the surrounding mixed-use development.

Given the fall in the site from north to south in excess of 2.5m, special attention has been given to site levels to provide safe and convenient access and permeability through and within the site. Careful consideration has also been given to the relationship of the building with Magill Road, car park access and grades, the contextual relationship of the bulk and scale with the adjacent Alma Hotel, and the connection to the specialty retail and residential development on the balance of the site.

The primary ALDI supermarket tower, which is clad in vertical timber style battens, will have a maximum height of 9.48 metres, measured from finished floor level, whilst the secondary timber and perforated metal tower is slightly higher at 10.48 metres from finished floor level. The balance of the building will have a height of approximately 6.48 metres above finished floor level. The variation in height, together with high level feature windows, sunshade canopy and timber batten towers provide strong articulation to the building façade and Magill Road streetscape. The higher timber and illuminated perforated metal tower in the north-eastern corner of the building also assists with the transition to the apartment building and provides a focal entry point to the commercial sector of the development

Materials and finishes further reinforce the proposed uses and include a combination of concrete paving, bitumen and detailed paving treatment highlighting pedestrian links. Trees and high-quality landscaping have been carefully incorporated into the ALDI car park to further connect the ALDI supermarket to areas beyond the site including the specialist retail spaces at ground level within the apartment buildings.

The northern elevation of the ALD supermarket (fronting Magill Road) incorporates high level frameless glazing and glazed edges returning into the timber batten towers on the eastern and western corners. This provide approximately 42% transparency and an active interface with the public realm. This design approach provides a visual connection to the activity within the supermarket. The planter box on the Magill Road boundary assist with the transition to the footpath and public realm, providing a fine grain texture, landscaping and a sheltered place to sit adjacent the existing bus stop on Magill Road. This design treatment also directly assists with the transition of built form to Magill Road.

External plant will be screened from view on a rooftop platform above the north-eastern tower.

Figure 4.1 *Architectural model of Magill Road streetscape looking south-east (Source: Select Architects)*

Figure 4.2 *Architectural model of Magill Road streetscape looking south-west (Source: Select Architects)*

The materials and finishes are sympathetic to the overall design of the site, with the use of red brick, black framed and frameless windows, and timber battens to the tower elements. The red brick façade directly ties-in and complements the matching red brick colonnade of the proposed apartments, assisting to integrate the buildings and create an integrated streetscape appearance to Magill Road.

The existence of adjoining Local Heritage Places has been an influencing factor in the design of the subject building. A contemporary architectural design approach has been adopted, which seeks to contrast and not compete with the historic Alma hotel. The use of a sympathetic material pallet, including the red brick façade, ensures the proposed building is complementary and does not detract from the setting of the adjoining heritage building.

Figure 4.3 *Magill Road Streetscape Perspective (Source: TECTVS & Select Architects)*

Full details of the proposed external materials and finishes are contained on the elevation plans (***Appendix 5***) prepared by Select Architects and include:

- Parapet capping – Colorbond® 'Basalt';
- Precast concrete –'Fluorescent Fire' & 'Drive Time';
- Panel lift door – Colorbond® 'Basalt';
- Face Brick – Selected red brick;
- Vertical timber style batten screening – Modwood 'Blackbean';
- Aluminium window frames – powder coated Dulux 'Olde Pewter';
- Mesh Screen – Colourbond 'night sky';
- Metal work – Colourbond 'Night Sky'
- Door and frame – 'Fluorescent Fire' & 'Basalt';
- Shopfront – colourbond 'Night sky';
- Roof cladding – Zincalume® sheeting 'surf mist';
- Gutters and Downpipes - Colorbond® 'Basalt'.

Signage

Proposed signage is generally integrated into the building rather than being applied to the surface.

The application proposes to erect two (2) internally illuminated gable signs on the ALDI supermarket tower in the north-west corner of the building and two (2) internally illuminated gable signs on the perforated metal tower in the north-eastern corner of the building, adjacent Magill Road. Two (2) primary internally illuminated gable signs measuring 2.0m by 2.44m are also proposed on the southern elevation, adjacent the pedestrian entrance to the building. An externally illuminated 'tomato graphic' (lifestyle image) is proposed on the southern elevation of the building adjacent the at-grade car park and a small 'airlock decal sign' and 'digital poster box' is proposed to clearly identify the store entrance at the south-eastern corner of the building. Specific details of each sign are outlined in the Architect drawings located in ***Appendix 5***.

4.3.2 *Residential Townhouses (Dwellings)*

Key development metrics for each townhouse are provided in ***Table 4.1*** below.

Table 4.1 *Proposed Townhouse Typologies*

Townhouse	Definition	Area (Internal/ m²)	Bedrooms	Car Parking (spaces)	Private Open Space (m²)	Storage (m²)	Number
Type A1	Detached Dwellings	138	3	2	19	9	2
Type A2	Detached Dwellings	168	3	6	24	10	3
Type A3	Detached Dwellings	132	3	1	35	4	1
Type A4	Detached Dwellings	132	3	1	58	4	1
Type B	Detached Dwellings	133	2	26	10	3	13
Type C	Detached Dwellings	214	3	8	38	10	4
Type D	Group Dwellings	183	2	18	7	10	9
Total	-	-		**62 spaces**			**33**

Key development metrics for each townhouse type are also provided in Design Report prepared by TECTVS Architects attached in ***Appendix 6***.

The townhouse style dwellings are proposed to reflect the nearby lane culture and industrial history of the site.

The attached 'Design Report' prepared by TECTVS in ***Appendix 6*** provides a detailed architectural statement for the development including information on the applied architectural philosophy and language of the proposed townhouses including materiality and detailed floor plans.

The two and three storey townhouses have been designed to create a laneway feel, with brickwork, blockwork and colour combining with various roof lines to add character.

Townhouse Type A

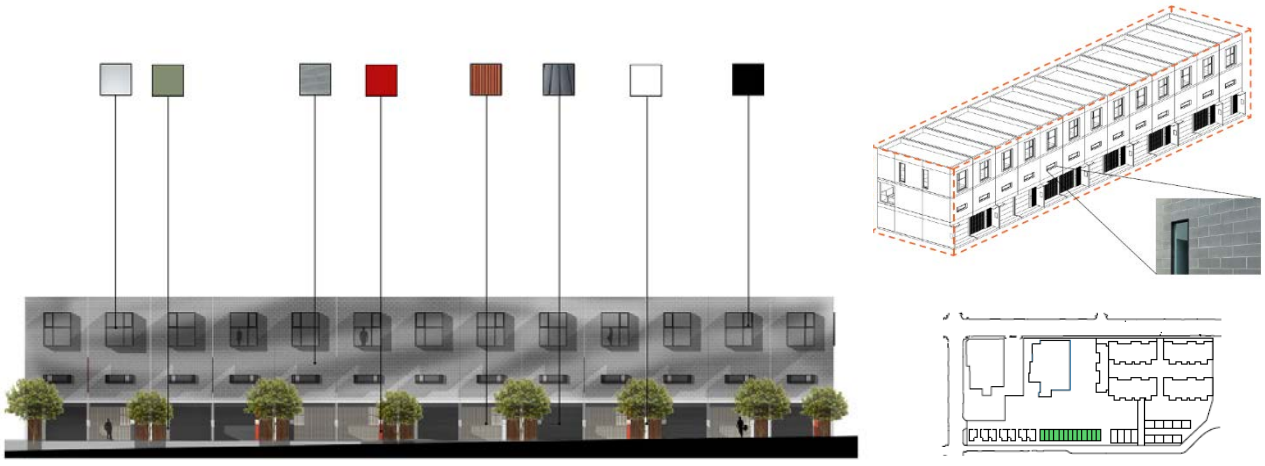
The seven (7) two storey Type A townhouses incorporate confident clean pitched roof's and are clad in metal in reference to the adjacent Alma Hotel and nearby townhouses.

Figure 4.4 *Townhouse Type A (Source: TECTVS Architects)*

Townhouse Type B

The thirteen (13) three storey Type B townhouses draw on the extended history of the site as a former box factory with a series of industrial, almost box-like dwellings. These townhouses are proposed to be constructed in blockwork to emphasise the strong industrial forms and an honest material language.

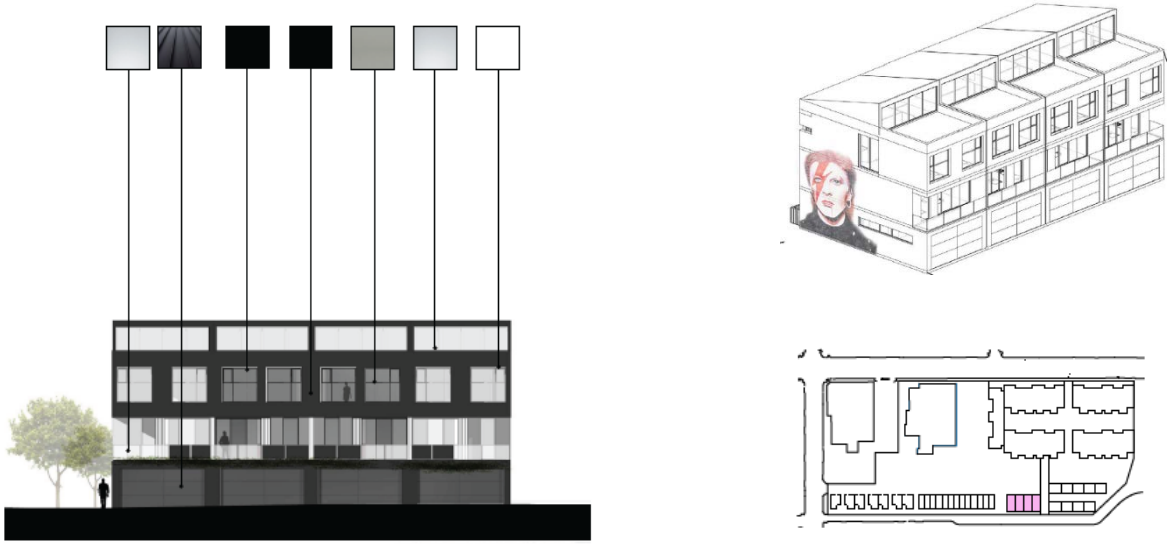
Figure 4.5 *Townhouse Type B (Source: TECTVS Architects)*



Townhouse Type C

The four (4) three storey Type C Townhouses reference the area's contemporary urban influences with feature walls on the East and West side providing space for urban street art.

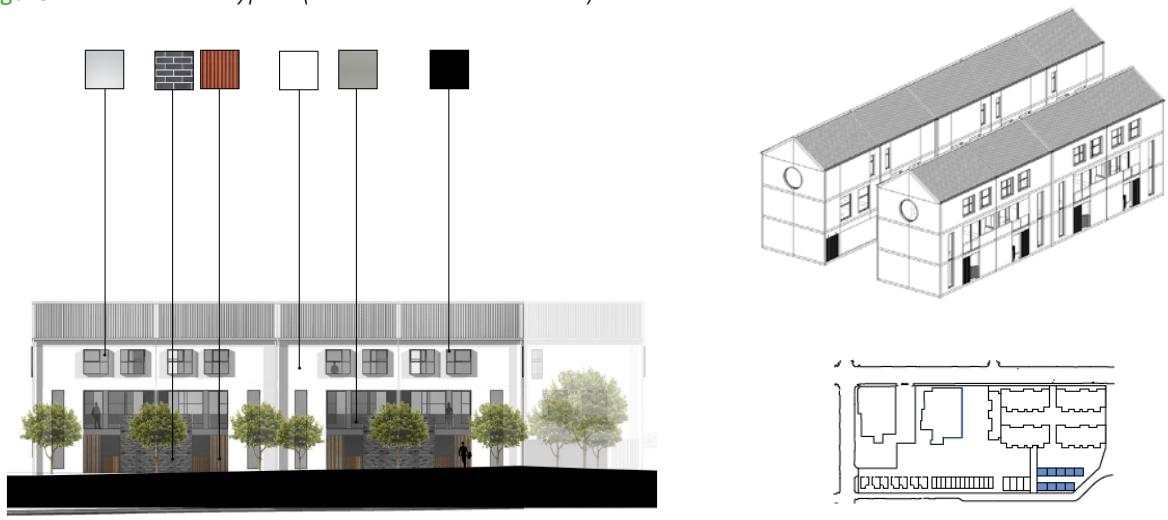
Figure 4.6 *Townhouse Type C (Source: TECTVS Architects)*



Townhouse Type D

The nine (9) three storey Type B townhouses draw on the language of neighbouring townhouses with roof-lines that produce an iconic cultural reference.

Figure 4.7 *Townhouse Type D (Source: TECTVS Architects)*



4.3.3 *Mixed Use Apartment Buildings*

The proposed apartment configuration and distribution is provided in ***Table 4.1.***

Table 4.1 *Proposed Apartment Composition*

Townhouse	Building A (North West)	Building B (north East)	Building C (South West)	Building D (South East)	Building E (West)	Total
Ground	0	0	0	0	0	0
First	8	8	7	8	4	35
Second	8	8	8	8	4	36
Third	8	8	8	8	4	36
Fourth	8	8	8	8	3	35
Fifth	8	8	8	8	3	35
Sixth	7	7	7	7	3	31
Total	**47**	**47**	**46**	**47**	**21**	**208**

Key development metrics for each apartment type are provided in the Design Report prepared by TECTVS Architects attached in ***Appendix 6***.

The attached 'Design Report' also provides a detailed architectural statement for the development including information on the applied architectural philosophy and language of the proposed apartments including materiality and detailed floor plans.

The proposed mixed-use apartment buildings (Residential Flat Buildings) are seven (7) storeys and built to a maximum height of 24.5 metres above ground level. The apartments incorporate 1,300m^2 of retail floor space at ground level to sleeve proposed under croft car parking and to activate both Magill Road and the Urban Promenade connection through the site (from Stephen Street to Magill Road).

In accordance with preliminary design feedback provided by both ODASA and Council, the apartments incorporate a minor ground level canopy extending over the southern footpath of Magill Road to provide pedestrian shade and shelter. It is recognised that this component of the development will require separate 'encroachment consent' of the City of Norwood, Payneham and St Peters Council.

The apartments include an under croft car park comprising 107 car parking spaces for visitors and residents and a basement car park comprising 198 car parking spaces reserved for residents of the apartments. Access to under croft car parking is proposed via a single crossover on Magill road while access to basement car parking is proposed via a private internal road from Stephen Street.

The apartments incorporate a Level 1 building courtyard space which is accessible only to residents of the apartments. Utilising the same design narrative and form as the public open space the building courtyard provides a series of outdoor rooms which provide users with opportunities to seek solace or socially engage with other residents. Spaces are sized from intimate small gathering spaces to large communal group gathering spaces.

Figure 4.8 *Level 1 Building courtyard space - Communal Open Space (Source: Hassell)*

Level 1 apartments which address the building courtyard have their own private spaces, which are physically separated from the communal area with a palisade fence, which is scaled and softened with raised planters.

Large group gathering spaces are concentrated at the centre of the courtyard space, which is also aligned with the main access from the external public open space. This central space features a large pavilion and BBQ facilities, with a paved plaza and tree canopy supported by large turf areas directly adjacent, allowing residents to spill from the pavilion onto the turf areas.

The smaller rooms provide a variety of smaller communal seating environments enclosed with vegetation and a tree canopy above. Water features are proposed to provide a background noise to help residents immerse themselves into the landscaped environment of the courtyard. The outdoor rooms adjacent to the apartment entries form the lifts feature a paved bosque with informal seating arrangement

Apartments are proposed to be contemporary in style, with creative façade articulation that combines a series of interpretive yet functional elements with 'pops of colour'. The design of the facade draws on the Caroma factory's existing colour coding scheme and floor patterning. Originally used to delineate pedestrian/equipment/ vehicular zones and provide high visibility, it's interpretation across the facade will articulate the apartments' various formal and programmatic changes.

Figure 4.9 *Design of Apartment Façade -Apartments A -H (Source: Tectus Architects)*

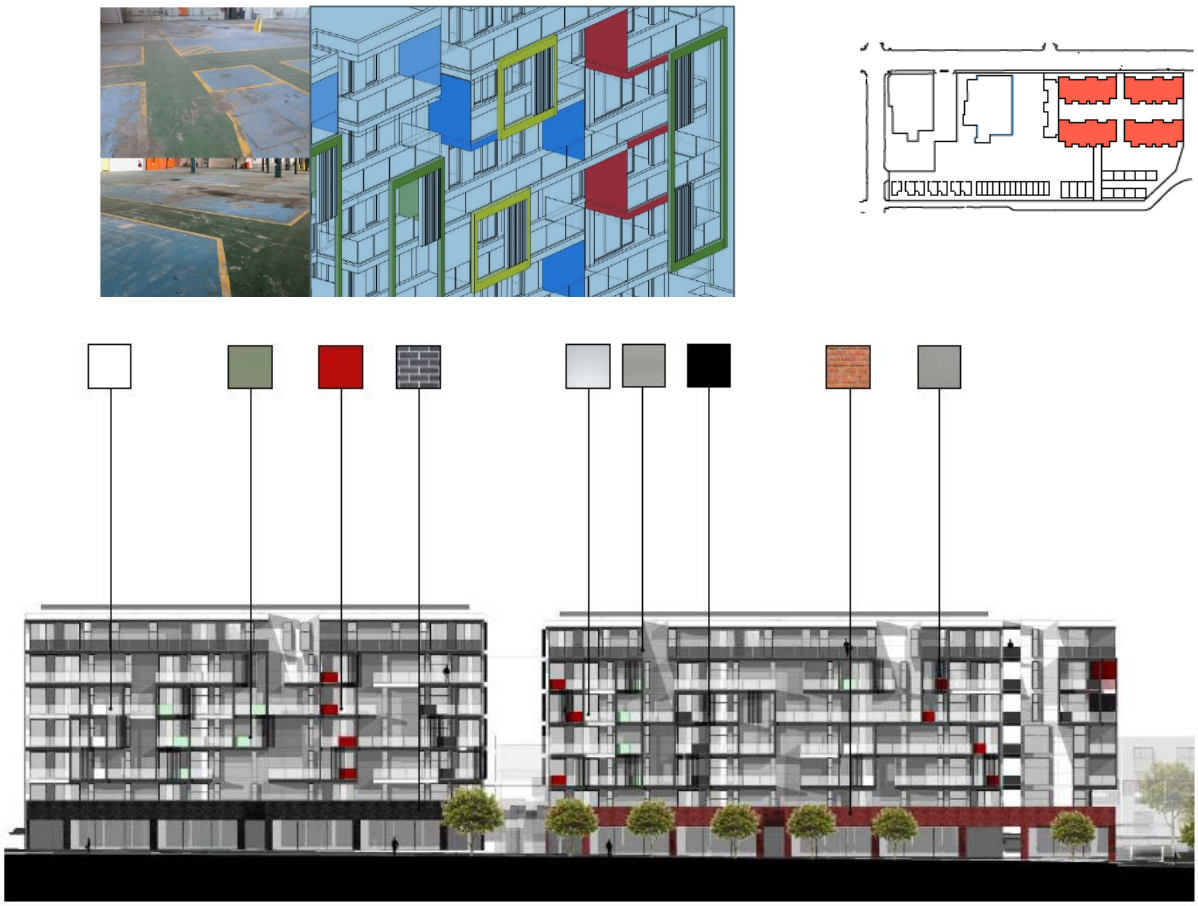


Figure 4.10 *Design of Apartment Façade - Apartments I – J (Source: Tectus Architects)*

In accordance with design guidance and advice provided by ODASA, the apartments are proposed to be constructed with treated pre-cast in an 'off-white' colour. The eastern elevation of the apartment buildings has also been articulated with 'banding' in a black magic paint finish. Full details of the proposed external materials and finishes are contained on the elevation plans (***Appendix 5***) prepared by TECTVS Architects and include:

- Treated Precaset – off white;
- Paint Finishes – Black Magic, China white, Quagmire, Burnished Russet, Arid Land & Charcoal;
- Face Brick Types – Charcoal, White & red;
- Face Block Type - Grey
- Glass Type – Clear, translucent & Grey;
- Window Frames – Anodized, Black and White;
- Balustrades – Clear Glass, Translucent Glass, Opaque Panel & Metal Screen
- Metal Cladding – Monument, Surfmist, Heritage Galv & Zincalume;
- Garage Doors - Surf Mist, Polycarbonate, Timber
- Timber – Spotted Gum & Painted

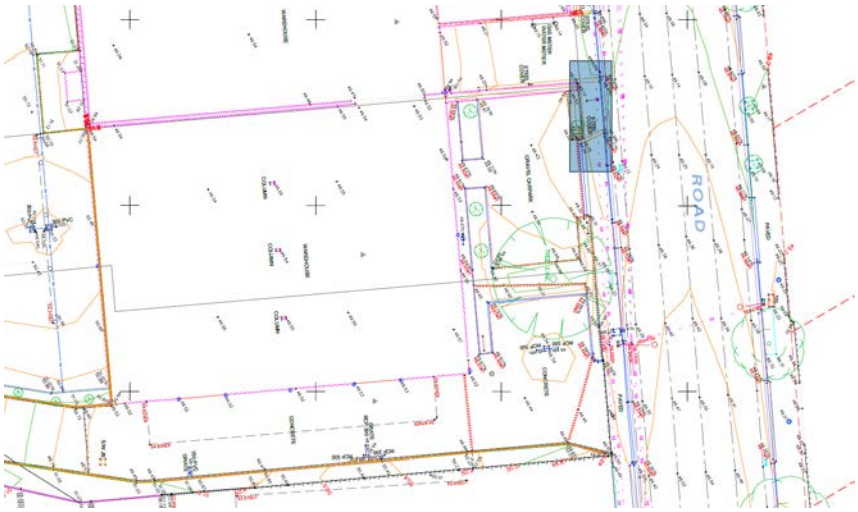
With the exception of treated pre-cast walls, these materials and finishes are also utilised on the proposed townhouse dwellings.

4.4 Open Space, Landscaping & Public Realm

4.4.1 *Regulated Tree Removal*

Only one existing regulated tree is proposed to be removed to accommodate the future development and this tree will be replaced with an extensive landscaped public and communal open space network. The existing regulated tree is identified in ***Figure 4.11*** below and in image 8 on ***Figure 3.5*** . The tree has a circumference of 2.6 metres and is located adjacent to Magill Road in a position that would inhibit the future reasonable and expected development of the site in accordance with the primary Objectives and Principles of Development Control of the Urban Corridor Zone.

Figure 4.11 *Regulated Tree (Source: Alexander Symonds)*



4.4.2 *Site Landscaping Masterplan*

An overall Landscape Master Plan has been prepared by Hassell and is attached at ***Appendix 7*** and seek to establish a public realm which supports a flexible indoor – outdoor lifestyle to create a community within a community.

The design narrative responds to the unique context and heritage of the site and draws inspiration from the shape, form and stacking nature of boxes and brickwork associated with the sites past use for brickworks and a box factory before becoming the Caroma factory as it remains today.

The landscape master plan seeks to maximises opportunities for a pedestrian permeable and landscape focussed ground plane which unifies the development within the surrounding neighbourhood context and establishes a healthy communal offer.

The layered programme that links internal and external living with passive and active lifestyle activity encourages incidental contact and connection – fundamental to a sense of community.

The open and permeable site allows for connection and interaction between:

- Existing neighbours / residents;
- Apartment residents;
- Townhouse residents; and
- ALDI and retail shoppers.

The landscape master plan provides a connected and integrated place for living that brings together the resident groups and provides a catalyst for positive interaction and a place for social and cultural exchange.

A key component of the landscape master plan is a publicly accessible communal open space area of approximately 1,139m^2 to the south of the proposed apartment buildings. This communal open space has been designed as a series of small outdoor rooms with each room catering for differing experiences and activities. The rooms comprises an outdoor turf activity zone (associated with an internal recreation room), a raised timber deck alfresco area, a large communal table and a sunken turf lounge area with perimeter retaining wall.

Figure 4.12 *Publicly Accessible Communal Open Space*

4.4.3 *Public Realm Improvements*

The landscape masterplan prepared by Hassell includes indicative concepts for the public realm including the Town Piazza, Urban Promenade and Stephen Street. The landscape master plan is attached at ***Appendix 7***.

A proposed plan of division will be lodged as a separate application for Development Plan Consent and Land Division Consent and this application will excise and vest proposed public open space with Norwood Payneham and St Peters Council (pursuant to Section 50 of the *Development Act, 1993*). This proposed plan of division will also vest land with Council to widen Stephen Street (pursuant to Section 52 of the *Development Regulations, 1993*).

A brief description of proposed treatments to the public realm, subject to the separate future agreement and consent of Council, is provided below.

Stephen Street

The approach to Stephen Street is to create a pedestrian friendly and green laneway environment.

The proposed footpath treatment uses scale changes to delineate between circulation zones and private residence entry points. Subtle material or textural changes will also be used to demarcate the property boundary for easy understanding of maintenance responsibilities between the public and private realm.

Pavement treatments above the street tree root zone will be either a permeable paver of paving bands with infill of planting or resin bound gravel, to enable the tree root zone to breathe and for infiltration of moisture during the winter months. Final pavement materiality and treatment will be subject to further discussions and agreement with Council.

The opportunity exists to change the character of Stephen Street by addressing townhouses onto the Street, removing the presences of garages as well as the provision of footpaths and streetscape treatments in the form of street tree plantings and low level garden beds.

The various streetscape typologies proposed for Stephen Street are provided within the Landscape Master Plan prepared by Hassell attached at ***Appendix 7***.

Figure 4.13 *Stephen Street Streetscape (Source: Hassell)*

Town Piazza

A central public open space reserve is provided and has been designed as a Town Piazza that creates a series of outdoor rooms and plateaus that respond to the site topography. The Town Piazza features approximately 2m of level difference from west to east, resulting in four (4) distinct levels. Universal access is provided between levels by a 1:14 ramp located on the northern edge of the open space.

Direct access through the space is provided by a series of stairs, which transition into low height retaining walls, which also double as informal seats and ledges.

The lowest plateau closest to the carpark will provide outdoor dining opportunities in a hard paved environment with tree canopy above. The second plateau which is the largest space in the Town Piazza provides flexibility to host events or to enable larger groups gathering on the lawn area or beneath the trees.

The two eastern most plateaus are smaller than the western two spaces and predominantly provide circulation through the space, access to the apartments and more intimate settings for people to sit, read and engage with nature.

Figure 4.14 *Town Piazza - indicative Concept (Source: Hassell)*

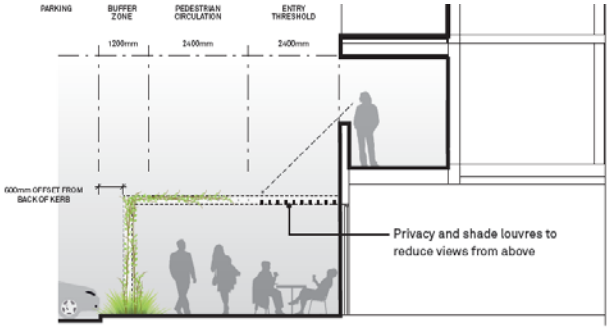
Urban Promenade

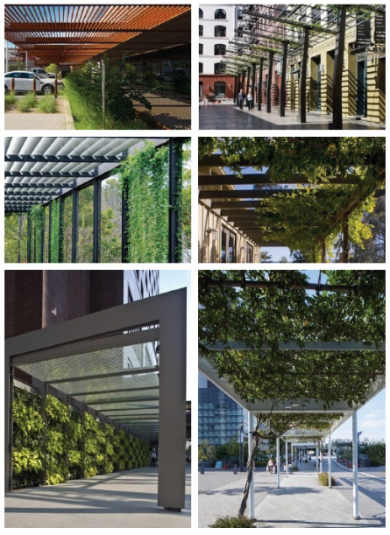
The Urban Promenade provides the main north south pedestrian connection through the site, connecting Stephen St, Chimney Park and community to Magill Road.

A generous 6m Urban Promenade is provided through a green colonnade comprising a living trellis adjacent a retail frontage. The space is broken down into a 2.4m wide dinning / street trading zone along the building edge, a 2.4m circulation zone in the centre and a 1.2m garden bed and carpark unloading zone kerbside.

The living trellis system comprises a continuous awning to the retail frontage, featuring battens and solid panels at retail tenancy doorways.

Figure 4.15 *Urban Promenade – Indicative Concept (Source : Hassell)*





4.5 Transport, Parking and Access

GTA Consultants have undertaken a detailed traffic and parking assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- existing traffic and parking conditions surrounding the site;
- parking demand likely to be generated by the proposed development;
- suitability of the proposed parking in terms of supply (quantum) and layout;
- traffic generation characteristics of the proposed development; and
- proposed access arrangements for the site.

A copy of the Transport Impact Assessment prepared by GTA is attached at ***Appendix 8***.

4.5.1 *Access/Egress*

Proposed vehicle access and egress to the site is identified in Figure ***4.16*** and summarised as follows:

Public Access – Magill Road

Access to the public and car park servicing the retail tenancies and residential apartments is proposed via a two-way crossover on Magill Road. The proposed access will accommodate left and right turns into the site and left turn exits onto Magill Road. A channelised right turn lane has been proposed for Magill Road to ensure right turning traffic is separated from through traffic.

The access will primarily cater for light vehicles however will also cater for a small volume of commercial traffic requiring loading access for the speciality retail tenancies.

ALDI Access 1 – Eastern Access on Magill Road

A light vehicle entry has been proposed east of the proposed store location. This access point will facilitate left and right turn entry and left turn exit. A channelised right turn lane has been proposed for the access.

ALDI Access 2 – Western Access on Magill Road

The access point west of the proposed store will facilitate ingress movements for trucks only.

Bus Stop 4 on Magill Road will require relocation to between the western and eastern ALDI access on Magill Road to accommodate the installation of the western access.

ALDI Access 3 – Access on Sydenham Road

Access to and from Sydenham Road will be provided via a proposed laneway. The proposed carriageway width will be suitable for two-way movements for ALDI traffic and residential traffic from the adjacent townhouses. The access will also facilitate the ALDI delivery vehicle exiting the site to return to Magill Road via Sydenham Road. Seven (7) of the proposed town houses (Type A) will have garages facing the laneway. These garages will be setback 3 metres to provide improved access and sight lines for vehicles reversing from a garage. This will assist with managing safe access to these garages during peak times of the adjacent uses.

Residential Apartment Driveway – Access on Stephen Street

A residential apartment driveway is proposed from Stephen Street to the basement car park. It will accommodate two-way traffic.

Residential Townhouse Laneway – Access on Stephen Street

An access for nine (9) townhouses (Type D group dwellings) is proposed onto Stephen Street. The access will be 6.0 metres wide and facilitate two-way traffic to and from Stephen Street. This lane will not enable access to the apartment driveway to the west.

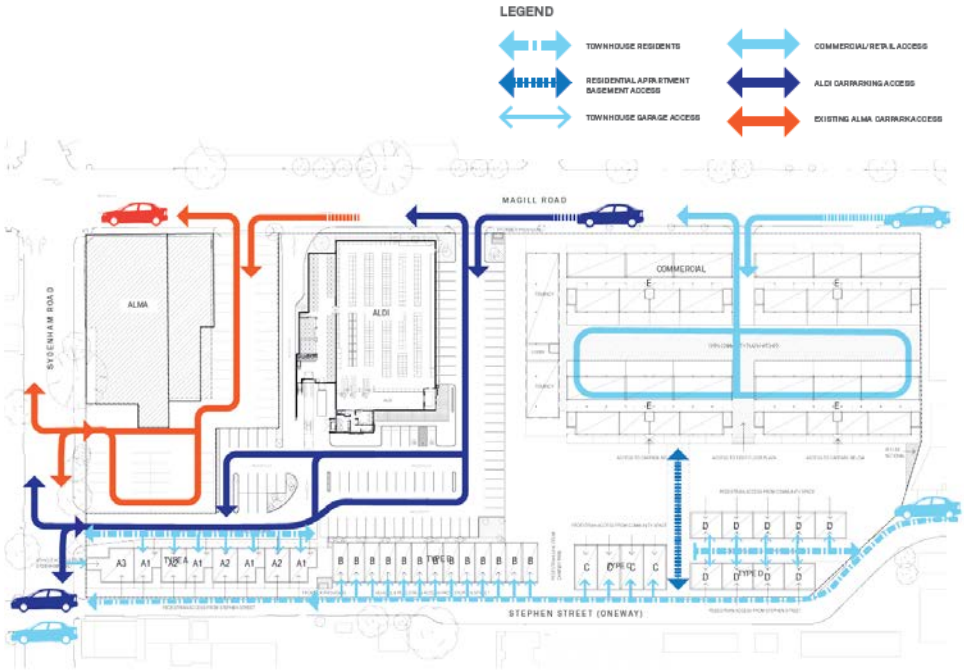
Waste Collection Driveway– Access on Stephen Street

A driveway from Stephen Street is proposed to facilitate refuse collection for a 10.6 metre refuse vehicle. Based on rear-loading by this vehicle, the vehicle will reverse into the driveway, and then exit with a forward movement back to Stephen Street. It is understood this may occur approximately three (3) times per week.

Townhouse Access

There are also 17 townhouses which are proposed to have direct access from Stephen Street.

Figure 4.16 *Motor Vehicle Access (Source: Hassell)*



Magill Road Median Treatments

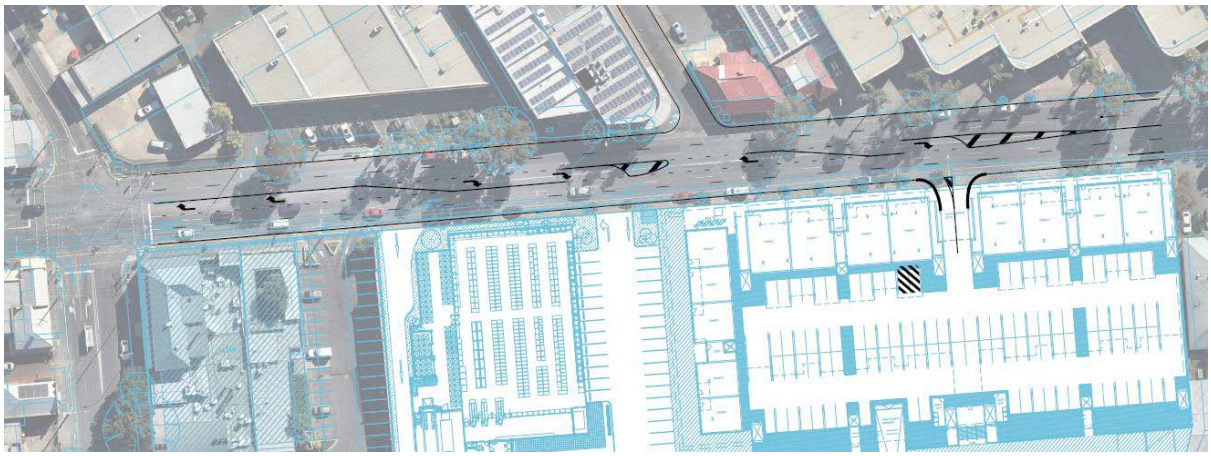
A channelised right turn lane into the ALDI site is proposed backing onto the right turn lane onto George Street.

A full width channelised right turn lane cannot be provided without reducing the capacity of the right turn lane onto George Street.

A back-to-back right turn lane has also been provided for the apartment car park and Stepney Street with a 17.5-metre-long travel lane and 20 metre taper. This will facilitate 3 – 4 vehicle storage and has been designed in accordance with the DPTI Road Design Standard S-4069 '*Typical Median Opening Treatment*'.

The proposed treatment along Magill Road is illustrated in ***Figure 4.17*** prepared by GTA.

Figure 4.17 *Magill Road Treatments (Source: GTA Consultants)*



On this basis, the part-time bicycle lanes along Magill Road will need to be removed to facilitate the median treatment however the bicycle lane presently ends just prior to the Sydenham Road intersection.

The actual impact on cycling will be minor with discontinuous bicycle lanes to the west on Magill Road. Alternative bicycle routes are also available (via Beulah Road to the south) for safer travel by cyclists not confident enough to contend with sharing the kerbside lane with traffic. The lack of bicycle lane will not deter the more experienced commuter cyclists using Magill Road.

4.5.2 *Traffic Impact.*

GTA has undertaken an analysis of the development accesses and surrounding intersections pre and post development. The results are presented in the Traffic Impact Assessment Prepared by GTA and attached at ***Appendix 8***.

The analysis undertaken by GTA reveals that the site is expected to generate in total 500 trips per hour during the PM peak period. The AM period would be much less with 162 trips anticipated consisting mostly of residential trips with the retail uses not generating very much traffic at this time.

The intersections adjacent the site have been modelled using *SIDRA Intersection 7.0*. The outputs from the results confirmed that all intersections would operate at a suitable level of service with average queue lengths and delays within acceptable limits. The existing Magill Road/Sydenham Road/George Street Intersection will

maintain the same level of service with only marginal increases in the average delay and 95th percentile queue length.

GTA have therefore confirmed that the impact on the adjacent road network will be minor based on the anticipated traffic generation of the site and proposed median treatment on Magill Road.

4.5.3 *Car Parking*

The proposed development includes a total of 456 car parking spaces as follows:

- ALDI car park– 89 spaces including 2 parking spaces for people with disabilities;
- Apartment building car park – 305 spaces (including 7 parking spaces for people with disabilities) with 45 spaces allocated to retail with 260 spaces allocated for residential use.
- Townhouses – 62 Parking spaces (including 13 tandem visitor car parks associated with Type B Townhouses)

The proposed development has been designed to provide adequate car parking in accordance with the Norwood Payneham and St Peters Development Plan as follows:

- Retail – a total of 134 spaces are proposed which satisfies and achieves the desired minimum and maximum range of parking stipulated in the table NPSP/9A of 89 spaces and 148 spaces respectively;
- Residential Apartments – A total of 260 spaces are provided representing 1 space per 1 and 2 bed apartments and 0.25 spaces per dwelling for visitors; and
- Townhouse Dwellings – Designed to proved a total of 62 spaces exceeding the minimum requirements of 44 space based on the requirement of 1 space per 1 and 2 bed dwellings and 2 spaces per 3 bed dwellings.

The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) for a Class 2 and Class 3A facility.

4.5.4 *Bicycle Parking*

The Development Plan identifies a minimum bicycle requirement of 176 spaces with a requirement of 104 spaces for residents, 42 spaces for visitors, 20 spaces for employees and 10 spaces for retail.

The proposed development provides 208 bicycle parking spaces for residents in the form of a bike rack in each apartment. Secure communal bicycle storage is also proposed on the southern side of the basement car park.

A bicycle rail will be provided within the ALDI component of the development for customers and staff bicycle parking.

Proposed bicycle parking therefore exceeds minimum Development Plan guidelines

4.5.5 *Deliveries and Service Vehicles*

ALDI Supermarket.

The ALDI supermarket loading area is proposed adjacent the building at the western side of the site, with entry proposed via Magill Road and egress proposed via Sydenham Road (before 10:00pm) and Magill Road (after 10:00pm).

The loading dock will be provided in accordance with ALDI's standard detail and approximately two (2) deliveries per day are anticipated. A bin store is also proposed to be located in the loading dock area.

ALDI deliveries will be made using vehicles up to 19.0 metre semi-trailers however it is noted that the site has been designed for access by semi-trailers up to 20.0 metres. A swept path analysis has been carried out by GTA and demonstrates adequate clearance for required service vehicles.

Waste collection vehicles will be via the proposed loading dock, using the same routes and manoeuvres as delivery vehicles. The vehicles would be a typical commercial waste collection vehicles up to 10.6 metres in length and would access the ALDI supermarket generally on a weekly basis.

Apartment / Retail Tenancy Deliveries

Deliveries for the retail tenancies will take place by vehicles up to a 6.4 metre Small Rigid Vehicle (SRV). Entry and exit will occur via Magill Road with vehicles entering and existing in a forward direction.

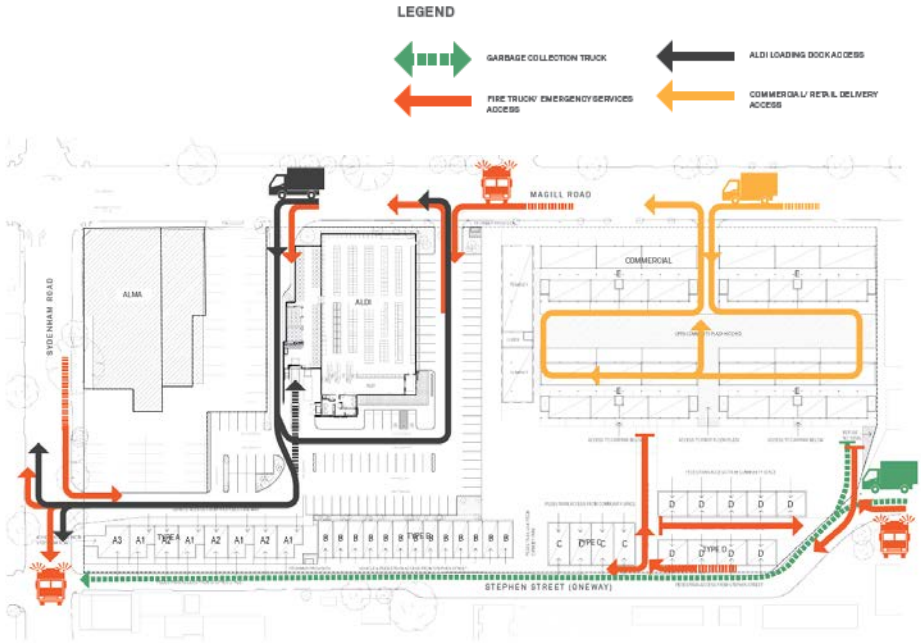
Waste collection for the residential apartments and retail tenancies will occur at the south-east corner of the site, with entry and exit proposed via Stephen Street. Collection will occur by vehicles up to 10.6 metre refuse vehicle with entry occurring via a reverse manoeuvre from Stephen Street. The truck will then exit in a forward direction westbound along Stephen Street. The driveway will be designed to ensure there is suitable sight distance along Stephen Street and adequate separation from the adjacent access servicing the townhouses. The low volume of traffic on Stephen Street will facilitate safe and efficient access.

Kerbside Waste Collection

Townhouse refuse collection will be via kerbside collections which will require parking restrictions or marked bin placement areas to be provided along Stephen Street, Sydenham Street and the Sydenham Street access lane into the ALDI car park.

Kerb side refuse collection will also be provided for the townhouses at the east side of the site, located on the north side of the proposed access lane. A 10.6 metre refuse vehicle can reverse into the access lane, collect refuse then exit back onto Stephen Street in a forward direction.

Figure 4.18 *Loading and Service Vehicle Movements (Source: Hassell)*



4.5.6 *Pedestrian Movement & Permeability*

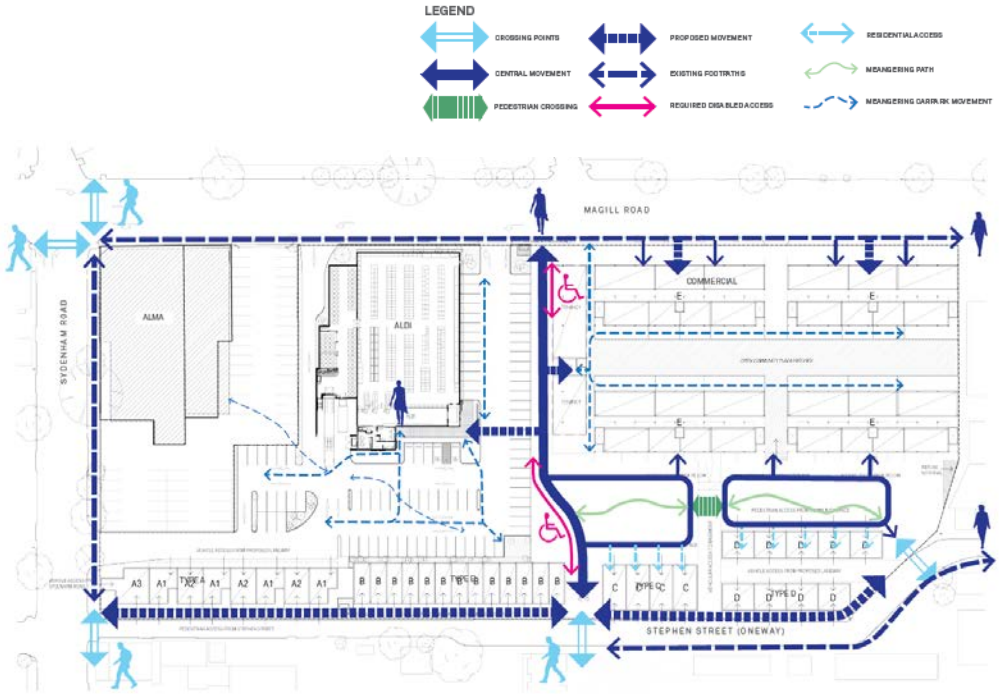
The existing neighbourhood fabric presents a tapestry of small interconnected open spaces, which run from west to east, from the project site to Osmond Terrace and Richards Park. The combination of interconnected open space and pedestrian networks creates a high level of pedestrian permeability.

The proposed development offers strong internal pedestrian connectivity and legibility and has been designed to integrate with the broader neighbourhood pedestrian network. In particular, the Urban Promenade provides the main north south pedestrian connection through the site, connecting Chimney Park and Stephen Street to Magill Road.

Direct pedestrian access from Magill Road will also be available to the retail tenancies and apartments.

Figure 4.19 *Neighbourhood Pedestrian network (Source: Hassell)*

Figure 4.20 *Pedestrian Movement (Source: Hassell)*



4.5.7 *Public Transport*

There are a number of public bus routes within the vicinity of the site which is located within a go-zone, with bus services operating at a minimum 15 minute frequency between 7:30am and 6:30pm Monday to Friday.

Bus Stop 4 on Magill Road is located immediately adjacent the site and will need to be relocated in association with this development.

4.6 Waste Management & Servicing

A detailed Waste Management Plan for the mixed-use apartment buildings and townhouses has been prepared by Colby Industries and is attached in ***Appendix 9***. Also attached in ***Appendix 9*** is a Waste Management Plan prepared for the proposed ALDI Supermarket.

Mixed Use / Residential Waste Management

Colby Industries have estimated the following expected waste and recycling volumes (excluding garden waste and sanitary waste) for the development:

- Residential Apartments & Townhouses: 39,571 litres / week; and
- Commercial Tenancies: 20,368 litres / week.

Colby Industries have also estimated required waste storage areas as well as required waste collection and likely service providers for each land use. These waste metrics are provided in ***Table 4.1*** below.

Table 4.1 *Waste Storage and Service Provision (Source: Colby Industries)*

Waste Storage Area(s)		Routine Service	Estimated Waste/Recycling Volumes (L/week)	Provider	Collection Frequency (Events/week)	Max. Bins/Items Stored & Collected (per Event)		
						No.	*Size (L)*	*Type*
1. Torrens Titled Townhouses, Types A-C (S1 & S2)		General Waste	2208	East Waste Council kerbside	Weekly	21	140	MGB
		Recycling	3067		Fortnightly	21	240	MGB
		Food Organics	1840		Fortnightly	21	240	MGB
2. Community Titled Townhouses, Type D (S3)		General Waste	540	East Waste Council Rear-Lift	Weekly	1	660	Skip
		Recycling	450		Weekly	1	660	Skip
		Food Organics	180		Weekly	1	240	MGB
3. Apartment Buildings	*a. Apartment Buildings A-C Residential (S2)*	General Waste	2760		2	2	1,100	Skip
		Recycling	3833		2	2	1,100	Skip
		Food Organics	2300		2	2	660	Skip
	b. Apartment Buildings D + E Residential (S3)	General Waste	2208		2	2	1,100	Skip
		Recycling	3067		2	2	1,100	Skip
		Food Organics	1840		2	2	660	Skip
	Public Place (S2 & S3)	General Waste	1838		2	2	660	Skip
4. Café tenancies (Shared &/or Separate Bin Sets)		General Waste	3906	Private contractor	3	3	660	Skip
		Recycling	3472		3	3	660	Skip
		Food Organics	4340		3	3	660	Skip
5. Retail (Shared)		General Waste	4278		3	3	660	Skip
		Recycling	4074		3	3	660	Skip

* Compacted waste/recycling volumes – up to 2.5-3× for general waste and up to 1.75× for recycling

Proposed waste storage areas and disposal pathways include:

- Torrens Titled Type A Townhouse dwellings:
  - » Entitled to a standard Council kerbside collection and would store their 3-bin set (140/240/240L MGBs) in their garages.
  - » On Council designated kerbside collection days, these residents would transfer these bins (via private rear lane) to a kerbside collection point on Sydenham Rd or Stephen Street (as agreed with Council and East Waste).
- Torrens Titled Type B & C Townhouse dwellings:
  - » Entitled to a standard Council kerbside collection and would store their 3-bin set (140/240/240L MGBs) in their garages.
  - » On Council designated kerbside collection days, these residents would transfer these bins (via private rear lane) to an on-road kerbside collection point on the opposite side of Stephen Street (as agreed with Council and East Waste).
- Community Titled Type D Townhouse Dwellings:
  - » These residents would dispose of waste into shared skip bins located within a purpose designed bin station enclosure adjacent the eastern boundary of the site.

- These bins would be transferred (and replaced with an empty) in a nearby common (shared with apartment building residents) skip bin presentation room for (weekly) collection by East Waste via the loading area.

- Apartment Buildings A-E residential (inc. public place) waste:
  - Residents in these buildings would have access to local disposal rooms at ground level on the Southern side of the building complex:
  - Residents would access these local disposal rooms using corridors, lifts and/or walkways within or interconnecting the apartment buildings at Ground and Level 1
  - The local disposal room would contain waste-chute like access disposal points that discharge to a waste room below at Basement level where bins would be located and swapped over with empties when full.
    - The local disposal rooms would include a 660L skip bin for disposal of flat-packed large cardboard items/boxes by residents to minimise potential blockage of the waste-chute like access disposal points.
    - The chutes for general waste & recycling would include a compactor that would reduce volume.
    - The waste rooms at Basement level would include extra bins for public place waste disposal by the Body Corporate.
  - Full bins would be transferred using tug and vehicular driveway and ramp to ground level to the common (shared with Townhouse Type D) skip bin presentation room adjacent the eastern boundary for (twice weekly) collection by East Waste via the designated Loading area.
- Apartment Buildings - commercial tenancies:
  - Commercial tenancies would be provided with dedicated or shared (walk-in) waste rooms in the basement, accessible using lifts and corridors, for disposal of waste & recycling.
  - Before designated collection days, the commercial tenants would arrange for bins to be transferred (and swapped over with empties) using a tug to a separate ground-level shared presentation room for collection by private contractor.
  - The final configuration of these waste rooms, types and size of bins and collection services would be decided when the tenancy is leased.

The disposal pathway and collection of waste for each land use and tenancy is described in detail within the proposed Waste Management Plan by Colby Industries. Details on proposed waste collection vehicles and access is also described in Section 4.5.5 above.

ALDI Supermarket Waste Management

ALDI's in store operation is considerably different when compared with other supermarkets. All products ALDI retail are delivered pre-packaged. ALDI do not undertake the preparation of food for sale on site and do not

have an in-store delicatessen, butcher, bakery or green grocer. This results in the waste streams and quantities of waste generated being a small proportion of that generated by a conventional supermarket.

Each store is supplied with a single 1.5 cubic metre bin. The bins are fully contained and equipped with a hinged lid and contained in the bin enclosure in the loading dock.

Each store bin is located within a secure enclosure and the collection of the bin is undertaken by a third party contractor who services the store on average three times per week. The collection will be managed at ALDI's request at specified times and coordinated to avoid any conflict with ALDI transport deliveries.

4.7 Stormwater Management

Wallbridge and Gilbert have been engaged to compose a stormwater management report for the proposed development (refer to ***Appendix 10***).

Wallbridge and Gilbert have confirmed that the existing site is fully developed to total impermeability, with most of the area being covered by large roofs and the remainder comprising sealed industrial pavements.

Whilst some aspects of the internal stormwater drainage system finds its way to the Stephen Street system currently, a large portion of the existing site generally discharges into the Magill Road watertable via a substantial number of galvanised box drains.

Council have confirmed the following storm water requirements with respect to the site:

- On site detention storage (to reduce the peak flow rate) is required to reduce the site outflow. Although the future site will be more permeable than it currently is, downstream Council systems are often over-capacity with public flooding being the result. Norwood Green are to therefore limit the 'post-development' stormwater outflow in 1 in 5 year ARI events to no greater than the existing 'pre-development' outflows occurring in 1 in 100 year ARI events. This is a significant reduction in what currently leaves the site to be collected on Magill Road itself.
- Site levels are to be set to provide a clear overland flow path for the 1 in 100 year flows where possible
- Stormwater quality improvement measures (such as GPTs) are encouraged to treat the quality of the stormwater runoff from any trafficable areas (outdoors car parks etc).

The site has been divided into two individual precincts (ALDI & Mixed Use), to minimize the need for future easements across titles.

4.7.1 *ALDI Supermarket*

Some of the ALDI discharge is proposed to be directed, in a controlled manner, to the Magill Road watertable, whilst the majority will be directed to an existing 825mm underground stormwater main located within Sydenham Road. The discharge from the ALDI precinct is to be limited to approximately 102L/Sec in total (the discharge to the Sydenham Road system will be limited by an orifice fitting). Oversized underground pipes are intended to provide the majority of this storage, with use also made of the loading dock recess during more extreme events.

4.7.2 *Mixed Use Buildings*

Preliminary stormwater calculations to meet Council's discharge requirements for the 100 year ARI event for the balance of the site indicate that a portion of the stormwater may be discharged immediately from the site whilst a significantly larger volume is required to be temporarily stored (detained).

The immediate discharge is to be directed to both the Magill Road and Stephen Street water tables with the detention volume balance captured in large underground tanks placed below the basement level. Multiple pumps will gradually empty these tanks towards Magill Road via spaced box drains, each limited to 20 L/sec output. Preliminary calculations reveal that on this portion of the site a detention capacity of 212m^3 and a maximum outflow of 108.1 L/sec must be met.

Relatively clean roof water could be separated for potential re-use, whilst the majority of the external carpark collection will pass through an adequately sized Pollution Control Device (such as a Rocla First Defence FD450 or similar) prior to entering the Detention Tank.

4.8 Building Services

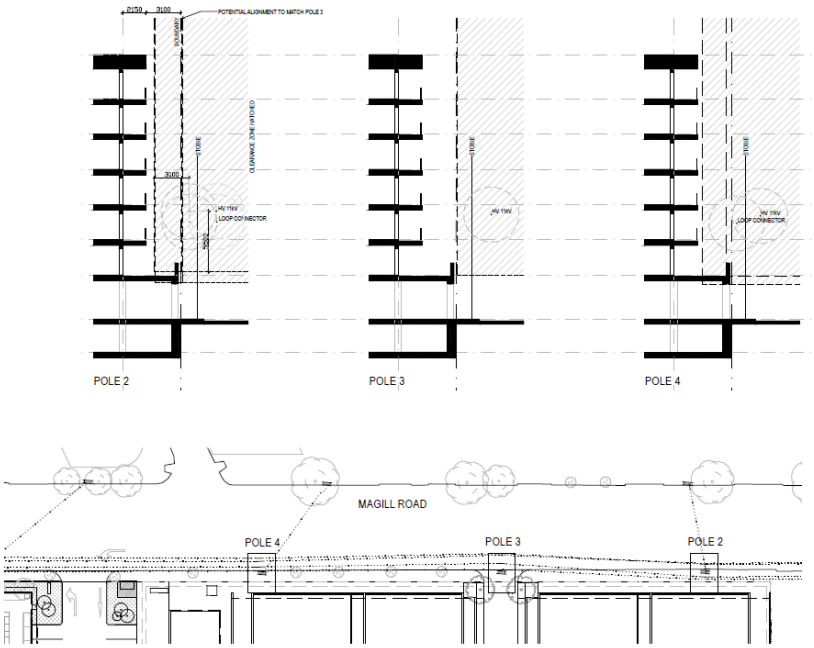
Lucid Consulting Australia have been engaged to assess:

- The Capacity of existing Services Utilities infrastructure to cater for the overall site redevelopment;
- Modifications/upgrades required to existing Services Utilities infrastructure to cater for the site redevelopment and to establish suitably sized services connections to the site;
- The opportunities to share infrastructure between the adjacent developments.

The Lucid Service Infrastructure Report is attached in ***Appendix 11*** and demonstrates that the site can be suitably serviced with required power, sewer, potable water, gas and communications infrastructure.

The Lucid Report also provides guidance on the setback requirements of proposed buildings on site to avoid high voltage (11kv) and low voltage cables that run adjacent the entire length of the site, along Magill Road. The report confirms that the proposed ALDI Building will need to be setback a minimum of 2010mm from the front boundary to achieve the minimum setback dimension of 3.1 metres from bare 11Kv cables or equipment. The setback of the apartment buildings has also been determined based on the nearest high voltage cable / equipment on Magill road as demonstrated in ***Figure 4.21***.

Figure 4.21 *Building Safely near Power Lines*



In addition, a stobie pole (Pole 3) has been identified as clashing with a vehicular exit from the proposed undercroft carpark of the Mixed-Use Residential/Commercial building. Discussions have been undertaken with SAPN in relation to relocating this stobie pole west to clear the driveway.

4.9 Sustainability (ESD)

D Squared have been engaged to work with the consultant team to prepare a sustainability strategy and ESD initiatives for the site in order to reduce the development's impact on the environment in both construction and operation.

The Sustainability Strategy is attached in ***Appendix 12*** and confirms the sustainability vision for the development to create a place designed for wellness, where the residents can be healthy, and are helped by the built environment to feel good.

The Sustainability Strategy identifies the following proposed sustainability initiatives:

- Community and Social Sustainability;
  - » The site layout is designed around a courtyard and open space layout to maximise community connection, and views from and to dwellings to provide transparency and a visual connection between residents and the community and environment.
  - » The building design allows for connection the local environment through passive design and landscaping, and allowing residents and the general public to connect to nature and to adjust how they live in their dwellings according to the seasons.
  - » Provision of a mixed-use site, with retail adjacent to the residential development, reduces the need for car journeys and provides a community within the development.

- Provide easily accessible communal areas to both residents and visitors to the building.
- Utilise courtyard space for edible plants, vegetable gardens, fruit trees, alongside areas for socialising and rest.
- Providing bicycle storage facilities for apartment residents and visitors, with a minimum of one secure rack provided per apartment. Additional racks will be provided for visitors at ground floor level.
- Providing infrastructure for the future charging or electric vehicles.

- Energy:
  - The residential building design allows for the full natural ventilation of all dwellings though openable doors and windows.
  - All residential common areas at Ground level and above will be naturally ventilated and provided with daylight access.
  - Glazing to be performance glass with optimised external shading specific to each orientation.
  - Selection of energy efficient lighting fittings (LED) with automated lighting control systems.
  - Zoning the air conditioning systems into functional areas and providing automatic and manual controls. All air conditioning units will be inverter controlled and rated to the highest available Energy Star rating. All units can be operated in fan mode providing low energy air circulation.
  - Solar PV arrays of total capacity 95kW will be installed on the roofs of the apartment buildings, providing sufficient generated power to offset 30% of the common area power demand.
  - Solar PV arrays of total capacity 99kW will be installed on the roof of the Aldi Supermarket.
  - The Town Houses will be designed to allow the installation of up to 3kW of Solar PV on the rooftops, as a cost option for purchasers, allowing the Town Houses to be zero net carbon for energy if required. The installation of a battery storage unit, again as a purchaser cost option, will facilitate the town houses being self-sufficient for energy.
  - Extensive metering and sub-metering for apartment energy management, connected to a fully integrated Energy Management System.
  - An embedded network will be used in the apartment buildings with electricity being supplied via an inset network, so that residents can benefit from the option of reduced electricity supply rates, and the ability to share renewable energy from the building solar PV array.
  - Demand controlled car park ventilation systems with inverter controlled variable speed fans and carbon monoxide sensor control.
  - Using light coloured external finishes (in particular roof coverings) to reflect heat and reduce solar gain, and reduce the heat island effect.
  - Using zero ODP refrigerants and insulation.
  - Designing and certifying the apartments and town houses to achieve an energy performance at least 20% better than current Building Code minimum NatHERS rating of 6 Stars average, representing a dwelling average NatHERS Rating of 7 Stars.
  - Using gas for hot water supply (with solar boost) and gas cooktops where appropriate in order to reduce peak electricity demands and reduce the overall development carbon footprint.

- Providing apartment owners with retractable clothes racks in their apartments, to minimise electric clothes drier use. These facilities will also minimise the incidence of clothes drying on exposed balconies.

- Water:
  - Water efficient fittings with the minimum WELS ratings:
    - Taps 6 Stars
    - WCs 4 Stars
    - Showers 3 Stars
  - Selecting water efficient white goods within one Star rating of the highest available rating.
  - Selecting appropriate landscape planting to minimise irrigation water use.
  - Stormwater systems designed such that historic peak stormwater outflows should not be exceeded, and all stormwater is appropriately treated before discharge to sewer. If required by Council, water storage may be provided and utilised as a shared resource for irrigation to landscaping.
  - Providing the firefighting systems with a test water recycling facility.
- Waste
  - Construction waste will be minimised through efficient design techniques including standardisation and wherever practicable off-site pre-fabrication. A minimum 90% diversion from landfill rate will be targeted.
  - Provisions will be made for the location and use of separate bins for general, organic and recyclable waste, in accordance with advice from Chris Colby (Waste Management specialist).
  - The development will incorporate ventilated and weather proof storage facilities for the collection and disposal of general, recyclable, organic waste, and bulky waste, which will be separated on site to facilitate ease of disposal for recycling.
  - Waste management operations for the ALDI supermarket will be in accordance with the ALDI waste management statement. ALDI's waste management strategy includes the minimisation of packaging and food preparation waste on site, and the recycling of waste materials off-site.
- Indoor Environment Quality:
  - Using paints, sealants, adhesives, carpets, coverings and furniture which have low off-gassing properties (low VOC, low formaldehyde).
  - Maximising access to daylight to all residential areas whilst minimising glare.
  - All dwellings will be fully naturally ventilated.
  - All residential common areas at ground level and above will be fully naturally cross ventilated
- Construction (initiatives for the residential development):

- Select recycled and recovered materials wherever viable, particularly sourced from the local area in order to build in a recognition of the local area and heritage.
- Select materials with a comparatively low embodied energy/carbon profile e.g. timber in preference to steel, where practicable.
- Select building materials with a recycled material content e.g. thermal insulation, reinforcement bar, fly ash in concrete, recycled content floor coverings, where viable.
- Using off site pre-fabrication techniques to reduce on site construction time, waste, and greenhouse gas emissions, wherever practicable.

The D Squared Sustainability Strategy identifies that the design team will target a 5 Star Green Star self-assessed rating for the mixed-use apartments and townhouses to benchmark the buildings against 'Australian Leadership' in sustainable design.

D Squared also confirm that preliminary modelling has also been undertaken using AccuRATE software to BDAV standards in order to establish the expected apartment and town house NatHERS rating. The residential development benchmarks at an expected average 7 Star NatHERS rating, demonstrating a 20% improvement over the NCC/BCA minimum requirement of 6 Star average.

4.10 Staged Construction

Development Plan consent is being sought for the overall project. However, because of the scale of the project, the project will be constructed in stages. Accordingly, separate Building Rules Consents and staged Development Approvals will be sought for each stage.

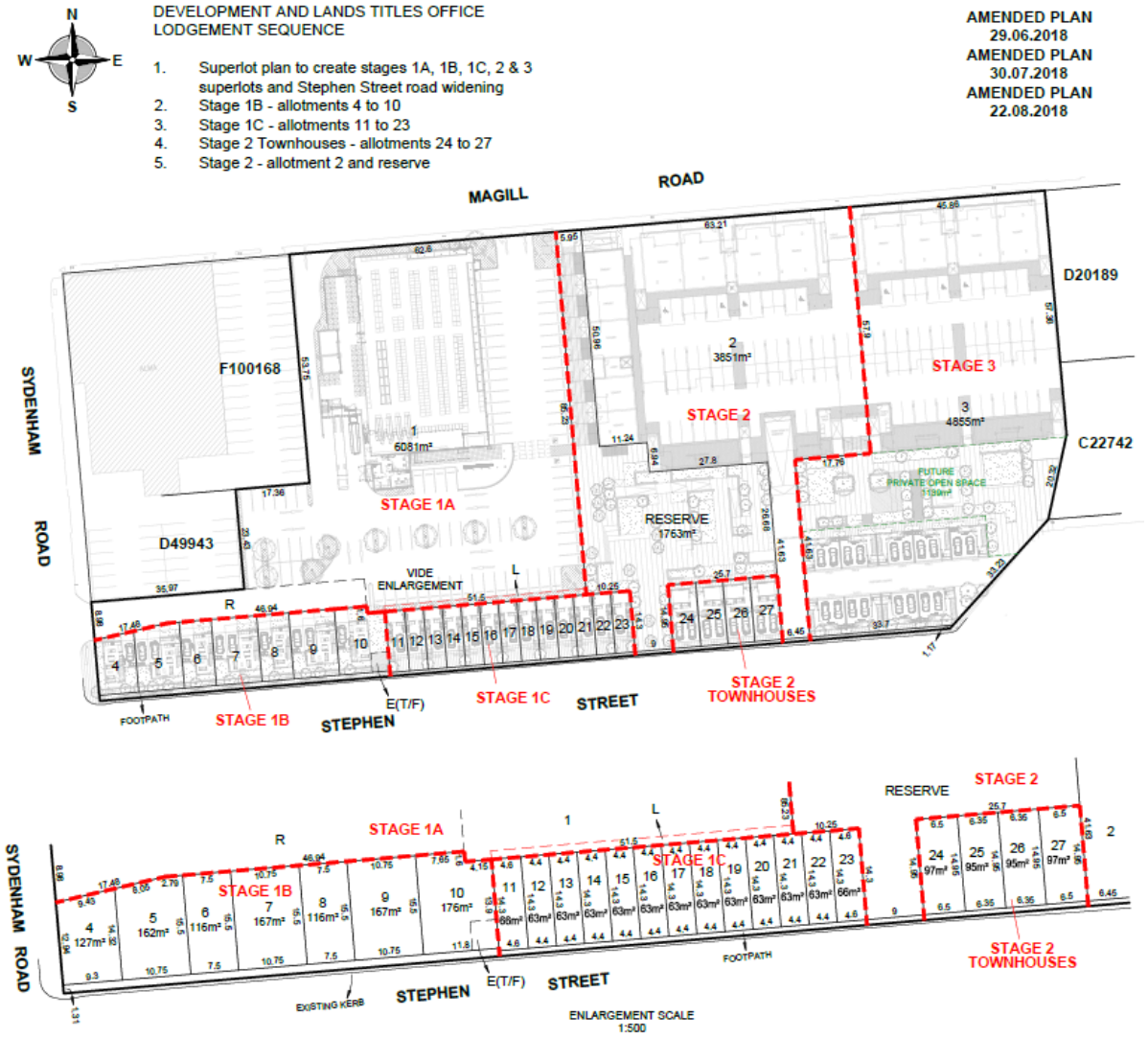
Staged development approvals are also likely to be sought for individual building components such as piling, capping beams, bulk excavation, sub-structure / super structure and architectural and services fit out.

The overall site redevelopment is likely to be undertaken in stages as follows;

- 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).

A staging plan for the development prepared by Alexander Symonds Surveyors is provided in *Figure 4.22*.

Figure 4.22 *Staging Plan*



4.11 Operative Period of Consent

Given the scale of the overall project, the Applicant seeks, as part of the application for Development Plan Consent, that the relevant authority extend the operative period of consent for the development to facilitate the staged construction of the project.

In particular, it is requested that the period prescribed under Regulation 48(1)(b)(i) of the Regulations for the substantial completion of the project be extended to a period of 5 years from the operative date of the Development Plan Consent.

5. Economic Impact

In order to appreciate the economic significance of this project, it is useful to refer to the study undertaken by Property Insights on behalf of the Urban Development Institute of Australia (UDIA) in 2009 which examined the economic impact of investing one million dollars in property investment. The economic measures used in this study and how they apply to the Norwood Green are summarised below.

5.1 Full Time Equivalent Jobs

According to Property Insights, every one million dollars of development industry investment in South Australia generates 6.9 full time equivalent development industry jobs. Development industry investment also indirectly supports jobs in a range of other industries. For every one million dollars of development industry investment, the combined direct and indirect employment impact is fourteen (14) full time equivalent jobs.

Based on an estimated development cost of $60 Million, the development would generate 414 direct jobs in the development industry with a direct and indirect employment impact of the Norwood Green development estimated to be approximately 840 industry jobs.

5.2 Gross Operating Surplus

Gross operating surplus is a measure of business profits. According to Property Insights, every one million dollars of development industry investment in South Australia generates direct profits of $280,263 to development industry businesses. Indirect impacts on other businesses arising from development industry investment generate additional gross operating surplus across a range of industries. The combined direct and indirect gross operating surplus impact of one million dollars of development industry investment is estimated at $455,296.

The Norwood Green development is therefore estimated to deliver a direct gross operating surplus of $16.8M to development industry businesses and a total gross operating surplus of $27.3M across all industries.

5.3 State and Federal Taxes

Development industry activity attracts a range of State and Federal taxes. The industry contributes around 4.8% of the State tax base. Property Insights estimates that for every million dollars of development industry investment, direct taxes of $62,921 are generated. When indirect taxation impacts are considered, total taxes generated by one million dollars of development industry investment is estimated at $143,281.

The direct tax impact of the Norwood Green development is estimated at $3.8M and the total tax impact, including direct and indirect impacts, is estimated at $8.6M.

5.4 Wages and Salaries

Property Insights estimates that a one million dollar investment in the development industry generates wages and salaries of $256,287 within the development industry.

The indirect impact on wages and salaries arising from development industry activity is substantial, estimated at an additional $344,997 for every one million dollars of investment. The combined direct and indirect impact on wages and salaries is therefore estimated at $601,284 per million dollars of investment.

The Norwood Green development is therefore estimated to generate direct wages and salaries of $15.4M and total (direct and indirect) wages and salaries of $36.1M.

5.5 Ongoing Employment Impact

It is estimated that the following direct jobs will be created by the development:

- The ALDI Supermarket will require approximately 25 jobs FTE; and
- The proposed 1,300m^2 of retail specialty shops are estimated to require approximately 39 jobs FTE (@ 3.0 jobs per 100m^2).

The Norwood Green development will therefore generate an ongoing employment impact of approximately 64 jobs.

6. Procedural Requirements

6.1 Relevant Authority

Given the application involves development in the Urban Corridor Zone in the City of Norwood Payneham and St Peters and exceeds sour (4) storeys in height, the State Planning Commission (SPC) is the Relevant Authority pursuant to Section 4C(1) of Schedule 10 of the Regulations.

The State Commission Assessment Panel (SCAP) is the delegate of the SPC pursuant to Section 107(2) of the Regulations.

6.2 Nature of Development

As outlined in Section 4.2, the proposal is perhaps best described as a mixed-use development comprising retail (shops and restaurants), and residential land uses (residential flat buildings, detached dwellings and group dwellings) with associated signage, earth works, car parking, fencing, retaining walls, landscaping and removal of a regulated tree.

Pursuant to the Urban Corridor Zone, the application is a '**Consent Use**', to be assessed on its merits against the relevant provisions of the Development Plan.

It is noted that the development proposes to replace an existing non-complying form of development (industry and Warehouse) in the Urban Corridor Zone.

6.3 Public Notification

Pursuant to Principle of Development Control 21 (Public Notification) of the Urban Corridor Zone any form of development not listed as Category 1 (other than non-complying development) is a Category 2 form of development.

Therefore, the proposal is a **Category 2** form of development.

6.4 Agency Referrals

The proposed development involves an alteration to existing access arrangements to Magill Road as well as the creation of new access to Magill Road which is a Secondary Arterial Road. The proposed development also involves an encroachment within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act, 1972*. The development also involves advertising displays that are internally illuminated and within 100 metres of a signalised intersection. The proposed development will therefore require referral to the **Commissioner of Highways** (Via DPIT).

The proposed development involves the provision of affordable housing (applying the criteria determined under regulation 4 of the *South Australian Housing Trust (General) Regulations, 1995*) and the development will therefore require referral to the Minister Administering the *Housing and Urban Development (Administrative Arrangements) Act, 1995*) via **Renewal SA**.

The proposed development involves the construction of a building that exceeds four (4) storeys in height in the Urban Corridor Zone within the City of Norwood, Payneham and St Peters. The proposed development will therefore require referral to the State Government Architect or the Associate Government Architect.

Given that the State Planning Commission (SPC) is the relevant Planning Authority, it is understood that the proposal will be referred to the City of Norwood Payneham & St Peters.

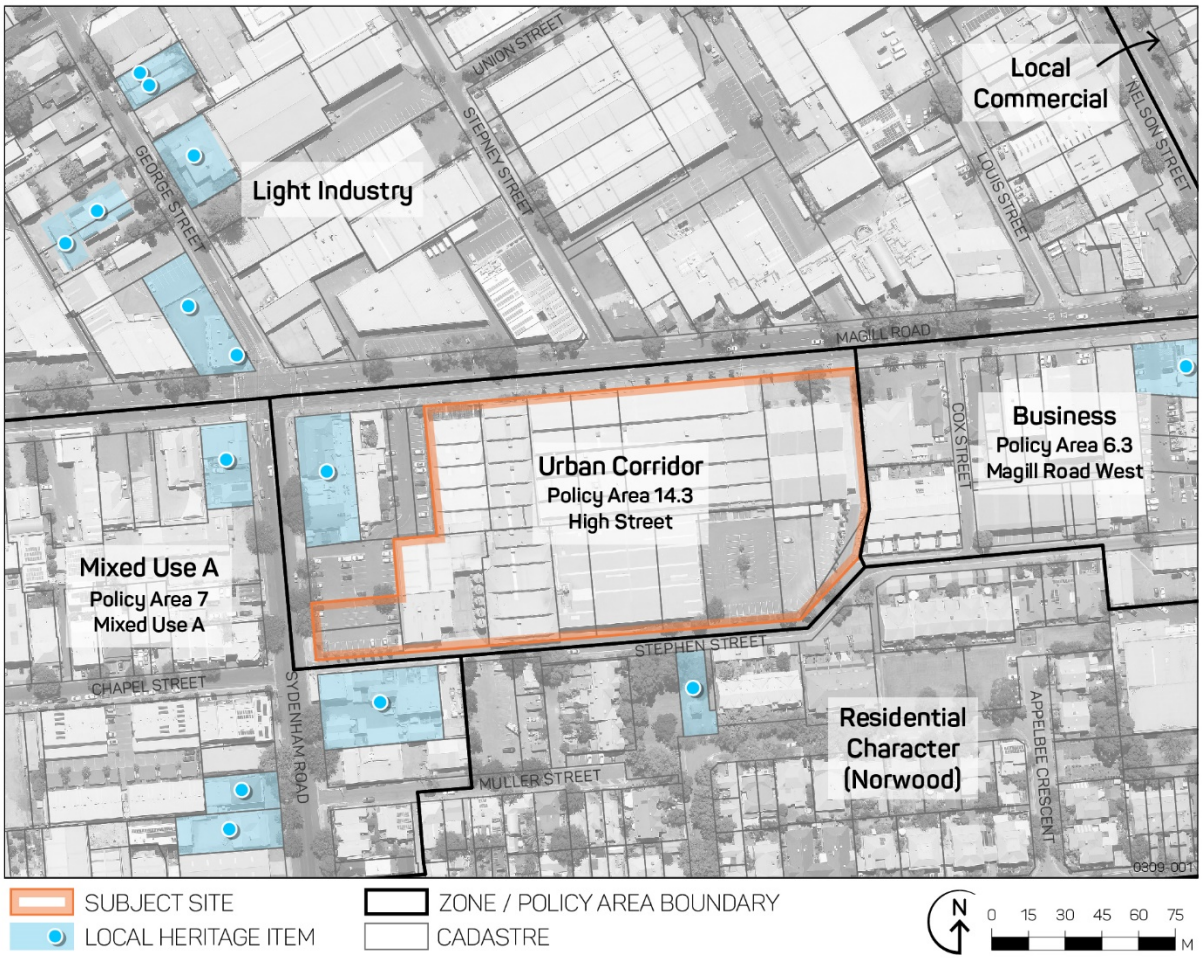
7. Development Plan Assessment

7.1 Overview

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

The subject land is located within the 'High Street Policy Area 14.3' of the 'Urban Corridor Zone' of the Norwood Payneham & St Peters Council Development Plan. ***Figure 7.1*** shows the relevant Zoning and Policy Areas for the subject site and the surrounding land.

Figure 7.1 *Zoning and Policy Areas*



The subject site was recently rezoned to the High Street Policy Area 14.3 of the Urban Corridor Zone via the *Inner and Middle Metropolitan Corridor (Sites) DPA*. This Ministerial rezoning was gazetted by the Minister for Planning on 19 December 2017.

The Government initiated this Development Plan Amendment (rezoning) to encourage a mix of medium to high density homes, offices and shops along main roads and strip shopping areas which have good access to public transport and are close to the city.

The 'Urban Corridor Zone' seeks a range of compatible non-residential and medium to high density residential land uses oriented towards a high frequency public transport corridor (i.e. Magill Road).

The 'High Street Policy Area 14.3' supports a mix of land uses including retail, office, commercial, community, civil and medium density and high density residential development. Buildings of up to 6 storeys (24.5 metres) are anticipated over the site with a minimum net residential site density of 70 dwellings per hectare.

The subject site is also located within the following Overlays:

- Affordable Housing Overlay:
  - » Pursuant to the Affordable Housing Overlay, development comprising 20 or more dwellings should include a minimum of 15 percent affordable housing.
- Strategic Transport Routes Overlay
  - » Pursuant to the Strategic Transport Routes Overlay, development should be designed to not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles (including emergency service vehicles) along Magill Road.
- Noise and Air Emissions Overlay.
  - » Pursuant to the Noise and Air Emissions Overlay, development should be designed to mitigate the impact of major noise sources and air emissions in the locality, particularly Magill Road.

7.2 Zone and Council Wide Provisions

The following provides an assessment of the proposed development against the more relevant Development Plan provisions. Where there is policy duplication the assessment has focused on the more specific zone and policy area provisions rather than the more generic City Wide provisions.

7.2.1 *Land Use*

The following provisions are considered most relevant to the assessment of land use.

Urban Corridor Zone

Objectives:

***OBJ 1**: A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.*

***OBJ 2:** Integrated mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.*

***OBJ 3**: A mix of land uses that enable people to work, shop and access a range of services close to home.*

Desired Character Statement

The Urban Corridor Zone supports a mix of compatible non-residential and residential uses at densities which reflect its close proximity to the City of Adelaide and the Adelaide Park Lands, as well as its location around Primary Road Corridors and public transport infrastructure.

Along the North Terrace, Hackney Road, Magill Road, Fullarton Road, Rundle Street, The Parade West and King William Street Primary Road Corridors, non-residential land uses should be established at the ground floor levels of buildings. Residential development should only be established above ground floor uses.

Development which incorporates a significant residential component (more than 20 dwellings) will provide a range of dwelling sizes and a proportion of affordable housing.

PDC 1 *The following types of development, or combinations thereof, are envisaged in the zone:*

Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Entertainment venue

Hotel

Indoor recreation centre (including health, fitness and personal training facilities)

Licensed premises

Office

Pre-school

Primary school

Residential flat building

Retirement village

Shop or group of shops

Supported accommodation

Tourist accommodation.

High Street Policy Area

OBJ 1*: A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.*

Desired Character

The High Street Policy Area will enable the development of retail and pedestrian hubs in Kent Town and Norwood with a focus on smaller scale specialty shops and businesses, restaurants and cafes, which serve the local community.

Area H

Area H, shown on Concept Plan Fig UrC/2, comprises the former Caroma industrial site together with a State heritage listed place (the Alma Hotel). The site provides an opportunity for development of up to six (6) storeys incorporating a mixture of commercial and medium density residential development. The site's three frontages to Magill Road, Sydenham Road and Stephen Street, a narrow road to the rear of the site, provide opportunity for the development of the site to respond in a number of innovative ways to the characteristics of the locality.

Development on the ground floor fronting Magill Road should consist of commercial activities in the form of shops, consulting rooms, offices or cafes/restaurants that serve the daily needs of local residents. Such development is also encouraged to Sydenham Road where possible. Upper levels should be devoted to medium density residential development.

PDC 1 *Development should comprise small scale specialty shops and businesses, restaurants and cafes at ground floor levels.*

PDC2 *A shop or a group of shops contained in a single building should have a maximum total gross leasable floor area in the order of 1000 square metres, except where located in Area H as shown on Concept Plan Fig UrC/2 where a maximum total gross leasable floor area in the order of 2000 square metres is anticipated*

City Wide

PDC 275 *Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.*

Affordable Housing Overlay

OBJ 1*: Affordable housing that is integrated into residential and mixed use development.*

OBJ 2*: Development that comprises a range of affordable dwelling types that caters for a variety of household structures*

PDC 1 *Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing (as defined by the South Australian Housing Trust Regulations 2010 as amended), unless it can be demonstrated that any shortfall in affordable housing from a preceding stage of development will be accommodated in a subsequent stage or stages*

The Urban Corridor Zone and High Street Policy Area seek a range of compatible non-residential and medium and high-density residential land uses.

The proposed development comprises and integrated mixed-use development including retail (supermarket, shops and restaurants) of some 3,000m^2 across the site together with a mix of medium and higher density residential development (residential flat buildings, detached dwellings and group dwellings) achieving an overall residential density of approximately 127dw/ha.

Importantly, all land uses proposed on site are envisaged within the Urban Corridor Zone and the proposed mix of land uses will enable people to live, work and shop in an integrated mixed-use community.

Proposed retail activities will occur at ground level to activate street frontages and proposed public open space and no individual building will incorporate retail floor space exceeding 2,000m^2.

The total of thirty-three (33), 2 and 3 storey townhouses are proposed comprising a mix of 2 bed (67%) and 3 bed (33%) product.

A total of 208 apartments are proposed within five (5) residential flat buildings comprising a mix of 1 bed (35%) and 2 bed (65%) dwellings.

Consistent with the Desired Character Statement of the Urban Corridor Zone and the Affordable Housing Overlay, 15% of dwellings will be provided as 'affordable housing' as defined by the *South Australian Housing Trust Regulations, 2010*. In accordance with the Affordable Housing Gazette notice *(Determination of Criteria for the Purposes of the Concept of Affordable Housing, Regulation 4 of Development Act 1993)* proposed affordable housing will be secured by a legally binding agreement with Renewal SA to confirm the commitment to deliver 15% affordable housing in the proposed development.

The proposed composition and mix of land uses is therefore highly aligned with the relevant land use objectives and Principles of Development Control of the Urban Corridor Zone and High Street Policy Area.

7.2.2 *Built Form*

The following provisions are considered most relevant to the assessment of built form.

Building Setback

Urban Corridor Zone

Desired Character
The prescribed set-backs to the street boundaries may be varied in response to specific site constraints or opportunities, such as the provision of outdoor dining areas, public realm improvements, topography or adjacency to a heritage place.

***PDC 15**: Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:*

Policy Area	Minimum setback from the primary road frontage where it is the Primary Road Corridor as shown on Concept Plan Fig UrC/1 and UrC/2.	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area	4 metres from the Dequetteville Terrace, North Terrace, Magill Road and Fullarton Road Primary Road Corridors	2 metres
High Street Policy Area	No minimum	2 metres
Business Policy Area	No minimum	2 metres

***PDC 16** Buildings (excluding verandahs, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:*

Policy area	Minimum setback from a secondary road (where the secondary road is not a rear access way or laneway)	Minimum setback from a rear access way (or laneway)
High Street Policy Area	No minimum	1 metre where the access way is 6.5 metres or more in width OR Where the access way is less than 6.5 metres in width, the additional width required to make the access way 6.5 metres, to provide adequate manoeuvrability for vehicles, plus 1 metre

City Wide

PDC 17 *Buildings (excluding verandahs, porticos, or any portion of a basement car park which is less than 1 metre above natural ground level) should be set back in accordance with the following parameters:*

Policy area	Minimum setback from rear allotment boundary (where not a rear access way or laneway)	Minimum setback from side boundaries (where not a street boundary)
High Street Policy Area	5 metres where the subject land directly abuts an allotment of a different zone 3 metres, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum

PDC 51*: Development likely to encroach within a road widening setback under the Metropolitan Adelaide Road Widening Plan Act 1972, should be set back the distance specified in the relevant Zone and/or Policy Area from the alignment of the boundary required for road widening.*

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

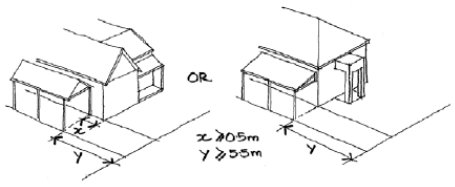


Figure 8

There is no prescribed minimum setback to the primary street frontage or side boundaries within the Urban Corridor Zone.

The proposed ALDI supermarket incorporates a setback of 2.01 metres from Magill Road with the proposed canopy sunshade and planter box extending to the property boundary of the road reserve. The setback and proposed planted box configuration has been informed by the site topography and the need to transition the building towards the primary street alignment whilst maintaining a consistent internal floor level for the

proposed supermarket. The proposed building setback from Magill Road also responds to the requirement to achieve a 3.1 metre setback from 11Kv electrical cables and equipment along Magill Road.

The colonnade of the proposed apartment building(s) is built to the Magill Road street alignment with ground level retail uses recessed approximately 2.0 metres from the street alignment and below a canopy extending to the street alignment (property boundary).

Part of the subject site (adjacent the proposed apartments) fronting Magill Road is subject to road widening pursuant to the *Metropolitan Adelaide Road Widening Plan Act*, 1972-1976 however through the pre-lodgement case management process DPTI (Paul Bennet) confirmed that there is no requirement for land to be acquired by DPTI for the purpose of road widening.

The proposed apartment buildings are also proposed to be built on the eastern common property boundary adjacent existing commercial and residential development fronting Magill Road and Stephen Street respectively.

The proposed residential townhouses incorporate a setback from Stephen Street ranging from 2.5 metres (Townhouse Type A), 3.7 metres (Townhouse Type B) and 1.3 metres (Townhouse Type C & D). The Garages of the Type B dwellings have also been setback 5.4 metres from Stephen Street to allow tandem visitor car parking which is generally in accordance with City Wide Residential Development PDC 211(c).

Proposed Type A townhouses are serviced via a rear private access laneway and the dwellings retain a setback from this lane of approximately 3.0 metres with the exception of the proposed dwelling located on the corner of Stephen Street and Sydenham Road which maintain a minimum rear setback of 1.0 metre from this rear access driveway. This dwelling also incorporates a side setback to this secondary road frontage (Sydenham Road) of approximately 1.5 metres.

Proposed building setbacks are therefore aligned with and do not offend the relevant building setback provisions of the Urban Corridor Zone.

Building Scale, Form and Articulation

Urban Corridor Zone

***OBJ 4**: Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.*

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

***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.*

***PDC 13**: Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, or where an alternative maximum building height is shown on Concept Plan Fig UrC/1 and UrC/2, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:*

Policy area	Minimum building height	Maximum building height
Boulevard	3 storeys or no less than 11.5 metres, or 4 storeys or no less than 15 metres for land that is directly adjacent to or facing the Adelaide Park Lands	10 storeys and up to 36 metres
High Street	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres
Business	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres

High Street Policy Area

OBJ 2: *Buildings sited to provide a continuous and consistent built edge with verandahs/ awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in the public realm.*

OBJ 3*: An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.*

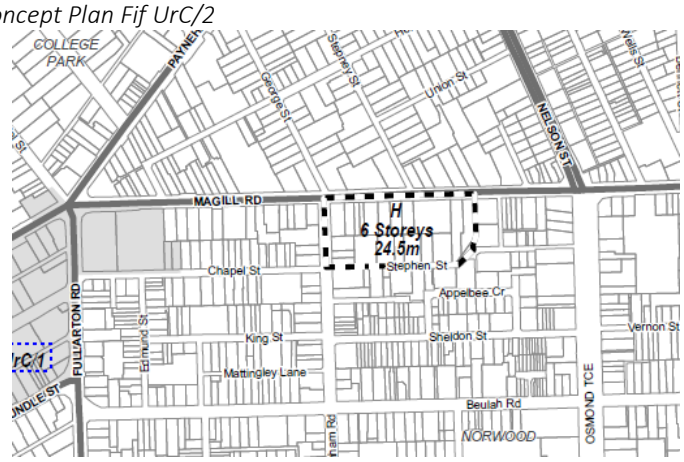
OBJ 4*: An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.*

Desired Character Statement

The built form within the High Street Policy Area will establish a rhythm and pattern of facades that support a variety of tenancies with building frontages of a scale and rhythm that reflects adjacent development. The locality will generally comprise buildings of up to five (5) storeys except where taller buildings are anticipated on Concept Plan Fig UrC/2, with a podium or street wall height of two (2) storeys. Above the podium/street wall component, additional storeys will be set back a minimum of three (3) metres so as to be visually recessive and to maintain a lower-scale feel along the High Street.

Development will enhance the pedestrian environment through the provision of verandahs, pergolas and awnings to provide pedestrian protection and achieve a human scale and visually interesting environment. Where possible, verandahs and pergolas constructed over the footpath will be cantilevered to reduce the possibility of damage by vehicles.

Concept Plan Fif UrC/2



Area H
Development should be cognisant of the strong heritage and character nature of the locality, particularly south of the site. Buildings with large frontages should be strongly articulated to create visual interest. Although the site is separated from adjoining residential development to the south by a narrow roadway, building heights will transition down to a level that complements the adjacent residential character area.

PDC 4 *Buildings should maintain a pedestrian scale at street level, and should:*
(a) include a clearly defined podium or street wall with a maximum building height of 2 storeys or 8 metres in height; and

(b) have levels above the defined podium or street wall setback a minimum of 3 metres from that wall.

PDC 5 *Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandahs.*

PDC 6 *The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 per cent of the street frontage (whichever is greater) as an entry/foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.*

PDC 7 *The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.*

PDC 8 *A minimum of 50 per cent of the width of ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.*

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 32 *The height of buildings, structures and associated component parts should not exceed the number of storeys or height in metres above the natural ground level prescribed in the relevant Zone and/or Policy Area.*

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.

PDC 37 *The external walls and roofs of buildings should not incorporate highly reflective materials which will result in excessive glare.*

PDC 38 *Structures located on the roofs of buildings to house plant and equipment, should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.*

PDC 39 *Building design should emphasise all pedestrian entry points to provide all users with perceptible and direct access from public street frontages and vehicle parking areas.*

PDC 40 *Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.*

PDC 41 *Buildings (other than ancillary buildings, group dwellings or buildings located on hammerhead, battleaxe or similar configuration allotments) should be designed so that their main facade faces the primary street frontage of the land on which they are situated.*

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.

PDC 264 *Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.*

PDC 265 *Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone and prefinished materials that minimise staining, discolouring or deterioration.*

PDC 281 *Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:*

(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street;

(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas;

(c) the placement of buildings and use of setbacks to deflect the wind at ground level

PDC 192 *Dwellings on corner sites should address both the primary and secondary street frontages and should be designed and sited so that the dwelling facade on the secondary street frontage includes visible articulation and detail, which complements the secondary streetscape (Refer to Figure 6).*

The design of the proposed ALDI Supermarket represents a significant departure from the typical ALDI form. The building has been designed to provide strong articulation to the Magill Road streetscape utilising a variation in building height, together with high level feature windows, a sunshade canopy and timber batten towers.

Whilst the proposed ALDI supermarket is single storey, the building will have a height of approximately 6.48 metres above finished floor level and also incorporates a primary feature tower clad in timber style battens with a maximum height of 9.48 metres as well as a secondary timber and perforated metal tower which is slightly higher at 10.48m. This commercial building therefore comprises a height equivalent to a three-storey

residential building which assists to provide an appropriate transition in building scale from the adjoining Alma Hotel to the proposed new apartment buildings on site.

The Urban Corridor Zone Building height provisions identify that a minimum building height of 3 storeys or 11.5 metres should be achieved in the Zone, except where interface height provisions require a lesser height. The proposed ALDI supermarket is on the interface with the adjoining Alma hotel which is a local heritage place. Principles of Development Control 359, 260 and 361 relate to development on land adjacent to land containing a heritage place and identify that development should respect the heritage value, integrity and character of the heritage place by establishing compatible scale and bulk. The proposed ALDI supermarket is proposed at a scale that will complement and not dominate or detract from the heritage value and integrity of the adjoining heritage place.

Consistent with PDC 8 of the High Street Policy Area (Area H) the northern elevation of the proposed ALDI supermarket (fronting Magill Road) has been designed to incorporate high level frameless glazing and glazed edges. Whilst this achieves approximately 42% transparency (and not 50% as recommended in PDC 8) this design approach provides a visual connection to the activity within the supermarket and provides a more active interface with the public realm.

In accordance with City Wide PDC 38 external plant on the proposed ALDI Building will be screened from view on a rooftop platform above the north-eastern tower.

The apartment buildings (Residential Flat Buildings) are proposed to a maximum height of 24.5 metres consistent with Concept Plan Fig URC/2 and City Wide PDC 32. The apartment buildings have been designed to be contemporary in style, with creative façade articulation that combines a series of interpretive yet functional elements with 'pops of colour'. The design of the facade draws on the Caroma factory's existing colour coding scheme and floor patterning and it's interpretation across the façade together with protruding balconies and the ground level colonnade to Magill Road will also assist to articulate the buildings in accordance with Urban Corridor Zone Objective 4 and PDC 8 as well as City Wide PDC 30, 33 and 261 – 264.

Consistent with the intent of PDC 4 of the High Street Policy Area the proposed apartments also incorporate a ground level single storey street wall to Magill Road with an upper level podium setback of five (5) metres (3.0 metres to balconies). The generous upper level podium setback reflects the requirement to avoid high and low voltage cables that run adjacent the entire length of the site, along Magill Road. In accordance with City Wide PDC 281 the proposed podium and ground level canopies will ensure that the building (which exceeds 21 metres in height) has been designed to minimise the risk of wind tunnelling effects on adjacent streets.

Consistent with High Street Policy Area Objective 1 and PDC 6 and 8, the ground level of the apartment buildings incorporate retail shop tenancies with clear glazed facades that will provide an active frontage to Magill Road as well as the proposed public open space linkage from Stephen Street to Magill Road. Consistent with High Street Policy Area PDC 7, the proposed ground floor tenancies also incorporate a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses.

The proposed residential townhouses are in the form or Detached Dwellings (Type A, B & C) and Group Dwellings (Type D). The proposed townhouses are built to common property boundaries and are therefore abutting, but these two and three storey buildings have been designed to create a laneway feel, with brickwork, blockwork and colour combining with various roof lines to add character.

7.2.3 *Transport, Access and Parking*

The more relevant Objectives and Principles of Development Control relating to transport, access and parking seek to achieve the following outcomes:

- Development that limits direct access to arterial road;
- Development that provides safe and convenient access that:
  - does not unreasonably interfere with the flow of traffic on adjoining roads;
  - accommodates the type and volume of traffic likely to be generated by the development;
  - minimises any adverse impacts on the occupants of and visitors to neighboring properties;
  - is designed to enable all vehicles to enter and exit the site in a forward direction.
- Service vehicle access that is designed to
  - discourage commercial and industrial vehicle movements through residential streets;
  - separate commercial vehicle movements from passenger vehicle car parking areas;
  - enable the parking, loading, unloading, turning of service vehicles;
- Provision of adequate car parking and on-site secure bicycle parking facilities to satisfy anticipated demand;
- Provision of access and car parking designed to relevant Australian standards (AS2890) and Austroads Guides; and
- Provision for safe and convenient pedestrian and cycle movements through the site as well as end of journey facilities to encourage cycling.

In addition, some of the more relevant and specific provisions of the Development Plan that are most relevant to the assessment of transport, access and parking are identified as follows:

Strategic Transport Routes Overlay

OBJ 1: *Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.*

PDC 1 *Development adjacent to a strategic transport route should:*

(a) avoid the provision of parking on the main carriageway;

(b) be accessible via service roads, where possible, that provide:

(i) parking off the main carriageway; and

(ii) a buffer from the main carriageway for pedestrian and cycle activity; and

(c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.

PDC 2 *Vehicular site access should not be provided along the main street frontage where an alternative access is available.*

PDC 3 *Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.*

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.

Cycling is an increasingly popular form of transport and recreation, therefore development on public and private land will consider the needs of cyclists, in terms of providing secure bicycle parking and storage facilities. Larger scale commercial developments will also provide appropriate end of journey facilities such as showers and change rooms.

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.

Vehicle Parking for Mixed Use and Corridor Zones

PDC 133 *In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.*

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 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All ***Designated Areas*** (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area
Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Table 3: Residential development, in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Urban Corridor Zone	1 per studio (no separate bedroom), 1, or 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling

Table 4: Row, semi-detached and detached dwellings

Location of development	Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
Urban Corridor Zone	1 or 2 bedrooms 3 + bedrooms	1 2

Table NPSP/10 Off Street Bicycle Parking Requirements

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of a multi-storey building/residential flat building	1 for every 2 dwellings	1 for every 5 dwellings
Office	1 for every 100 square metres of gross leasable floor area	2 **plus** 1 per 500 square metres of gross leasable area
Shop	1 for every 150 square metres of gross leasable floor area	1 per 300 square metres of gross leasable area
Tourist Accommodation	1 for every 10 employees	2 for the first 20 rooms **plus** 1 for every additional 20 rooms

GTA Consultants have undertaken a traffic assessment and analysis of the subject site which is attached at *Appendix 8*.

The car parking assessment undertaken by GTA confirms that the proposed development generates a minimum parking requirement of 393 spaces and a maximum requirement of 452 spaces in accordance with the Development Plan for the combined land uses proposed for the site. A parking requirement Summary is provided in *Table 7.1* below.

Table 7.1 *Parking Requirement Summary*

Land Use	Minimum Parking Rate	Maximum Parking Rate	Floor Area / Number of Dwellings	Minimum Parking Requirement	Maximum Parking Requirement
Retail (ALDI & Other Tenancies)	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area	2,957 sq. m	89	148
Residential Apartments	1 per studio (no separate bedroom), 1, or 2-bedroom dwelling	N/A	72 x 1 BR 136 x 2 BR	208	208
Residential Apartments	Visitor = 0.25 per dwelling	N/A	208	52	52
Townhouses	1 per 1 or 2 bedrooms 2 per 3+ bedrooms	N/A	22 x 2 BR 11 x 3 BR	22 22	22 22
	Total			**393**	**452**

The parking available for retail uses on the site will total 134 spaces including the open at-grade car park and part of the under-croft car park. Based on a total of approximately 3,000m^2 of retail floor space, this car parking provision satisfies and achieves the desired minimum and maximum range of parking stipulated in Table NPSP/9A of the Development Plan.

The apartments incorporate 208 parking spaces for residents and 52 spaces for visitors to total 260 parking spaces which satisfies and achieves the desired minimum and maximum range of parking stipulated in Table NPSP/9A of the Development Plan.

Parking for individual townhouses will vary against the Development Plan but overall a total of 62 spaces will be provided across the 33 townhouses with each townhouse having access to at-least one undercover garage.

On this basis, GTA have confirmed that the proposed supply of 456 spaces across the site meets the minimum and maximum Development Plan parking requirements stipulated in Table NPSP/9A of the Development Plan.

GTA consultant have also confirmed that the proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) for a Class 2 and Class 3A facility.

With respect to bicycle parking, the proposed development plan generates a bicycle parking requirement of 176 spaces pursuant to Table NPSP/10 of the Development Plan. The development will provide at least 208 bicycle parking spaces for residents in the form of:

- a bike rack in each apartment;
- at least a further 8 bicycle parking spaces within the outdoor public spaces; and
- secure communal bicycle storage provided on the southern side of the basement car park.

In relation to site servicing and loading GTA consultants have confirmed that:

- A loading area for the ALDI store is proposed on the western side of the building. A 19m semi-trailer can enter the site in a forward direction via a dedicated access on Magill Road for delivery vehicles, reverse into the loading bay and then exit the site in a forward direction onto Sydenham Road. After 10pm, delivery vehicles can exit in a forward direction back out onto Magill Road through the eastern ALDI access.
- Loading for the retail tenancies will be undertaken by vehicles up to a 6.4 metre SRV. Delivery vehicles can enter the under-croft car park in a forward direction, access the loading bay and exit the car park in a forward direction.
- Refuse collection will occur at the south-east corner of the site via Stephen Street using up to a 10.6 metre refuse vehicle. The vehicle will reverse into the site refuse collection area, collect refuse and then exit onto Stephen Street in a forward direction.
- Kerbside refuse collection for the townhouses will require parking restrictions or marked bin storage areas to be provided on Stephen Street, Sydenham Street and the ALDI car park access lane from Sydenham Street, to facilitate refuse collection.

In relation to traffic generated by the proposed development GTA have confirmed that:

- The site is expected to generate in total 500 trips per hour during the PM peak period. The AM period would be much less with 162 trips anticipated consisting mostly of residential trips with the retail uses not generating very much traffic at this time.
- The intersections adjacent the site have been modelled using *SIDRA Intersection 7.0*. The outputs from the results confirm that all intersections would operate at a suitable level of Service with average queue lengths and delays within acceptable limits. The existing Magill Road/Sydenham Road/George Street Intersection will maintain the same level of service with marginal increases in the average delay and 95th percentile queue length.
- The impact on the adjacent road network will be minor based on the anticipated traffic generation of the site and proposed median treatment on Magill Road.

7.2.4 *Occupant Amenity*

There are a number of Development Plan provisions relating to the amenity of public open space and residential dwellings which seek to achieve the following outcomes:

- Enhancement of the public environment and a high-quality experience for residents, workers and visitors by creating attractive, welcoming, safe and vibrant spaces, integrating public art into development and incorporation of generous and high quality landscaping;
- Mitigation of noise and air quality impacts for future occupants of dwellings proposed on site;
- Preservation of visual privacy and prevention of unreasonable overlooking with habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another;
- Provision for natural ventilation and the infiltration of daylight into interior and outdoor spaces;

- Provision of a satisfactory visual outlook to public, communal or private open space;
- Provision of adequate storage for dwelling occupants (nominally $8m^3$ per dwelling);
- Provision of private open space that is accessible directly form internal living areas and is of sufficient area and shape to be functional and capable of meeting the likely needs of the occupant,
- Provision of communal open space to be shared by more than one dwelling that is designed to facilitate landscaping and/ or food production and integrated into the overall composition of buildings;
- Provision of shared site facilities (i.e. mail box, waste storage areas and clothes drying areas) for group dwellings and residential flat buildings; and
- Building designed with sunlight access to public open space.

The more relevant and specific provisions of the Development Plan that are most relevant to the assessment of building and occupant amenity are identified as follows:

Urban Corridor Zone

The residential component of all buildings will be designed having regard to the amenity of the occupants and will ensure that individual units have reasonable access to light, ventilation and views. Noise attenuation and air emission control measures will be included in the design of residential units where there is the potential for acceptable noise and air emissions levels to be exceeded. Residential balconies will be designed to form an extension to the main living area and will not be used for the placement of air- conditioning units, the storage of household goods, or unscreened clothes drying areas.

PDC 9 *Buildings should be designed to:*

(a) enable suitable sunlight access to public open space; and
(b) overlook or orientate towards public open space and defined pedestrian and cycle routes.

Private Open Space

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.

PDC 225 *Dwellings (other than residential development in the form of apartments within a multi storey building) should have associated private open space of sufficient area, shape and gradient to be functional and capable of meeting the likely needs of the occupant(s) (taking into consideration the location of the dwelling and the dimensions and gradient of the site) and should be in accordance with the following:*

(a) a dwelling with a site area of 250 square metres or greater, 20 per cent of the site area should be private open space, of which one portion should be equal to or greater than 10 per cent of the site area and have a minimum dimension of 4 metres; or

(b) a dwelling with a site area of less than 250 square metres, a minimum of 35 square metres should be private open space, of which one portion should have an area of 16 square metres and a minimum dimension of 4 metres; and

(c) in either of the circumstances described above, have a maximum gradient of 1 in 10.

PDC 226 *Residential development in the form of apartments within a multi storey building should have associated private open space of sufficient area and shape to be functional and capable of meeting the likely needs of the occupant(s) and should be in accordance with the following requirements:*

(a) studio (no separate bedroom) or one bedroom, a minimum area of 10 square metres of private open space;

(b) two bedrooms, a minimum area of 12 square metres of private open space; or

(c) three bedrooms or greater; a minimum area of 15 square metres of private open space.

PDC 227 *A lesser amount of private open space may be considered in circumstances where:*

(a) the equivalent amount of private open space is provided in the form of communal open space, which is accessible to all occupants of the development; or

(b) the development is directly adjacent to large areas of useable public open space, such as Felixstow Reserve, the Parklands and the River Torrens Linear Park, which can be easily accessed by all occupants of the development.

PDC 228 *Rooftop gardens should be incorporated into multi-storey residential flat buildings and multi storey buildings with a residential component*

Communal Open Space

PDC 231 *Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:*

(a) private open space;

(b) public rights of way;

(c) private streets;

(d) parking areas and driveways;

(e) service and storage areas; and

(f) narrow or inaccessible strips of land.

PDC 232 *Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:*

(a) address acoustic, safety, security and wind effects;

(b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings;

(c) facilitate landscaping and/or food production; and

(d) be integrated into the overall facade and composition of buildings

Site Facilities and Storage

PDC 284 *Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:*

(a) in the dwelling (but not including a habitable room);

(b) in a garage, carport, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.

Noise and Air Emissions Overlay

OBJ 1*: Protect community health and amenity from adverse impacts of noise and air emissions.*

PDC *1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution source should:*

(a) shield sensitive uses and areas through one or more of the following measures:

(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas;

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source;

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met;

(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable; and …

Private & Communal Open Space

Consistent with City Wide PDC 222(c), balconies on the proposed apartment buildings have been designed to achieve a minimum dimension of 2 metres and consistent with City Wide PDC 226 proposed one bedroom apartments have been generally designed to achieve a minimum area of 10 square metres of private open space and two bedroom apartments have been designed to achieve a minimum area of 12 square metres of private open space. No air conditioning units are proposed on balconies which have been designed to form an extension to the main living area of each dwelling.

Level 1 apartments breaking out to the central building courtyard space have been designed to achieve private open space with a minimum dimension of 2.5 metres and a minimum area of 10 m^2 consistent with City Wide PDC 222(a).

Pursuant to Medium and High Rise development PDC 273 proposed balconies have been designed with screens to allow visual and acoustic privacy whilst allowing natural ventilation and the infiltration of daylight into interior spaces.

A central communal open space area is also provided at level 1 for access to all residents of the apartment buildings.

The townhouses have been designed with varying areas of private open space. The two storey Type A townhouses achieve a ground level private open space with a minimum dimension of 2.5 metres and a minimum area of 10 m^2 consistent with City Wide PDC 222(a) however they have not been designed to achieve a minimum area of private open space of 35m^2 (with one area of 16m^2 and a minimum dimension of 4m) in accordance with City Wide PDC 225(d). Notwithstanding, the proposed private open space in these areas is functional, directly linked to internal living areas with more than one area of open space provided.

The three storey Type B, C and D townhouses have generally been designed to achieve private open space in the form of balconies of varying sizes however not all dwellings achieve a minimum dimension of 2.0 metres and a minimum area of 8m^2 in accordance with City Wide PDC 222(c). Notwithstanding, it is noted that all of the townhouses are in close proximity to the proposed new Public Town Piazza and communal open space reserve as well as Chimney Park (over Stephen Street) offering alternative access to open space pursuant to City Wide PDC 227(b).

Access to Daylight

The proposed northern and southern apartment buildings have been separated by a distance of 17.4 metres to achieve penetration of natural light into the southern apartments and the level 1 building courtyard space. The apartments have also been designed to ensure that every bedroom receives direct access to sunlight.

The open communal open spaces area is located to the south of the proposed apartments and will therefore be subject to winter shade, however it has been designed as a flexible, large multiple use and layered open space area that will provide alternative seasonal activities and choice for residents seeking seasonal exposure or shelter.

The apartments have also been designed to achieve cross-ventilation and other passive design considerations.

ESD and sustainability consultants D^2 have undertaken a computer modelling simulation of the daylight access in the proposed apartments (Residential Flat Buildings). This analysis is provided in the 'Sustainability Strategy' attached at *Appendix 12*.

D^2 has undertaken modelling in accordance with the GBCA Recognised Provider – Daylight Simulation standards, using the Green Star Design & As-Built Daylight Credit as the benchmark.

The simulation uses a performance glass with a VLT of 50%, and is a worst case scenario model using a uniform overcast sky as the daylight source. A clear sky will result in a significantly improved result. The simulation also ignores the borrowed light available from the link corridors, which have overhead daylight access.

The Green Star criteria is based on lighting autonomy, with 1 point awarded where at least 40% of the living and bedroom space has a daylight autonomy level of at least 160 Lux for 80% or more of the occupied hours, and 2 points awarded where at least 60% of the space has this level of daylight autonomy. Toilets, laundry, bathrooms, stores and robes are excluded from the eligible area.

The modelling results indicate that all apartments are compliant for the full 2 points, except for apartment type A and F that sit in the south west corner, facing the courtyard, at levels 1, 2, and 3. These still have 40% of the floor space over 160 Lux so would get 1 point. These apartments at level 4, 5, and 6 comply for 2 points.

Images generated from the daylight model are included in the assessment and demonstrate the extent and quality of daylight autonomy provided by the proposed design.

Environmental Noise Assessment

Resonate acoustic engineers have prepared an acoustic assessment of the proposed development which has taken into account the relevant noise requirements of the Development Plan, Minister's Specification SA 78B and the SA Noise Environment Protection Noise Policy. (Refer to **Appendix 13**).

The assessment has confirmed that the development will be designed to achieve the requirements of the National Construction Code Part F5 in relation to acoustic separation between sole occupancy units.

This report also concludes that:

- Whilst mechanical plant selections and noise data are not available at this stage, it is expected that noise emissions from external mechanical plant associated with the development can meet the relevant criteria with standard mitigation measures as required;
- Noise from vehicles associated with the development are expected to comply with the relevant noise limits at all locations; and
- The objective noise criteria within the Development Plan, Minister's Specification SA 78B and the SA Noise EPP can be achieved with the adoption of appropriate façade construction and environmental noise mitigation techniques.

Sonus acoustic engineers have also prepared an acoustic assessment of the ALDI supermarket including car parking activity and vehicle movements, operation of mechanical plant, deliveries and rubbish collection. This report has been used to inform the Resonate Assessment and is also attached in **Appendix 13.**

The Sonus report considers noise levels at the existing and proposed noise sensitive receivers from the proposed ALDI supermarket (including closest existing residences on the opposite side of Stephen Street). The outcome and recommendations of the Sonus Report is discussed in more detail in Section 7.2.5 Interface Considerations

Together, the acoustic assessments conclude that relevant objective noise standards will be achieved to preserve amenity for proposed future residents on site and existing residents in the locality.

Storage

Pursuant to Medium and High rise Development (3 or more storeys) PDC 284, the apartments and proposed Townhouses B, C and D should provide a minimum of 8m^3 of storage in the dwelling (but not including the habitable room) or in a garage, carport, outbuilding or an on-site communal facility.

The proposed apartments have generally been designed to accommodate in the order of 3m^3 to 6m^3 of storage within each dwelling with 490m^2 of storage also allocated within the basement of the apartment buildings. The townhouse dwellings have been designed with a range of 3m^3 to 10m^3 with an average provision of approximately 7m^3.

7.2.5 *Interface Considerations*

There are a number of Development Plan provisions relating to the management of development at the interface with neighbouring zones and development. These provisions generally seek to achieve the following outcomes:

- The maintenance of residential amenity of residential properties in adjoining Zones;
- A transition down in building scale and height towards the periphery of the zone, particularly at the boundaries with the existing Residential and Residential Historic (Conservation) Zones;
- Noise impacts managed in accordance with the relevant Environment Protection (Noise) Policy criteria to minimised the impact of development on adjoining sensitive receptors;
- Development that minimises solar access impacts on adjacent land or buildings as well as effects of wind, temperature, daylight, sunlight, glare and shadow.

The following provisions are considered most relevant to the assessment of interface considerations.

Urban Corridor Zone

OBJ 5: *A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.*

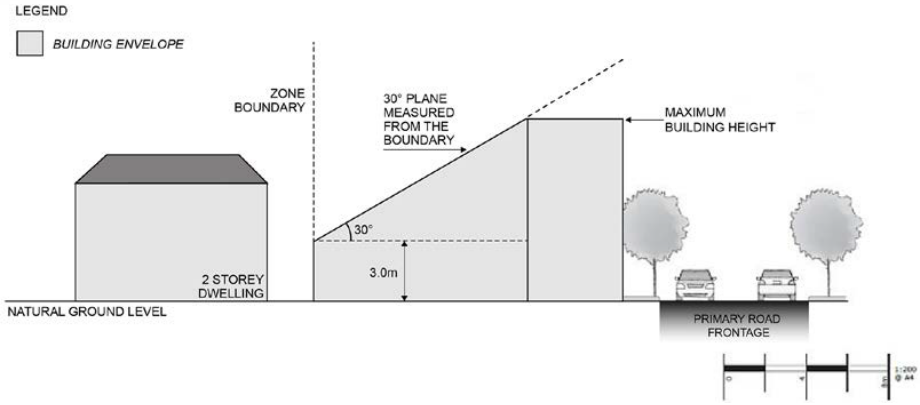
OBJ 7: *Noise and air quality impacts mitigated through appropriate building design and orientation.*

Desired Character Statement

Development at the interface with neighbouring zones, will have regard to the potential visual, overlooking and overshadowing impacts on the occupants of adjacent and nearby residential properties. In these locations development will transition down in scale and height towards the periphery of the zone, particularly at the boundaries with the existing Residential and Residential Historic (Conservation) Zones. At other locations within the Urban Corridor Zone, it is recognised that some level of overshadowing and overlooking will occur, however, this will be moderated through a range of design techniques, which may include separation of buildings, orientation of windows and balconies and various forms of screening.

Development adjacent to, or on the same site as a State or Local Heritage Place, will be respectful of its heritage character and setting and ensure that new development sensitively interfaces with the original building form. This may, in some circumstances, limit the scale and intensity of development on a site.

PDC 14 *To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope provided by a 30 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1:*



Orderly and Sustainable Development

PDC 11 *Buildings should be designed so as not to unreasonably overlook or overshadow indoor or outdoor living areas of adjacent dwellings.*

Interface between land uses

OBJ 26*: Development located and designed to minimise adverse impact and conflict between land uses.*

OBJ 27: *Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.*

PDC 80 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
(b) noise;
(c) vibration;
(d) electrical interference;
(e) light spill;
(f) glare;
(g) hours of operation; or
(h) traffic impacts.

PDC 81 *Residential development adjacent to a non-residential land use or zone or within a non-residential zone should be located, designed and sited in a manner which:*
(a) protects residents from any adverse effects of non-residential activities; and
(b) minimises negative impact on existing and potential future land uses considered appropriate in the locality.

PDC 84 *Non-residential development on land abutting a residential zone or within a residential zone should be designed to minimise noise impacts and achieve adequate levels of compatibility between existing and proposed uses.*

PDC 85 *Sensitive land uses which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed*

PDC 86 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

PDC 87 *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

PDC 195 *Unless otherwise specified in the relevant Zone and/or Policy Area, development should ensure that the north-facing windows of habitable rooms of dwelling(s) on adjacent sites receive at least 3 hours of direct sunlight over a portion of their surface and in the case of the main living area windows, a minimum of 50% of their surface, between 9am and 5pm on the winter solstice (21 June).Development should not increase the overshadowed area in cases where overshadowing from existing structures, fences and non-deciduous vegetation already exceeds this requirement.*

PDC 196 *Unless otherwise specified in the relevant Zone and/or Policy Area, development should ensure that at least half of the ground level private open space of existing dwelling(s) receive direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June. Development should not increase the overshadowed area in cases where overshadowing already exceeds these requirements.*

PDC 279 *Multi-storey buildings should:*

(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow

PDC 293 *The location and design of centres and shopping development should ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.*

PDC 334 *Development should not have significant adverse micro-climatic impacts on other land and buildings, particularly with regard to:*

(a) increased overshadowing resulting in loss of winter sunlight to active outdoor living areas;

(b) decreased daylight illumination; and

(c) increased wind turbulence.

PDC 347 *Development (including land division) should not compromise or detrimentally affect the heritage value, character, integrity, setting, siting or function of buildings or sites of architectural, historic or scientific interest, sites of natural beauty or places of heritage value identified in Tables NPSP/5 and 6 as State or Local Heritage Places.*

PDC 359 *Development on land adjacent to land containing a State or Local Heritage Place as designated in Tables NPSP/5 and 6 should respect the heritage value, integrity and character of the heritage place and should clearly demonstrate design consideration of the relationships with the heritage place and its setting (without necessarily replicating its historic detailing) and the character of the locality by establishing compatible:*

(a) scale and bulk;

(b) width of frontage and boundary setback patterns;

(c) proportion and composition of design elements;

(d) form and visual interest (as determined by play of light and shade, treatment of openings and depths of reveals, roofline and pitch and silhouette, colour and texture of materials as well as detailing, landscaping and fencing);

(e) fencing and areas set aside for landscaping, particularly on the primary street frontage of an allotment, which complement the era, style and landscaping setting of the heritage place; and

(f) garages, carports or outbuildings set-back at a greater distance from the primary street frontage than the main face of the primary building.

PDC 360 *Development on land adjacent to land containing a heritage place and sited in strategic locations, such as corners or at the termination of vistas, should have a scale and visual interest in the streetscape at least equal to that of the adjoining heritage place, providing the heritage value of the place within its setting is not diminished.*

PDC 361 *Development on land adjacent to land containing a State or Local Heritage Place should not be undertaken if it is likely to dominate or detract from the heritage value and integrity of the heritage place by way of design, appearance or standard of construction*

Built Form Interface

In accordance with the desired character statement of the Urban Corridor Zone the proposed built form incorporates a graduation in building scale and height with taller building elements located towards Magill Road and transitioning down to smaller domestic scaled residential buildings fronting Stephen Street and the adjoining Residential Character (Norwood) Zone to the south.

This achieves the intent of the Zone to accommodate medium and high-rise buildings on the site whilst managing the more sensitive interface with the adjoining Residential Character (Norwood) Zone. A transition in building height has not however been provided from the adjoining Business Zone where a variety of residential and non-residential land uses can be accommodated and existing residential dwellings have been '*dominated by the Caroma Industries site*'.

Acoustic Amenity

Sonus acoustic engineers have prepared an acoustic assessment of the ALDI supermarket which is attached in ***Appendix 13***. The Sonus report considers noise levels at the existing and proposed noise sensitive receivers from the proposed ALDI supermarket, including closest existing residences on the opposite side of Stephen Street.

The Sonus assessment confirms that the overall development is well considered from an environmental noise perspective with the ALDI supermarket located closest to the highest existing noise sources (Magill Road and the ALMA Hotel). This provides a greater distance between the proposed residential use to the south of the site and the existing noise sources. The proposed residences on the site (which will be designed to protect occupants from noise) also provide a barrier between the commercial activity at the ALDI supermarket and the closest existing residences on the opposite side of Stephen Street.

The Sonus assessment concludes that the noise levels at existing residents in the locality (particularly south of Stephen Street) are predicted to achieve the relevant objective noise criteria (i.e. the *Environment Protection (Noise) Policy 2007*) provided the following acoustic treatments are applied to the proposed ALDI supermarket:

- Restrict the operation of the compactor to the hours between 7am and 10pm;
- Restrict the hours of rubbish collection from the site and any use of the refuse area to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007* (that is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day); and
- Restrict the exit of trucks to Sydenham Road to the hours between 7am and 10pm.

Overlooking

Given the nature of development anticipated and contemplated in the Urban Corridor Zone, the desired character statement of the zone recognises that some level of overlooking will occur, but should be moderated through a range of design techniques such as the separation of buildings, orientation of windows and balconies and various forms of screening.

The proposed Apartment buildings (residential flat buildings) and townhouses have been designed with windows and balconies orientated towards Magill Road and Stephen Street, the proposed ALDI supermarket and

the proposed public and shared communal open space located centrally on site. These windows and balconies will provide good passive surveillance of the ALDI Supermarket and public and communal open space areas in accordance with the principles of Crime Prevention through Environmental Design. Importantly, no windows or balconies are however proposed on the eastern elevation of the apartments and given the location and configuration of the proposed apartments and townhouses, there will be no overlooking from the proposed development into the rear private open space of existing adjoining dwellings to the east, in the Business Zone.

Shadow and Solar Access

Given the nature of development anticipated and contemplated in the Urban Corridor Zone, the desired character statement of the zone recognises that some level of overshadowing will occur, but should be moderated through a range of design techniques.

Shadow diagrams for the proposed development for the summer solstice, winter solstice and equinox have been prepared by TECTVS Architects and are attached in the 'Design Report' provided at ***Appendix 6.***

In accordance with City Wide PDC 195 and 196 the shadow diagrams reveal that the proposed development will not cast additional shadow on the adjoining rear private open space and habitable room windows of the adjoining dwellings to the east (in the Business Zone) between the hours of 9:00am and midday (min 3 hour duration) on the winter solstice.

Local Heritage Interface

The subject site is located adjacent the Alma Hotel (to the west) which is a local heritage place. The subject site is also located opposite a local Council Reserve (Chimney Park) over Stephen Street which accommodates a local heritage place (*Destructor Chimney Base – square masonry base*). A local heritage place (*Victorian masonry shop and rendered masonry cottage*) is also located to the south of the site over Stephen Street (on the corner of Stephen Street and Sydenham Road). Existing local heritage places in the surrounding locality are demonstrated spatially in ***Figure 3.8***.

The composition and organisational structure of the proposed development has taken into consideration the location of adjoining local heritage places.

The ALDI supermarket is proposed adjacent the Alma hotel and is setback from the common property boundary of the hotel to preserve the curtilage and setting of this Local Heritage Place. The proposed ALDI supermarket also provides a transition and graduation in building scale to the proposed seven (7) storey apartments fronting Magill Road.

Modest two (2) storey townhouses are also proposed to the rear of the Alma hotel and are separated from the building by an existing at-grade car park and new laneway connection to Sydenham Road. These two storey townhouses also front Stephen Street and are located opposite the *Victorian masonry shop and rendered masonry cottage* on the corner of Stephen Street and Sydenham Road. These townhouses have been designed with confident and clean pitched roofs and clad in metal in reference to the neighbouring Alma hotel and nearby townhouses.

The '*Destructor Chimney Base*' will be directly linked and integrated into the site through the proposed Town Piazza and Urban Promenade which provides a north-south linkage from Chimney Park to Magill Road. This will assist to connect and integrate this local heritage place into the proposed development and celebrate the existing local heritage context.

The proposed development has therefore been designed to celebrate and respect the heritage value, integrity and character of adjoining local heritage places.

7.2.6 *Landscaping & Vegetation*

The following Development Plan provisions are considered most relevant to the assessment of tree damaging activity to a Regulated Tree:

Regulated Trees

OBJ 120: *The conservation of regulated trees that provide important aesthetic and/or environmental benefit.*

OBJ121*: Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:*

(a) significantly contributes to the character or visual amenity of the locality;
(b) indigenous to the locality;
(c) a rare or endangered species;
(d) an important habitat for native fauna.

PDC 409 *Development should have minimum adverse effects on regulated trees.*

PDC 410 *A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:*

(a) the tree is diseased and its life expectancy is short;
(b) the tree represents a material risk to public or private safety;
(c) the tree is causing damage to a building;
(d) development that is reasonable and expected would not otherwise be possible;
(e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

PDC 411 *Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.*

The proposed development involves the removal of one existing Regulated Tree to accommodate the future development of the site. The exiting regulated tree, identified in ***Figure 4.11*** and in Image 8 on ***Figure 3.5***, has a circumference of 2.6 metres and is located adjacent to Magill Road.

The existing regulated tree is located in a position that would inhibit the future reasonable and expected development of the site in accordance with the primary Objectives and Principles of Development Control of the Urban Corridor Zone. Accordingly, the tree is proposed to be removed in accordance with PDC 410(d) of the Development Plan.

The following provisions are considered most relevant to the assessment of site landscaping and vegetation:

Landscaping, Fences and Walls

OBJ 24*: The amenity of land and development enhanced with appropriate planting and landscaping, which uses locally indigenous plant species where possible.*

OBJ 25: *Functional fences and walls that enhance the attractiveness of development*

PDC 73 *Development should incorporate open space and landscaping and minimise the use of hard paved surfaces in order to:*

(a) complement built form and reduce the visual impact of larger buildings (for example locating taller and broader plants against taller and bulkier building components);
(b) enhance the visual appearance from the street frontage;
(c) screen service yards, loading areas and outdoor storage areas;
(d) define and enhance the appearance of outdoor spaces, including car parking areas;
(e) minimise heat absorption and reflection;
(f) provide shade and shelter;
(g) assist in climate control within and around buildings;
(h) allow for natural infiltration of surface waters through permeable treatments;
(i) contribute to the viability of ecosystems and species; and
(j) promote water and biodiversity conservation.

PDC 74 *Landscaped areas should:*

(a) where practicable, have a width of not less than two metres;
(b) be protected from damage by vehicles and pedestrians;
(c) result in the appropriate clearance from powerlines and other infrastructure being maintained;
(d) be designed to incorporate the re-use of stormwater for irrigation purposes; and
(e) include the planting of locally indigenous species where practical.

PDC 76 *Landscaping of non-residential development should be provided and maintained in order to:*

(a) establish a buffer between the non-residential development and the development on adjacent sites;
(b) complement the landscaping provided by adjacent development and enhance the visual appearance and character of the area;
(c) shade, define and create windbreaks for pedestrian paths and spaces;
(d) screen, shade and enhance the appearance of car parking areas;(e) screen service yards, loading areas and outdoor storage areas; and
(f) re-establish local indigenous plant species where it is practical to do so.

PDC 78 *Landscaping should not:*

(a) unreasonably restrict solar access to adjoining development;
(b) cause damage to buildings, paths, infrastructure/services and other landscaping from root invasion, soil disturbance or plant overcrowding;
(c) remove opportunities for passive surveillance;
(d) increase leaf fall into watercourses; and
(e) introduce pest plants and/or increase the risk of weed invasion.

PDC 79 *Fences and walls, including retaining walls, should:*

(a) not result in damage to neighbouring trees;
(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality;
(c) enable some visibility of buildings from and to the street or laneway (only where it is the primary street) to allow casual surveillance;
(d) incorporate articulation or other detailing, where there is a large expanse of wall facing the street;
(e) assist in highlighting building entrances;
(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites;
(g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land; and
(h) be constructed of non-flammable materials.

Communal Open Space

PDC 231 *Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:*

(a) private open space;
(b) public rights of way;
(c) private streets;
(d) parking areas and driveways;
(e) service and storage areas; and
(f) narrow or inaccessible strips of land.

PDC 232 *Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:*

(a) address acoustic, safety, security and wind effects;
(b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings;
(c) facilitate landscaping and/or food production; and
(d) be integrated into the overall facade and composition of buildings.

Medium and High Rise Development

OBJ 63: *Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.*

PDC 280 *Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged for all new residential commercial or mixed use buildings*

PDC 282 *Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.*
One way of achieving this is in accordance with the following table:

Site area	Minimum deep soil area	Minimum dimension	Tree/ deep soil zones
<300m²	10m²	1.5 metres	1 small tree/10m² deep soil
300-1500m²	7% site area	3 metres	1 medium tree/30m² deep soil
>1500m²	7% site area	6 metres	1 large or medium tree/60m² deep soil

Tree size and site area definitions	
Small tree	< 6 metres mature height and < less than 4 metres canopy spread
Medium tree	6-12 metres mature height and 4-8 metres canopy spread
Large tree	12 metres mature height and > 8 metres canopy spread
Site area	The total area for development site, not average area per dwelling

PDC 283 *Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health*

The overall Landscape Master Plan prepared by Hassell is attached at ***Appendix 7*** and includes indicative concepts for the public realm including the Town Piazza, Urban Promenade and Stephen Street. A proposed plan of division will be lodged as a separate application for Development Plan Consent and Land Division Consent and this application will excise and vest proposed public open space with Norwood Payneham and St Peters Council (pursuant to Section 50 of the *Development Act, 1993*). .

The proposed central public open space reserve (Town Piazza) and Urban Promenade is approximately 1,763 m^2 and represents approximately 9.3 % of the total site area (marginally less than the statutory 12.5% benchmark). The proposed public open space reserve will be functional and highly accessible and located to provide amenity to residents within and adjoining the development. The public open space reserve is an effective extension of

Chimney Park and will provide pedestrian linkages through the site including part of the proposed linkage between Magill Road and Stephen Street.

A communal open space area of approximately 1,139m^2 is also provided between the proposed apartments and Type D townhouses (Group Dwellings). This communal open space has been designed as a series of small outdoor rooms and will be publicly accessible. The rooms consist of an outdoor turf activity zone (associated with an internal recreation room), a raised timber deck alfresco area, a large communal table and a sunken turf lounge area with perimeter retaining wall.

The proposed apartments also incorporate a Level 1 building courtyard space which is communal open space that is only accessible to residents of the apartments (refer to ***Figure 4.8***). Utilising the same design narrative and form as the public open space the building courtyard provides a series of outdoor rooms which provide users with opportunities to seek solace or socially engage with other residents. Spaces are sized from intimate small gathering spaces to large communal group gathering spaces. Landscaping will be established in both set-down pits and raised planters to accommodate root zones for vegetation.

The combined area of communal open spaces is approximately 2,656 m^2 representing approximately 14% of the site dedicated to landscaping. When combined with the dedicated public open space in the Town Piazza and Urban Promenande, the total landscaped percentage of the site (soft and hard landscaping) is approximately 23%. Whilst not all deep soil landscaping, this area of landscaped open space significantly exceeds the minimum 7% deep soil landscape area encouraged by PDC 282 of the Development Plan.

Pursuant to PDC 280 high quality landscapes are proposed that will integrate with built form within the development to optimize site amenity.

7.2.7 *Advertising & Signage*

The key Development Plan Objectives relating to advertisements include:

OBJ 117: *An urban environment not disfigured by advertisements.*
OBJ 118: *Advertisements in retail, commercial and industrial areas, designed to enhance the appearance of those areas.*
OBJ 119: *Advertisements not hazardous to any person.*

There are also a number of principles of development control relating to advertising that seek to achieve the following outcomes:

- Signage designed to enhance the appearance of buildings and not detrimentally affect the amenity of an area associated with the siting, size, shape, scale, glare, reflection or colour of proposed signs;
- Advertisements that do not result in clutter, visual disorder and the untidiness of buildings and spaces;
- Advertisements that are compatible with the buildings on which they are situated and coordinated to be consistent with the architectural theme of the building on which they are situated;
- Advertisements that do not obscure drivers views of the road (and associated road features), do not distract drivers or can be liable to interpretation by drivers as an official sign;

- Advertisements sited and designed at a suitable size, colour, shape and lighting to harmonise with the desired character described by the objectives for the zone;
- Advertisements that are:
  - no higher than the height of the finished floor level of the second storey of the building to which it relates; and
  - where located below canopy level, flush with the wall or projecting horizontally; or
  - where located at canopy level, in the form of a facia sign; or
  - where located above the canopy, flush with the wall and within the height of the parapet.

The proposed ALDI Supermarket incorporates two (2) internally illuminated gable signs on the supermarket tower in the north-west corner of the building and two (2) internally illuminated gable signs on the perforated metal tower in the north-eastern corner of the building, adjacent Magill Road. Two (2) primary internally illuminated gable signs measuring 2.0m by 2.44m are also proposed on the southern elevation of the ALDI building, adjacent the pedestrian entrance into the building. An externally illuminated 'tomato graphic' (lifestyle image) is also proposed on the southern elevating of the building adjacent the at-grade car park. A small 'airlock decal sign' and 'digital poster box' is also proposed to clearly identify the store entrance at the south-eastern corner of the building.

No freestanding signs are proposed.

The signage associated with the proposed ALDI development generally satisfies the relevant provisions of the Development Plan given:

- The signs are integrated within the design of the proposed ALDI building and are appropriately sited and scaled to complement the building design and façade treatment;
- The size of the gable signs are relatively modest and restrained in the context of the proposed building scale and the signs will be professionally constructed utilising durable and weather resistant materials;
- The materials and colours of the proposed signs illustrate the corporate ALDI branding and the content of the advertising displays will be simple and display a single branding theme relating to the legitimate use of the subject land;
- The advertising displays are designated to clearly identify the retail activity to passing traffic and assist to identify the access points into the site to facilitate safe traffic movements, without any flashing or animations; and
- Given the location and height above ground level of the proposed illuminated adverting displays will not cause discomfort to an approaching driver or create difficulty in the driver's perception of the road or persons or objects on the road.

7.2.8 *Stormwater Management*

The following provisions are considered most relevant to the assessment of stormwater management.

Stormwater Management

OBJ 42: *Development sited and designed to maximise the harvest and use of stormwater and reduce run-off.*

OBJ 43: *Development sited and designed to minimise demand on reticulated water supplies.*

OBJ 44 *Development designed and located to protect stormwater from pollution sources.*

OBJ 45 *Development designed and located to protect or enhance the environmental values of receiving waters.*

OBJ 46 *Development designed and located to prevent or minimise the risk of downstream flooding.*

OBJ 47: *Development designed and located to prevent erosion.*

OBJ 48: *Storage, use and disposal of stormwater which avoids adverse impact on public health and safety*

OBJ 51: *Development located and designed to minimise the risks to safety and property from flooding*

PDC 147 *Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.*

PDC 148 *Development should be sited and designed to:*

(a) minimise surface water runoff;
(b) capture and re-use stormwater, where practical;
(c) prevent soil erosion and water pollution;
(d) protect and enhance natural water flows;
(e) protect water quality by providing adequate separation distances from watercourses and other water bodies; and
(f) maintain natural hydrological systems and not adversely affect:
(i) the quantity and quality of groundwater; and
(ii) the depth and directional flow of groundwater.

PDC 149 *Development should include stormwater management systems to:*

(a) mitigate peak flows and manage the rate and duration of stormwater discharge from the site to ensure the carrying capacities of downstream systems are not overloaded; and
(b) protect it from damage during a minimum of a 1 in 100 year Average Recurrence Interval flood.

PDC 150 *Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.*

PDC 151 *Stormwater management systems should:*

(a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source; and
(b) utilise, but not be limited to, one or more of the following harvesting methods:
(i) the collection of roof water in tanks;
(ii) the controlled discharge to open space, landscaping or garden areas, including strips adjacent to car parks;
(iii) the incorporation of detention and retention facilities; or
(iv) aquifer storage and recovery.

PDC 152 *Stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.*

PDC 153 *Development affecting, or likely to affect, existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.*

PDC 154 *Development should incorporate appropriate measures to minimise the concentrated discharge of stormwater from the site.*

PDC 155 *Site drainage should:*

(a) include, where practicable, scope for on-site stormwater detention, retention and use, including the collection and storing of water from roofs and communal car parks in appropriate devices;
(b) provide for on-site infiltration where practicable, having regard to:
(i) the availability of unbuilt upon or unsealed areas;
(ii) the ability of the soils to absorb water;
(iii) the ability of the building footings on and adjacent to the site to withstand the likely effects of any retained water; and
(iv) any potential adverse impacts on the level of ground water in the locality;
(c) allow for convenient access to all components of the drainage system for maintenance purposes; and
(d) not cause damage or nuisance flows on site or to adjoining properties.

PDC 158 *Above ground stormwater detention systems should:*

(a) not create or increase the risk of flooding to any building on the site or on an adjacent site; and
(b) be designed with a maximum ponding depth of 200 millimetres.

PDC 159 *All new dwellings and additions to existing dwellings (including dependent accommodation units) greater than 50 square metres (where the addition incorporates a water closet, water heater or a laundry cold water outlet) with direct access to the ground level, should be provided with a 2000 litre rainwater tank/s connected to the roof water outlets and plumbed to at least a water closet, a water heater and/or all laundry cold water outlets.*

PDC 160 *A development which includes:*

(a) three or more dwellings;
(b) the replacement of one dwelling with three or more dwellings on one site, or on separate sites resulting from the land division of the original site; or
(c) in the case of a non-residential development, an impervious surface area that is greater than the pre-development state;

should incorporate an on-site stormwater detention system (either above or below ground) to ensure that stormwater discharged from the site and/or combined sites does not exceed the capacity of the existing or planned 1 in 5 year Average Recurrence Interval stormwater system and increase the risk of flooding to downstream properties or add any significant pollutant load to the downstream stormwater system

PDC 161 *Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.*

PDC 162 *Water discharge from a site should be of a physical, chemical and biological condition equivalent to or better than the water discharge from the site in its pre-developed state.*

PDC 163 *Stormwater from a site should not discharge into or onto a laneway (including a service lane), or other minor or unserviced street unless there is a defined underground piped stormwater drainage system which has sufficient capacity to receive the stormwater flows.*

PDC 164 *A dwelling, other than a dwelling located within the 1-in-100 year Average Recurrence Interval floodplain, should be sited and designed so that the finished floor level of the dwelling is a suitable height above the adjacent top of kerb level, to enable the efficient gravity-fed drainage of stormwater from all impervious surfaces on the site, provided that the finished floor level of*

the dwelling is no more than 700 millimetres above the natural ground level at any point along the side and rear boundaries of the site.

In instances where this can not be achieved, a lower floor level and alternative stormwater management system, such as pump and sump and/or soakage systems, should be provided. This alternative stormwater management system should take into consideration the secondary flood flows from the road reserve and provide adequate mitigation measures.

PDC 165 *Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.*

PDC 170 *No new buildings or structures, or extensions to existing buildings or structures, or portions thereof, should be constructed within any site which is at or below the principal flow path level of the 1 in 20 year Average Recurrence Interval floodplain.*

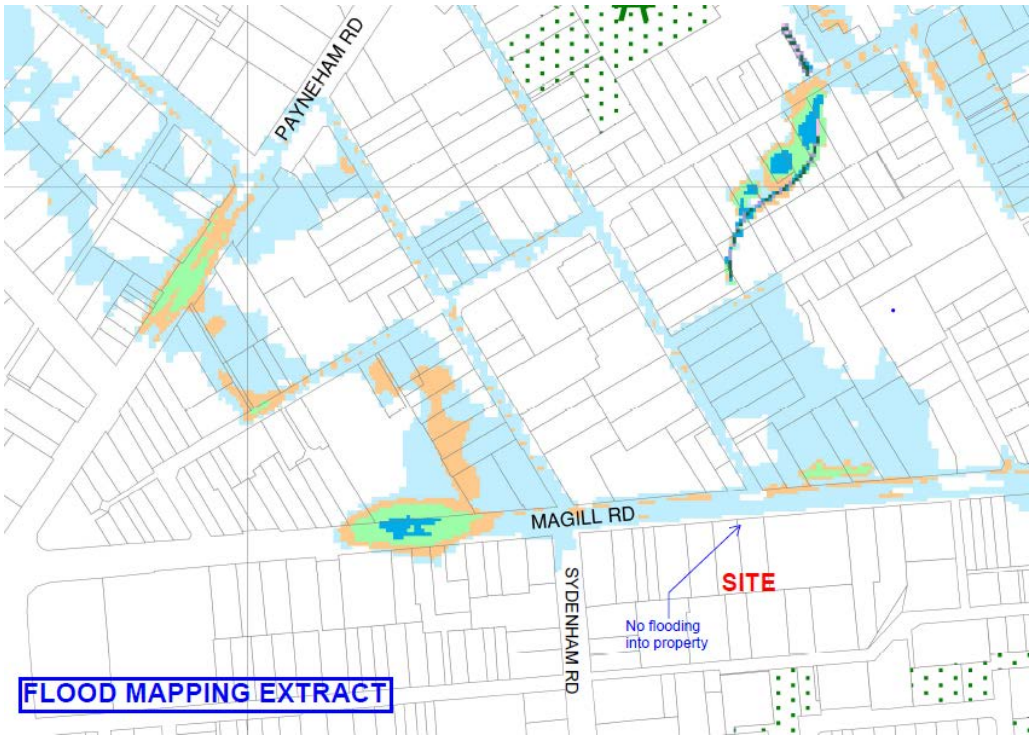
PDC 171 *The finished ground floor level of all habitable spaces should not be less than 300 millimetres above the 1 in 100 year Average Recurrence Interval floodplain*

A Stormwater Management Plan has been prepared by Wallbridge and Gilbert (W&G) and is attached at ***Appendix 10***.

W&G have confirmed that currently some of the internal stormwater drainage system is currently released to Stephen Street however the site generally discharges into the Magill Street water table via a substantial number of galvanised box drains.

W&G have also provided flood mapping extracted from the 'First to Fifth Creeks 1 in 100 year Flood Inundation Map' which demonstrates that the subject site is not subject to flooding (refer to ***Figure 7.2*** below)

Figure 7.2 *Flood Inundation Mapping*
(Source: First to Fifth Creeks 1 in 100 year Flood Inundation Map)



The City of Norwood Payneham and St Peters have Council have confirmed the following storm water requirements with respect to this site:

- On site detention storage (to reduce the peak flow rate) is required to reduce the site outflow. Although post development will be more permeable than pre-development conditions, downstream Council systems are often over-capacity resulting in public flooding. On this basis, Council require a limit to the 'post-development' stormwater outflow in 1 in 5 year ARI events to no greater than the existing 'pre-development' outflows occurring in 1 in 100 year ARI events. This is a significant reduction in what currently leaves the site to be collected on Magill Road.
- Site levels are to be set to provide a clear overland flow path for the 1 in 100 year flows where possible.
- Stormwater quality improvement measures (such as GPTs) are encouraged to treat the quality of the stormwater runoff from any trafficable areas (outdoors car parks etc).

W&G have proposed a stormwater methodology involving the separate management of stormwater from the ALDI Supermarket and the balance of the site. Two separate systems are proposed to be treated individually, to minimise the need for future easements across titles etc.

Some of the 'ALDI' discharge is proposed to be directed, in controlled fashion, to the Magill Road water table, whilst the majority will be directed to an existing 825mm stormwater main available in Sydenham Road. Discharge to the Sydenham Road's system will be limited by an orifice fitting to limit the ALDI outflow to approximately 102L/Sec in total. Oversize pipes will provide the majority of this storage, with rare use also made of the loading dock recess.

Preliminary stormwater calculations to meet Council's discharge requirements for the 100 year ARI event for the balance of the site indicate that a portion of the stormwater may be discharged immediately from the site whilst a significantly larger volume is required to be temporarily stored (detained).

The immediate discharge is to be directed to both the Magill Road and Stephen Street water tables with the detention volume balance captured in large underground tanks placed below the basement level. Multiple pumps will gradually empty these tanks towards Magill Road via spaced box drains, each limited to 20 L/sec output. Preliminary calculations reveal that on this portion of the site a detention capacity of 212m^3 and a maximum outflow of 108.1 L/sec must be met.

Relatively clean roof water could be separated for potential re-use, whilst the majority of the external carpark collection will pass through an adequately sized Pollution Control Device (such as a Rocla First Defence FD450 or similar) prior to entering the Detention Tank.

The stormwater management report therefore demonstrates that, subject to detailed design, stormwater can be suitably managed on site in accordance with Council requirements and in accordance with the relevant provisions of the Development Plan.

7.2.9 *Waste & Servicing*

The following Development Plan provisions are considered most relevant to the assessment of waste management:

City Wide

PDC 12 *Development should take place in a manner which is not liable to cause an unreasonable nuisance to neighbours or the community or significantly detrimentally affect the amenity, use or enjoyment of nearby properties by:*

(a) the emission beyond the site boundaries of noise, vibration, odour, atmospheric liquid or other pollutants, waste water, waste products, electrical interference, light overspill or loss of privacy; or

Energy Efficiency

OBJ 23 *Development designed and sited to conserve energy and minimise waste*

Infrastructure

PDC 135 *Development should not occur without the provision of adequate utilities and services, including:*

(d) waste disposal;

PDC 141 *Development should enable economic and effective servicing for public transport, recycling and waste collection, fire protection and street lighting.*

Site Coverage

PDC 208 *Site coverage should ensure that sufficient space is provided for:*
(g) convenient storage of household waste and recycling receptacles

Site Facilities and Storage

PDC 233 *Site facilities for group dwellings and residential flat buildings of greater than six dwellings should include:*
(c) household waste and recyclable material storage areas away from dwellings; and

PDC 285 *Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not to detract from the visual appearance of the ground floor.*

Centres, shops and businesses

PDC 292 *Provision for the movement of people and goods within business, centre and shopping zones or areas should comply with the following:*
(e) adequate and convenient provision should be made for service vehicles and the storage and removal of waste goods and materials;

A detailed Waste Management Plan for the mixed-use apartment buildings and townhouses has been prepared by Colby Industries and is attached in ***Appendix 9***. Also attached in ***Appendix 9*** is a Waste Management Plan prepared for the proposed ALDI Supermarket.

Combined, the Waste Management Plans provide detailed information on waste and recycling volumes likely to be generated on site as well as proposed waste and recycling service provision. The reports also provide a management strategy with respect to:

- Waste storage areas for each component of the development;
- Waste system operations;
- Waste collection;
- Waste transfer pathways; and
- Waste operations and management.

The proposed Waste Management Plans demonstrate that there is adequate provision for the suitable collection, storage, management and removal of waste in accordance with relevant Development Plan provisions.

7.2.10 *Crime Prevention*

The following Development Plan provisions are considered most relevant to the assessment of crime prevention through environmental design (CPTED):

Design and Appearance of Land and Buildings

OBJ 22: *A safe, secure and crime resistant environment where land uses are integrated and designed to facilitate community surveillance.*

Crime Prevention

PDC59 *Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.*

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

PDC 61 *Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.*

PDC 62 *Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within the site.*

PDC 63 *Site planning, buildings, fences, landscaping and other features should clearly differentiate between public, communal and private areas.*

PDC 64 *Development should avoid pedestrian entrapment spots and routes and paths that are predictable or unchangeable and offer no choice to pedestrians.*

PDC 65 *Development fronting an alleyway, laneway (including a service lane), or other minor or unserviced street should be located and designed to maximise safety and security.*

PDC 66 *Development fronting a laneway (including a service lane), or other minor or unserviced street should maximise the potential for passive surveillance by ensuring that the building can be seen from nearby buildings and the laneway/minor streets/unserviced streets.*

Landscaping

PDC 75 *Landscaping should be used to assist in discouraging crime by:*

(a) screen planting areas susceptible to vandalism;

(b) planting trees or ground covers, rather than shrubs, alongside footpaths; and
(c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.

The proposed development has been designed taking into consideration crime prevention through environmental design (CPTED) principles and techniques including:

- The proposed development incorporates approximately 3,000m^2 of retail floor space including opportunities for cafes and restaurants together with existing hotels in the broader precinct (Alma Hotel and Republic hotel) that will bring high levels of activation from morning through to evening, 7 days a week;
- Active retail shop fronts, particularly fronting Magill Road and the urban boulevard, that will be transparent and allow for the spill of light from shops as well as out of hours window shopping;
- Proposed townhouses and apartments have been designed to overlook and provide a high level of passive surveillance to Magill Road, Stephen Street, at-grade car park, the Town Piazza, Urban Promenade and all communal open space;
- Balconies have been physically separated or designed with screens to prevent access between balconies of different dwellings;
- Building entrances have been designed to be highly visible and legible and oriented towards the street, public and communal open space and pedestrian routes;
- Utilisation of robust building materials, particularly in public and communal open space reserves, that are durable and resistant to vandalism,
- Appropriate and consistent lighting will be provided in communal and public open space reserves, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas (i.e. all outdoor lighting will be designed to Australian Standard AS/NZS 1158 Part 3.1 *Lighting for roads and public spaces Pedestrian Area (Category P)*;
- Public and communal open space designed to clearly delineate the public and private realm and promote a sense of territoriality and ownership through physical features expressed in the design including:
  - public open space designed as a series of outdoor rooms which will assist to create a sense of ownership of common space by various user groups;
  - raised landscape planter boxes and use of paving treatments to delineate boundaries;
  - use of permeable barriers (landscaping, fencing and walls) to separate the public and private realm;
- The proposed undercroft and basement car park designed with:
  - an open and clear layout with long continuous wall surfaces containing a minimum of bends, projects or obstructions to minimise opportunities for concealment;

- lift cores and stairwells provided in highly visible locations and distributed in a manner such that an alternative means of travel to an alternative lift or stair core is always available if required; and
- wayfinding will be provided with signage assisting with site legibility and permeability.

With the adoption of the above CPTED techniques the proposed development is generally aligned with the relevant Development Plan provisions relating to crime prevention.

7.2.11 *Sustainability*

The following Development Plan provisions are considered most relevant to the assessment of the development for environmental sustainability:

Energy Efficiency

PDC 67 *Development should provide for efficient solar access to buildings and open space all year round.*

PDC 68 *Buildings should be sited and designed to ensure:*

(a) that the main living areas and the private open space associated with the main living areas, face north to maximise exposure to winter sun; and
(b) adequate natural light and winter sunlight is available to the main internal living areas and principal private open spaces of adjacent properties.

PDC 69 *Development should be designed to minimise energy consumption by incorporating, where practicable, energy efficient building design elements, techniques and materials, such as:*

(a) the sizing, orientation and shading of windows to reduce summer heat load and take advantage of winter sun;
(b) the use of deciduous trees, pergolas, eaves, verandas and awnings, to allow penetration of heat and light from the sun in winter and to provide shade in summer;
(c) openings designed to maximise the potential for natural cross-ventilation to enable cooling breezes to reduce internal temperatures in the summer months; or
(d) the use of colours on external surfaces such as roofs and walls, to minimise heat absorption in summer.

Environment and Conservation

OBJ 106*: The ecologically sustainable use of all natural resources including ground water, surface water and watercourses.*

PDC330 *Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil biodiversity, or scenically attractive areas.*

PDC 331 *Development should take place in a manner which will protect biological systems and maintain natural ecological processes on the land and in surrounding localities.*

PDC 333 *Development should take place in a manner which is not liable to contribute to pollution of air, water or land.*

D^2 have prepared a sustainability strategy for the proposed development which is attached in ***Appendix 12***.

This strategy identifies proposed sustainability initiatives with respect to:

- Community and Social Sustainability (7 initiatives identified);

- Energy (16 Initiatives identified including an embedded network used in the apartment buildings with electricity being supplied via an inset network, so that residents can benefit from the option of reduced electricity supply rates, and the ability to share renewable energy from the building solar PV array);
- Water (5 initiatives identified);
- Waste (4 initiatives identified);
- Indoor Environment Quality (4 initiatives identified); and
- Construction (4 initiatives identified).

The full list of initiatives is reproduced in Section 4.9 of this Planning Statement.

The D Squared Sustainability Strategy also identifies that the design team will target a 5 Star Green Star self-assessed rating for the mixed-use apartments and townhouses to benchmark the buildings against 'Australian Leadership' in sustainable design.

D Squared also confirm that preliminary modelling has also been undertaken using AccuRATE software to BDAV standards in order to establish the expected apartment and town house NatHERS rating. The residential development benchmarks at an expected average 7 Star NatHERS rating, demonstrating a 20% improvement over the NCC/BCA minimum requirement of 6 Star average.

With the adoption of the proposed sustainability initiatives the proposed development is aligned with the relevant Development Plan provisions relating to environmental sustainability.

7.2.12 *Infrastructure & Building Services*

The following Development Plan provisions are considered most relevant to the assessment of infrastructure:

Infrastructure

OBJ 37: *The efficient and cost-effective use of existing infrastructure.*

OBJ 38: *Infrastructure provided in an economical and environmentally sensitive manner.*

OBJ 39*: Infrastructure, including social infrastructure, provided in advance of need.*

OBJ 40*: Suitable land for infrastructure identified and set aside in advance of need.*

OBJ 41*: The visual impact of infrastructure facilities minimised.*

PDC 135 *Development should not occur without the provision of adequate utilities and services, including:*

(a) electricity supply;

(b) water supply;

(c) drainage and stormwater systems;

(d) waste disposal;

(e) effluent disposal systems;

(f) formed all-weather public roads;

(g) telecommunications services;

(h) social infrastructure, community services and facilities; and

(i) gas service.

PDC 136 *Electricity supply serving new development should be installed underground.*

PDC 138 *The treatment and disposal of effluent and other waste material from any development or use of land should, having regard to the location or design of the development or use, be able to be achieved without risk to health or impairment to the environment.*

PDC 139 *Development should incorporate provision for the supply of infrastructure services to be located within common service trenches, where practical.*

PDC 143 *Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.*

PDC 144 *Buildings and structures associated with the supply and maintenance of public utilities should where possible:*

(a) be grouped with non-residential development;

(b) be sited unobtrusively; and

(c) be landscaped.

PDC 145 *Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.*

A Service Infrastructure Report prepared by Lucid is attached in ***Appendix 11*** and demonstrates that the proposed development can be economically and efficiently serviced with required power, sewer, potable water, gas and communications infrastructure.

There are two existing transformer that are proposed to be preserved on site fronting both Magill Road and Stephen Street. The transformer adjacent the entrance to the site fronting Magill Road is proposed to be screened in a perforated mesh enclosure and softened with landscaping to preserve streetscape amenity and minimise adverse visual impacts both on and off the site.

Figure 7.3 *Treatment of Transformer fronting Magill Road*

Based on advice provided by Lucid, proposed buildings have been designed and setback from Magill Road to avoid existing high and low voltage cables that run adjacent the entire length of the site, along Magill Road.

With respect to Building services including building fire safety, Katnich Dodd have been engaged as Building Certifiers for the residential and retail components of the development (excluding the ALDI Supermarket) and have confirmed in correspondence dated 25 July 2018 that:

> *To date we have undertaken a preliminary review of the planning documentation and feel that the building (subject to performance based alternate solutions to be further reviewed and supported by the SAMFS) will be able to satisfy the minimum requirements of the NCC BCA Vol 1 & Vol 2 with regards to a mixed use building of Class 2, 6 & 7a classifications as well as the Class 1 dwellings detached from the main complex.*

In addition, BuildSurv have been engaged as Building Certifiers for the proposed ALDI Supermarket and have provided preliminary advice on 29 July 2018 with regards to Building Code of Australia (BCA) compliance for this building. With adoption of the proposed recommendations of Buildsurv it is anticipated that this building will also satisfy minimum building requirements for a Class 6 (Shop / supermarket) building. Both preliminary Building Surveying assessments are provided at ***Appendix 14***.

On this basis, the proposed development is therefore generally aligned with the relevant infrastructure and servicing Objectives and Principles of Development control of the Development Plan.

7.2.13 *Environment (Site Contamination)*

The following Development Plan provisions are considered most relevant to the assessment of the development for environmental site contamination:

> *Hazards*
>
> ***OBJ 52:*** *Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment*
>
> ***OBJ 53:*** *Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred*
>
> *Site Contamination*
>
> ***PDC 172*** *Development, including land division, should not take place where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.*

Extensive environmental investigations have been undertaken of the Norwood Green site including:

1. *Preliminary Environmental Site Assessment, GWA Bathrooms and Kitchens, 76 Magill Road, Norwood, South Australia*, Noel Arnold & Associates, July 2011 (Noel Arnold & Associates 2011a).
2. *Environmental Assessment, 76 Magill Road, Norwood, South Australia,* Noel Arnold & Associates, November 2011 (Noel Arnold & Associates 2011b).
3. *Environmental Update Letter Report, 76 Magill Road, Norwood, South Australia,* Greencap, 23 December 2015 (Greencap 2015).

4. *Environmental Assessment, Caroma Manufacturing Facility, 76 Magill Road, Norwood, South Australia,* Progressive Risk Management (PRM), October 2016 (PRM 2016).
5. *Groundwater Assessment – 76 Magill Road, Norwood, South Australia (DRAFT),* LBWco Pty Ltd, 23 March 2018 (LBWco 2018).
6. *Results from Stage 1 Environmental Investigation (Vapour Screening) at 76 Magill Road, Norwood, South Australia*, JBS&G Australia Pty Ltd, 13 June 2017 (JBS&G 2017).
7. *Preliminary Soil Classification and Volume Estimates for the Caca Portion of 76 Magill Road, Norwood, South Australia,* JBS&G Australia Pty Ltd, 31 May 2018 (JBS&G 2018).

LBWco has been engaged by ALDI Stores to provide environmental review, assessment and advisory services regarding the proposed acquisition and proposed retail redevelopment of the ALDI portion of the Norwood Green site. In correspondence dated 26 July 2018, (attached at ***Appendix 15***) LBWco have confirmed that the extensive environmental investigations that have been undertaken at the site collectively constitute a Detailed Site Investigation consistent with the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) and provide a high confidence characterisation of the contamination status of the site.

LBW Co have concluded that:

> *'…there was no evidence of site contamination within the ALDI portion of the site that would preclude the proposed commercial land use and therefore no remediation is required to make the site suitable for ALDI's purpose.'*

In addition, LBWco also advised that:

> *'Together with representatives of ALDI's joint venture partners, LBWco provided advice on the waste characteristics of the fill materials and soils that will be surplus to redevelopment needs onsite. The advice was considered by Renewal SA in regard to suitability of the waste soils to be transferred to Renewal SA's Soil Bank site at Gillman SA. Renewal SA confirmed to the joint venture that all surplus materials from the redevelopment works are acceptable to be transferred to the Soil Bank, where the materials will be beneficially and sustainably reused as Waste Derived Fill'*

LBWco have also confirmed that prior to commencement of any redevelopment works onsite, LBWco will prepare (for ALDI's approval) a Construction Environmental Management Plan (CEMP) to guide the environmental management of the site works to help ensure the general environmental duty obligations of ALDI and its contractors are well considered and can be responsibly met.

JBS&G Australia Pty Ltd (JBS&G) have been engaged by Caca Nominess Pty. Ltd. to provide environmental advisory services in relation to the balance of the site. JBS&G conclude in correspondence dated 26 July 2018 (attached at ***Appendix 15)*** that:

'Based on the environmental investigations completed to date (referenced above and included in Attachment A to Attachment F), significant contamination which would preclude the use of the site for the proposed use as a mixed-use zone (including a shopping centre, medium to high density residential land use and a park / recreational public use area) has not been identified, subject to the appropriate management of surface fill material'.

It is noted preliminary classifications and volume estimates were calculated for this portion of the site and provided to RenewalSA for review together with soil data. JBS&G have noted that RenewalSA stated they will accept the entirety of the material described within the JBS&G report dated 31 May 2018, which includes all fill material and some natural soils across this portion of the site. JBS&G state that '*This proposed development measure (removal of these soils from site to the RenewalSA Soil Bank) will result in appropriate management of the surface fill material*'.

On this basis, subject to required soil removal and disposal, both LBWco and JBS&G confirm that the site can be suitably managed and remediated as necessary to ensure that it is suitable and safe for the proposed use in accordance with site contamination PDC 172.

8. Conclusion

This development application seeks to establish an integrated mixed-use development comprising retail (shops and restaurants), and residential land uses (residential flat buildings, detached dwellings and group dwellings) with associated signage, earth works, car parking, fencing, retaining walls, landscaping and removal of a regulated tree in the Urban Corridor Zone in the City of Norwood Payneham and St Peters.

Following an inspection of the subject site and locality, a review of the proposed plans and associated documentation accompanying the application and a detailed assessment of the proposed development against the relevant provisions of the Norwood Payneham and St Peters (City) Development Plan, we have formed the opinion that the proposed development represents appropriate and orderly development that deserves favourable consideration for approval.

In particular we note that:

- The proposed development comprises a mixed-use development including retail of some 3,000m^2 (supermarket, shops and restaurants) together with a mix of medium and higher density residential development (residential flat buildings, detached dwellings and group dwellings) achieving an overall residential density of approximately 127dw/ha;
- All land uses proposed on site are envisaged within the Urban Corridor Zone and the proposed mix of land uses will enable people to live, work and shop an integrated mixed-use community;
- Cultural heritage investigations undertaken by Mulloway Studio have informed opportunities for integrating cultural representation into the architecture, landscaping and public and communal spaces within the development and has assisted to:
  - » create a thematic narrative for the project;
  - » inform and enrich the overall identity and experience of the place; and
  - » integrate the new development into the existing community and urban environment;
- Site organisation and structure including land use distribution and the careful consideration of building placement, form and orientation will ensure the amenity of adjoining properties will be preserved;
- The proposed built form incorporates a transition in scale of smaller domestic scaled residential buildings fronting Stephen Street transitioning and graduating in height to higher seven (7) storey apartments (Residential Flat Buildings) fronting Magill Road to a maximum height of 24.5 metres consistent with Concept Plan Fig URC/2 and City Wide PDC 32;
- The proposed single storey ALDI supermarket has been designed to sensitively respond to the interface with the adjoining Alma Hotel which is a Local Heritage Place whilst providing a transition and graduation in building scale from the Alma Hotel to the proposed new seven (7) storey apartment buildings on site;
- Independent and objective property advice has been obtained from Residential Development Marketing Services (RDMS) who advises against the development of any ‘shop-top’ apartments above

the ALDI supermarket based on real and demonstrated sales and marketing risks associated with the delivery of product of this nature to the Adelaide Market (relative to other larger markets such as Sydney and Melbourne);

- A high level of amenity will be provided for future residents with dwellings designed to be both functional and flexible with good access to day light, outlook, useable private open space, privacy and storage;
- Housing diversity will be achieved through a variety of dwelling sizes, configurations and price points with a minimum of 15% of dwellings meeting the requirements of affordable housing;
- Identified public realm treatments (subject to separate agreement) will improve the functional design, performance and streetscape appearance of Stephen Street and will improve pedestrian amenity of this laneway;
- A traffic impact assessment undertaken by GTA consultants has confirmed that:
  - The proposed supply of 456 car parking spaces across the site meets the minimum and maximum Development Plan parking requirements stipulated in Table NPSP/9A of the Development Plan;
  - The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) for a Class 2 and Class 3A facility;
  - The Development Plan generates a bicycle parking requirement of 176 bicycle spaces and the development will provide at least 208 bicycle parking spaces for residents and visitors to the site;
  - Suitable site servicing and loading arrangements are proposed including:
    - A loading area for the ALDI store on the western side of the building designed to accommodate a 20m semi-trailer that can enter the site in a forward direction (via a dedicated access on Magill Road for delivery vehicles) reverse into the loading bay and then exit the site in a forward direction onto Sydenham Road (before 10pm) or Magill Road (after 10pm);
    - Loading for the retail tenancies will be undertaken by vehicles up to a 6.4 metre SRV where delivery vehicles can enter the under-croft car park in a forward direction, access the loading bay and exit the car park in a forward direction;
    - Refuse collection will occur at the south-east corner of the site via Stephen Street using up to a 10.6 metre refuse vehicle which will reverse into the site refuse collection area, collect refuse and then exit onto Stephen Street in a forward direction; and
    - Kerbside refuse collection for the townhouses will require parking restrictions or marked bin storage areas to be provided on Stephen Street, Sydenham Street and the ALDI car park access lane from Sydenham Street, to facilitate refuse collection;

- The site is expected to generate in total 500 trips per hour during the PM peak period whilst the AM period would be much less with 162 trips anticipated comprising mostly residential trips with the retail uses not generating very much traffic at this time;
- The intersections adjacent the site have been modelled using *SIDRA Intersection 7.0* and the results confirm that all intersections would operate at a suitable level of service with average queue lengths and delays within acceptable limits;
- The impact on the adjacent road network will be minor based on the anticipated traffic generation of the site and proposed median treatment on Magill Road.

- Landscaping is integrated into public, communal and private areas and will contribute to an attractive, comfortable and contextual development that includes:
  - Dedicated private open space areas and/or balconies directly accessible to internal living areas of each dwelling;
  - A publicly accessible communal open space area of approximately 1,139m^2 to the south of the proposed apartment buildings which has been designed as a series of small outdoor rooms with each room catering for differing experiences and activities;
  - A central public open space reserve that has been designed as a 'Town Piazza' that creates a series of outdoor rooms and plateaus that respond to the site topography; and
  - A six (6) metre wide 'Urban Promenade' providing a main north south pedestrian connection through the site (connecting Stephen St, Chimney Park and community to Magill Road) in the form of a green colonnade comprising a living trellis adjacent a retail frontage;
- Only one existing Regulated Tree is proposed to be removed to accommodate the future development of the site and this tree is located adjacent Magill Road in a position that would inhibit the future reasonable and expected development of the site in accordance with the primary Objectives and Principles of Development Control of the Urban Corridor Zone;
- Resonate have confirmed that dwellings on site have been designed to achieve relevant objective noise criteria (particularly at the interface with Magill Road and the Alma Hotel) and Sonus have confirmed that noise levels at existing residents in the locality (particularly south of Stephen Street) are predicted to meet the *Environment Protection (Noise) Policy 2007* provided the following acoustic treatments are applied to the proposed ALDI supermarket:
  - Restrict the operation of the compactor to the hours between 7am and 10pm;
  - Restrict the hours of rubbish collection from the site and any use of the refuse area to the hours of Division 3 of the *Environment Protection (Noise) Policy 2007* (that is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day); and
  - Restrict the exit of trucks to Sydenham Road to the hours between 7am and 10pm;
- The proposed development has been designed to prevent unreasonable overshadowing or overlooking of existing adjoining residential properties;

- The development has been designed to adhere to Crime Prevention Through Environmental Design (CPTED) principles with dwellings designed to provide good passive surveillance over the public realm and communal areas;
- The development will be designed to achieve positive environmental, social and economic outcomes including:
  - A 5 Star Green Star self-assessed rating will be targeted for residential components of the development to benchmark the built form against 'Australian Leadership' in sustainable design;
  - The residential component of the development benchmarks at an expected average 7 Star NatHERS rating, demonstrating a 20% improvement over the NCC/BCA minimum requirement of 6 Star average;
  - A precinct electricity strategy is proposed to provide a shared inset network which will provide significant efficiencies in terms of peak demand on the grid (which allows the precinct to consolidate the power supply into one incoming feed and transformer, rather than having three separate feeds and transformers) and allow embedded solar PV power generation to be shared by all consumers;
- The proposed advertising signage is integrated within the design of the proposed ALDI building, are relatively modest and restrained in the context of the proposed building scale and are designated to clearly identify the retail activity to passing traffic and assist to identify the access points into the site to facilitate safe traffic movements;
- A Waste Management Plan prepared by Colby Industries has demonstrated that there is adequate and convenient provision for the suitable collection, storage, management and removal of waste from site;
- A Stormwater Management Plan prepared by Wallbridge and Gilbert has demonstrated that, subject to detailed design and further risk assessment, stormwater can be suitably managed on site in accordance with Council and Development Plan requirements;
- A Service Infrastructure Report prepared by Lucid has demonstrated that the proposed development can be economically and efficiently serviced with required power, sewer, potable water, gas and communications infrastructure; and
- Subject to required soil removal and disposal, both LBWco and JBS&G confirm that the site can be suitably managed and remediated as necessary to ensure that it is suitable and safe for its intended use.

The proposed development is therefore generally aligned with the most relevant provisions of the Norwood Payneham and St Peters (City) Development Plan and warrants Development Plan Consent, subject to reasonable and relevant conditions.

norwood green.

76 Magill Road

Design Report

Version 1.0

“We speak to the language of city living and laneways; where public open space informs contemporary design to respond to new opportunities for Magill Road and Norwood.”

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Executive Summary

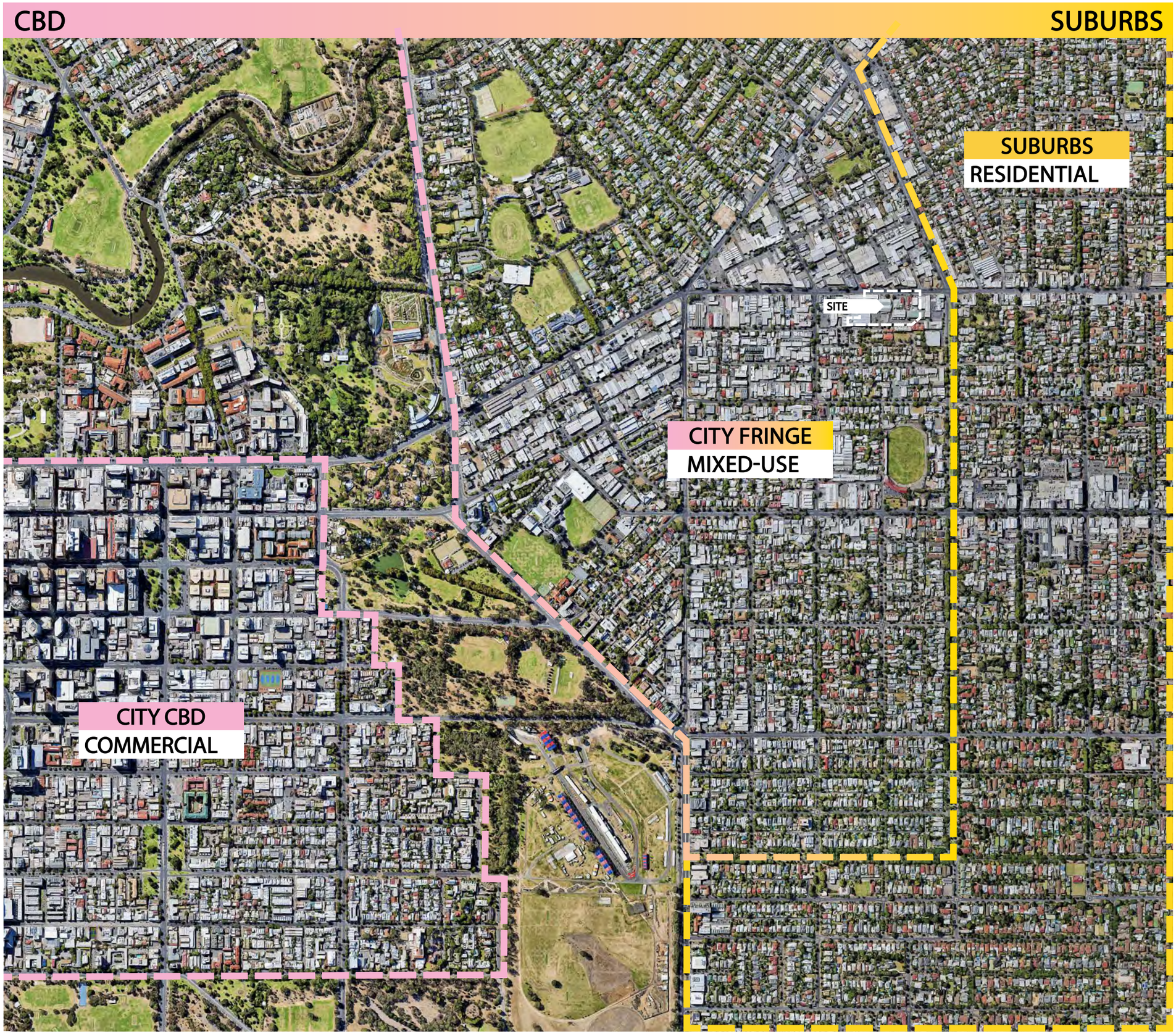
We speak to the language of city living and laneways; where public open space informs contemporary design to respond to new opportunities for Magill Road and Norwood.

Our design response combines a successful development mix with the variable character of Magill Road, Stephens Street and Sydenham Road.

Clever articulation of massing, programmatic distribution, and conceptual responses situate the development within the broader urban interface of Norwood.

This Design Report presents our proposal, elaborating on key issues such as the overall concept, proposed design language and materiality, before a detailed exploration of the multiple dwelling types.

Site Conditions



Urban Context

BROADER CONTEXT

The 19,000m2 (approx) Norwood site presents multiple opportunities. Located within the unique threshold between suburbia and the city, the location features a history of light industry, or, a combination of mixed uses ranging from light industry, commercial, and residential.

Urban Context

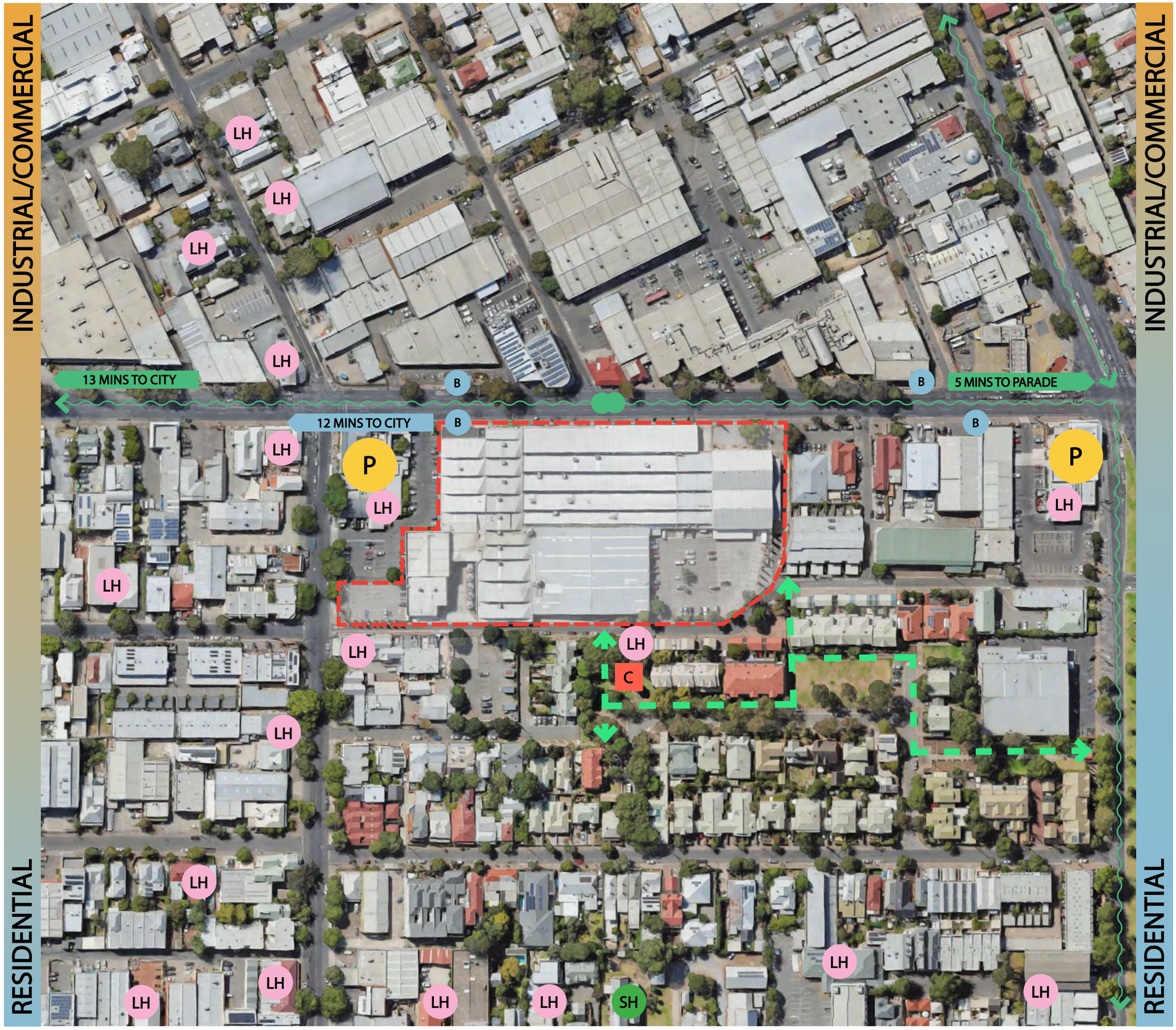
DEVELOPMENT ZONES

The site is located on 76 Magill Road and sits within a designated Urban Corridor (UC) zone. The UC zone allows for developments of up to 24.50m in height, promoting increased density.

UC	Urban Corridor
LIn	Light Industry
B	Business
MU(A)	Mixed Use A
MU(B)	Mixed Use B
R	Residential
RH(C)	Residential Character
RC(Nwd)	Residential Character (Norwood)
REC	Recreational
LCe(StP)	Local Centre (St Peters)

1:2000 @A3

0 20 40 100M



Urban Context

SITE ANALYSIS

The site is uniquely bordered by two pubs - Republic and the Alma - and connects strategically through a series of urban public green spaces to the East.

- LH — Local Heritage
- SH — State Heritage
- P — Pub
- C — Cultural Artefact (Incinerator)
- B — Bus
- Bicycle
- Public Open Space

1:2000 @A3

0 20 40 100M

Built Character

MAGILL RD

The existing built fabric of Magill Road features multiple building types; combinations of industrial and commercial - with a few recent additions featuring ‘box like’ forms (image 6). Notably, the corner of Sydenham Road and Magill Road features the Alma pub, whilst the corner of Osmond Terrace and Magill Road has the Republic pub.

1 REPUBLIC NORWOOD

2 CAROMA FACTORY

3 ALMA TAVERN

4 ADJACENT COMMERCIAL TENANCY

5 ADJACENT COMMERCIAL TENANCY

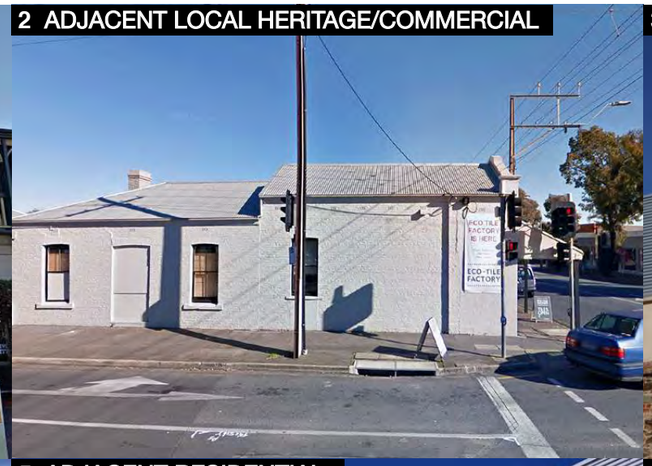
6 ADJACENT COMMERCIAL TENANCY

SYDENHAM RD

Sydenham Road features a mix of existing building types, ranging from the Alma Pub, to local heritage structures and residential expressions. Common materiality is brick, with notable pitched-roofs on several properties.

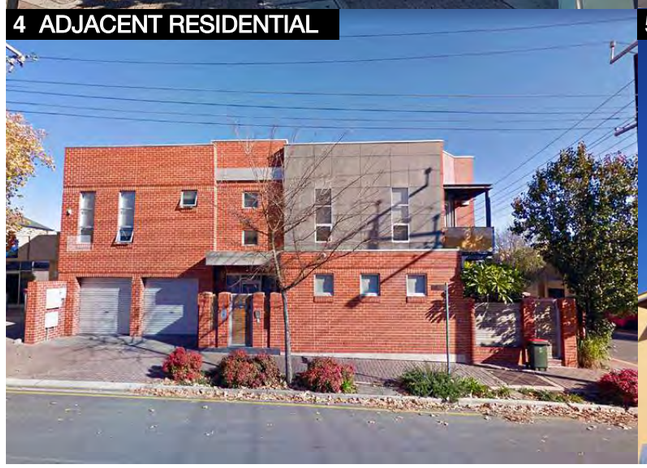
1 ALMA TAVERN

2 ADJACENT LOCAL HERITAGE/COMMERCIAL

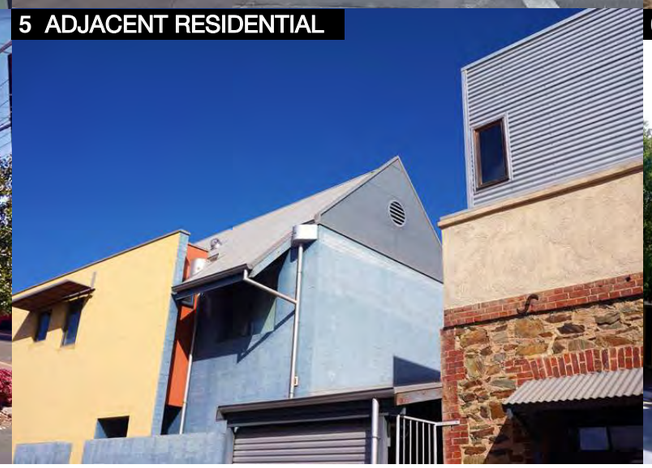


3 ADJACENT LOCAL HERITAGE/RESIDENTIAL

4 ADJACENT RESIDENTIAL



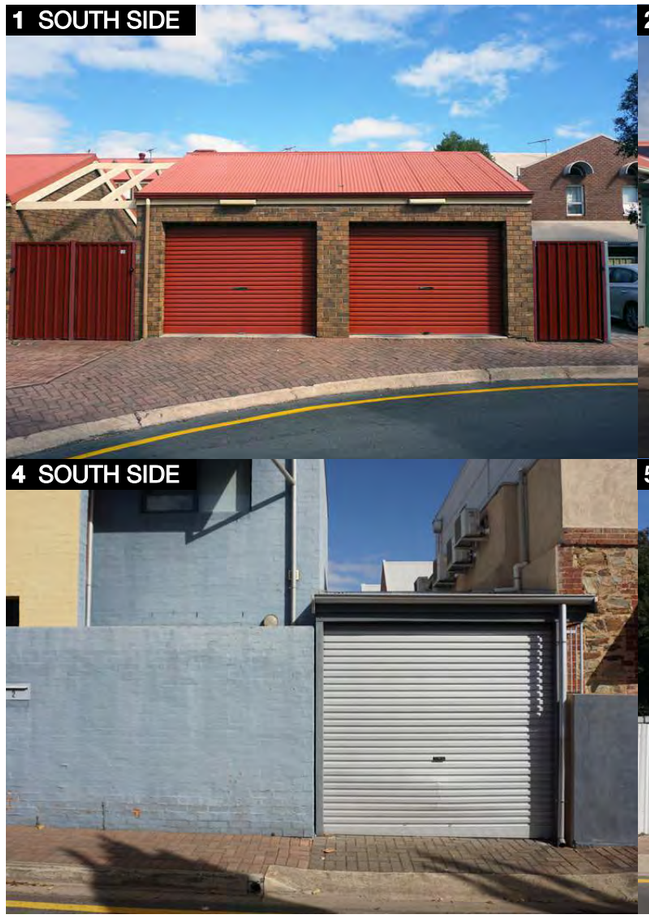
5 ADJACENT RESIDENTIAL

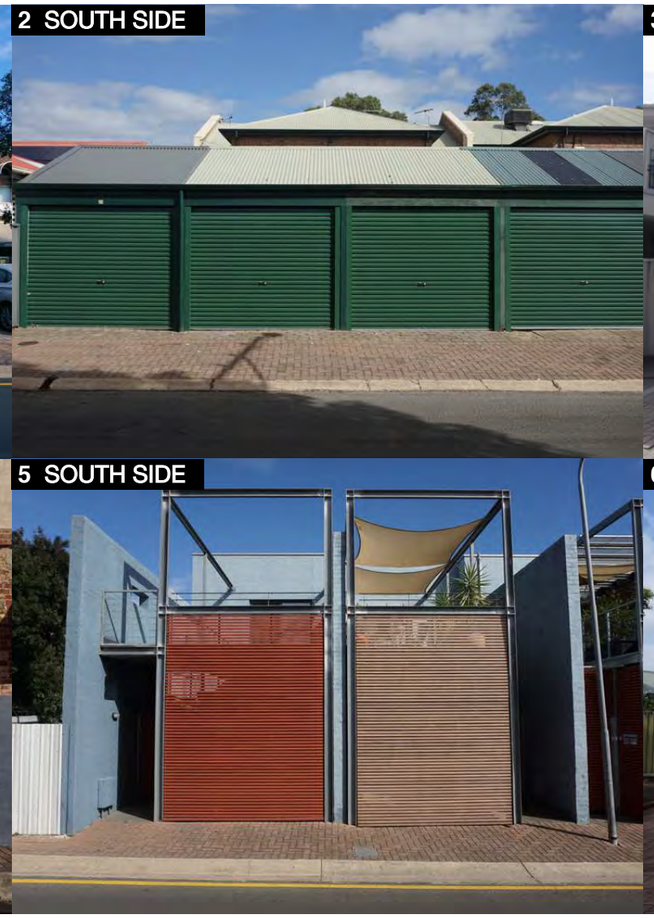


6 ADJACENT RESIDENTIAL

STEPHENS ST

Rear-loaded townhouses are predominant on Stephens Street, with multiple garages.





Conceptual Visualisations

Visual 1

LOOKING SOUTH-EAST

Visual 2

LOOKING NORTH-EAST

Visual 3

LOOKING NORTH-WEST

Visual 4

LOOKING SOUTH-WEST

Design Response

Ground Plan

1:1000 @A3

0 10 20 50M

Ground Plan

MOVEMENT

1:1000 @A3

0 10 20 50M

Ground Plan

SERVICES

1:1000 @A3

0 10 20 50M

Ground Plan

PLANT

1:1000 @A3

0 10 20 50M

Ground Plan

TYPES

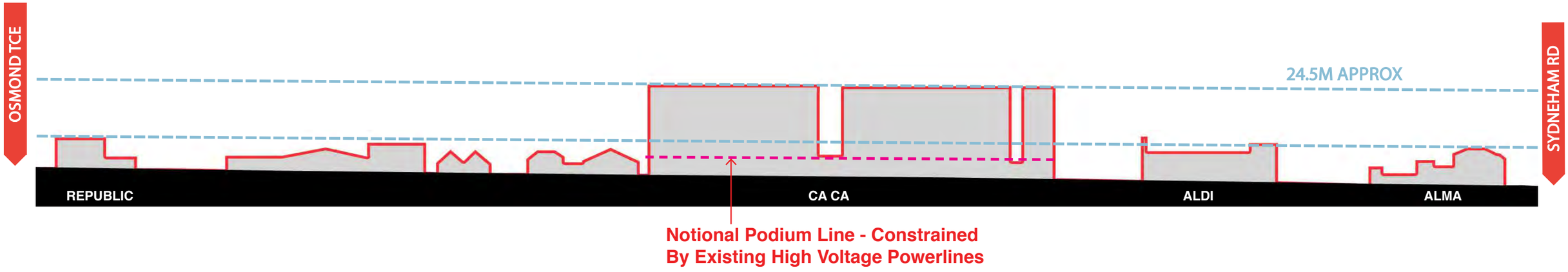
- Apartments
- Townhouse Type A
- Townhouse Type B
- Townhouse Type C
- Townhouse Type D
- ALDI

1:1000 @A3

0 10 20 50M

Heights

MAGILL RD



NOT TO SCALE

ALDI
ALDI

ALDI

Cameo

MAGILL ROAD

Streetscapes

Magill Road

Sydenham Road

Stephen Street

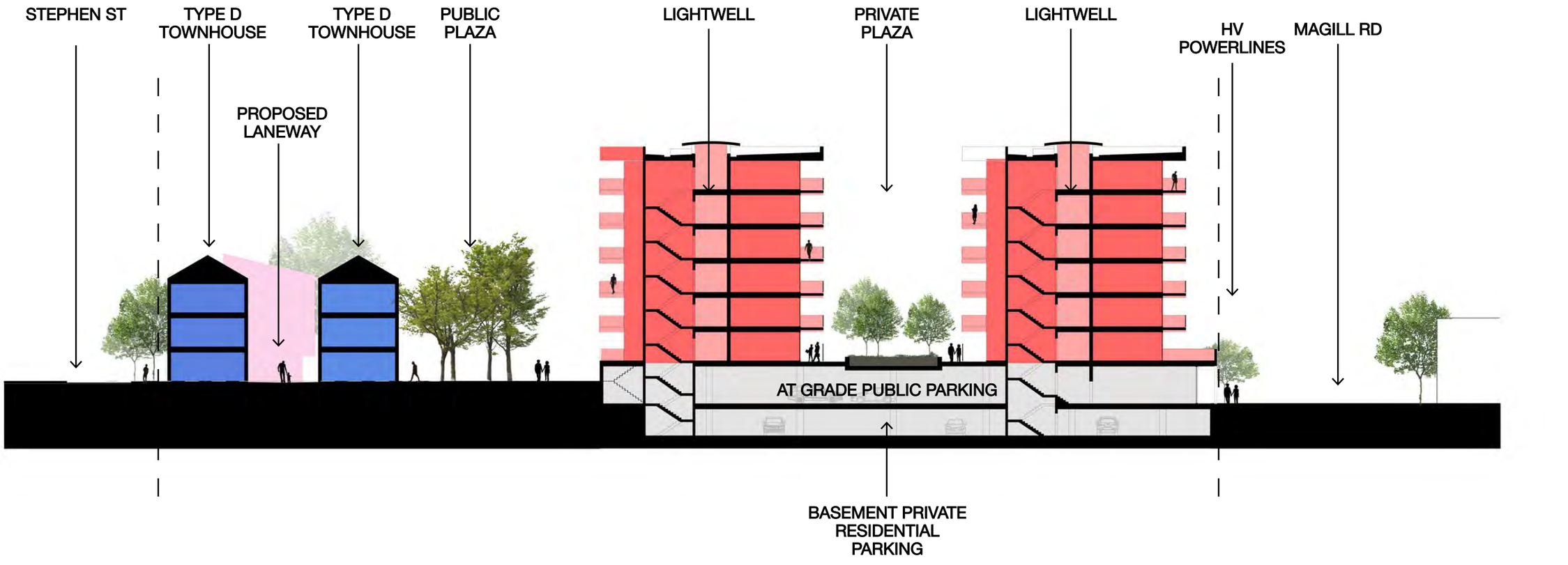
NOT TO SCALE

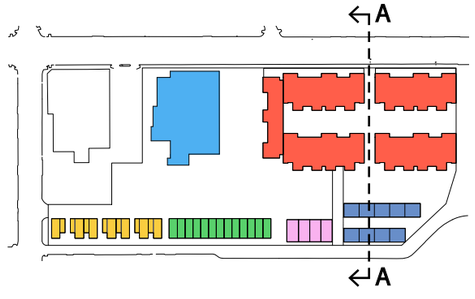
Cameo

MAGILL ROAD

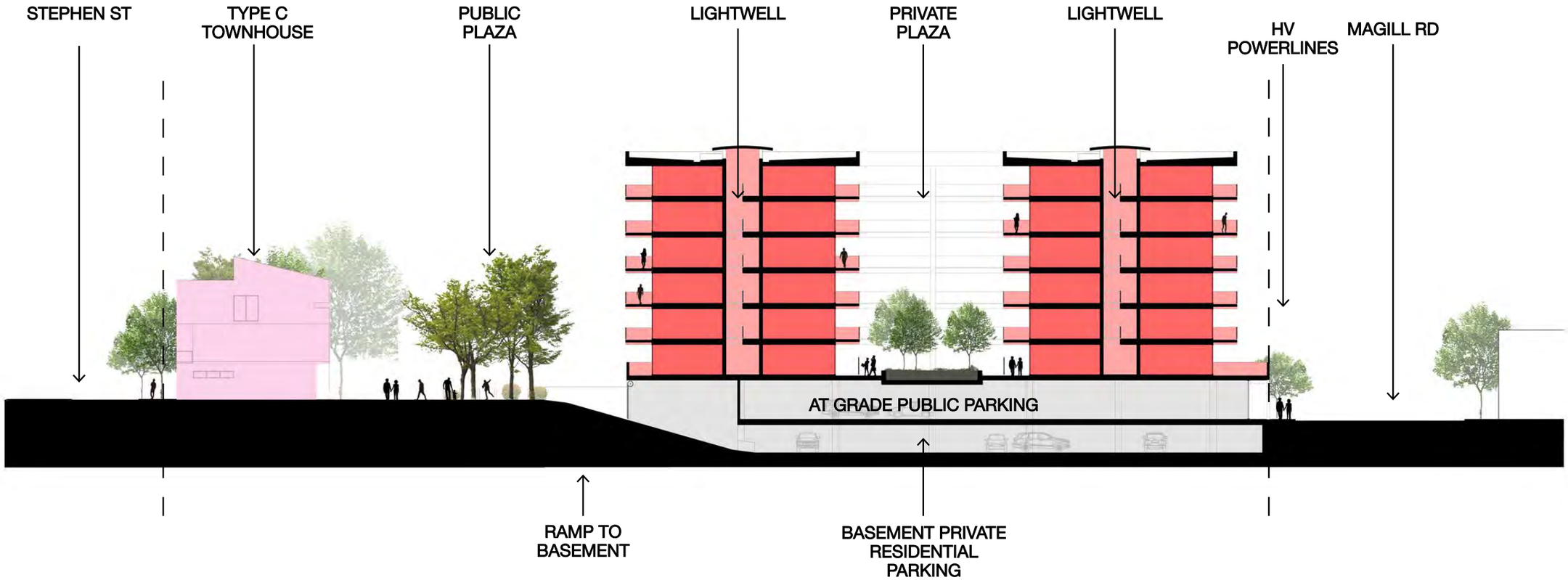
Sections

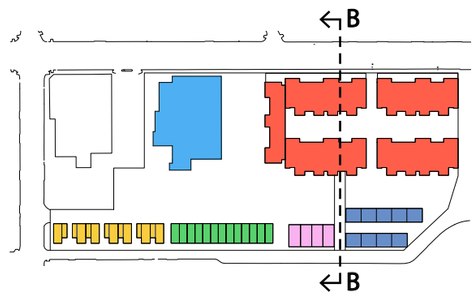
A-A


STEPHEN ST
TYPE D TOWNHOUSE
TYPE D TOWNHOUSE
PROPOSED LANEWAY
PUBLIC PLAZA
LIGHTWELL
PRIVATE PLAZA
LIGHTWELL
HV POWERLINES
MAGILL RD
AT GRADE PUBLIC PARKING
BASEMENT PRIVATE RESIDENTIAL PARKING

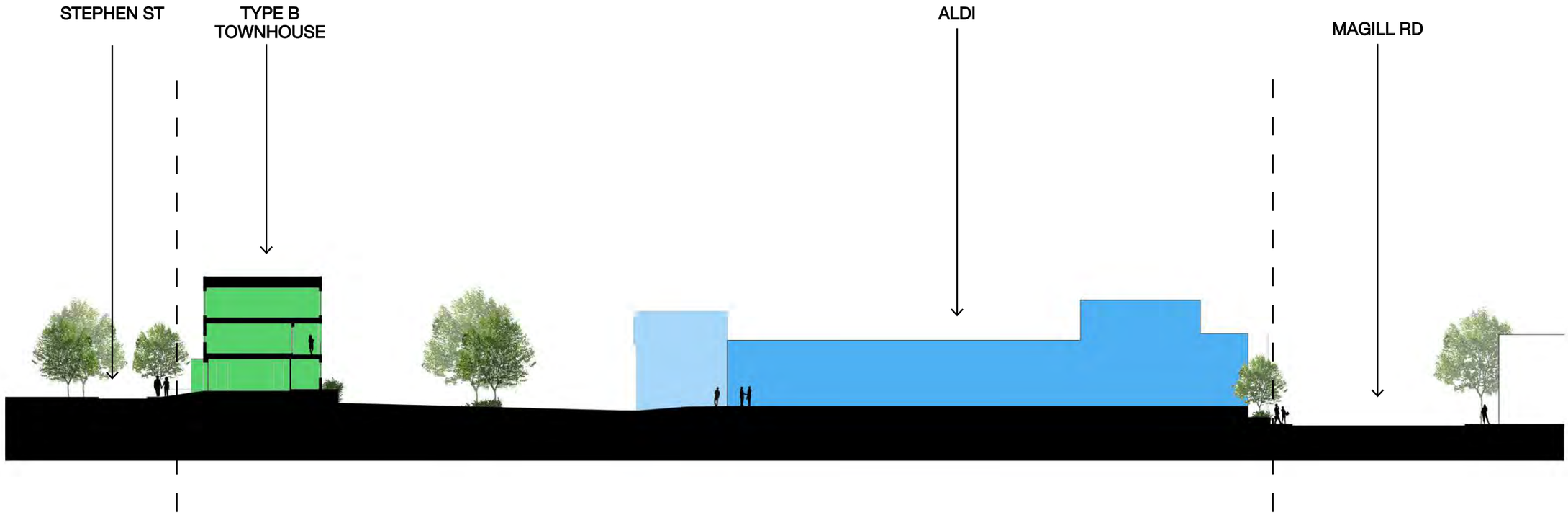

A
A

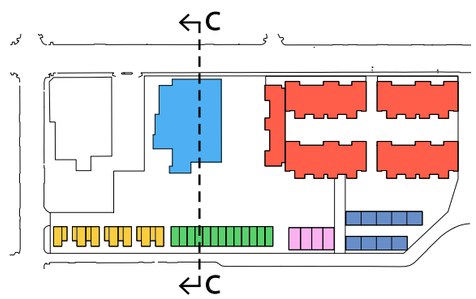
B-B


STEPHEN ST
TYPE C TOWNHOUSE
PUBLIC PLAZA
LIGHTWELL
PRIVATE PLAZA
LIGHTWELL
HV POWERLINES
MAGILL RD
AT GRADE PUBLIC PARKING
RAMP TO BASEMENT
BASEMENT PRIVATE RESIDENTIAL PARKING


B
B

C-C

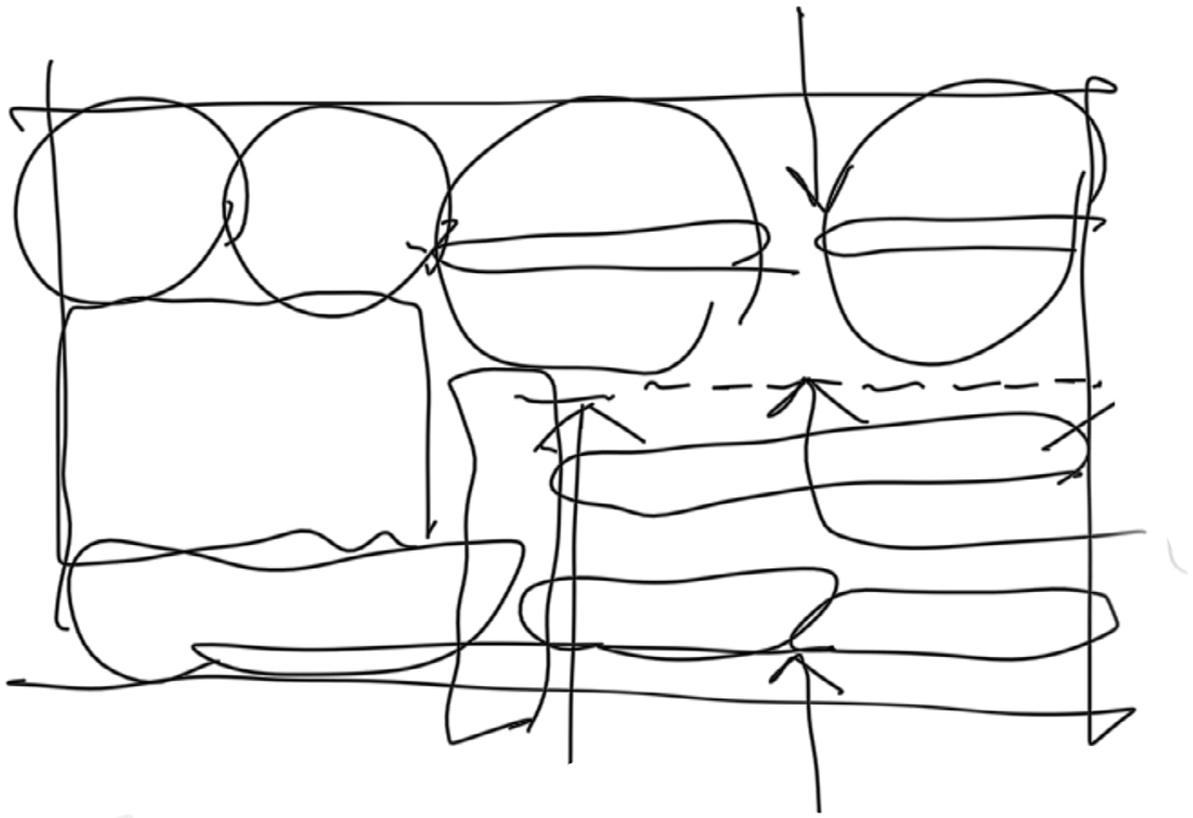




Cameo

ALDI CARPARK

Concept



Our concept creates a dialogue between public and private, between historical and contemporary, between the urban and the suburban.

We speak to the language of city living and laneways, to public space and private tenancines. Our design response combines a successful development mix with rich formal explorations that listens to the variable character of Magill Road, Stephens Street and Sydenham Road - and draws on the unique history of the site.

MASSING

The creation of a terraced public realm will allow the proposal to create a productive dialogue between apartments and townhouses. Pitched roofs on the townhouses will create rich vistas and introduce character to the proposal.

The connection to Magill Road will be expressed between the apartments, with an expansive private courtyard creating a unique setting.

Pictured: Gantry Apartments, Camberdown (NSW) by Aspect Studios

INTERFACE

Transitions in scale are assisted with expansive plantings and cleverly designed public and private realms. An overall emphasis on social space has been incorporated.

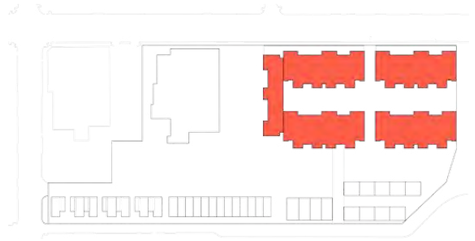
Pictured from left to right:
- Brickwork lane house
- 45 Gilberton by Tectvs
- Luminaire Apartments by Tectvs

FACTORY FLOOR PATTERNING ----------→ FACADE DETAILING

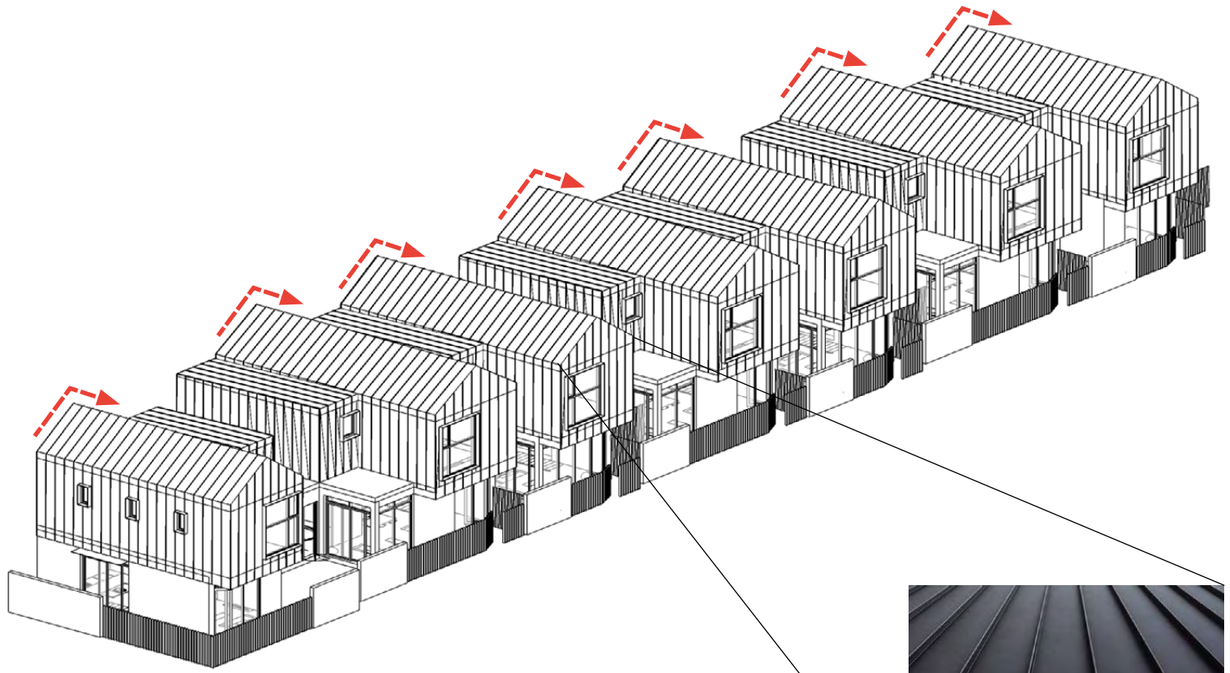
APARTMENTS

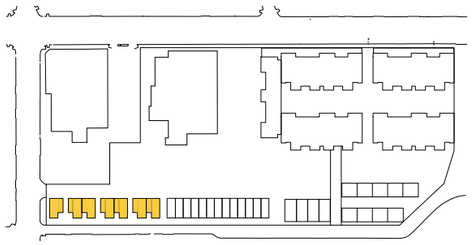
The design of our facade draws on the Caroma factory's existing colour coding scheme and floor patterning. Originally used to delineate pedestrian/equipment/ vehicular zones and provide high visibility, its interpretation across the facade will articulate the apartments' various formal and programmatic changes.

Colour and application shown to be used as a guide only.



PITCHED ROOF ----------→ PITCHED ROOF

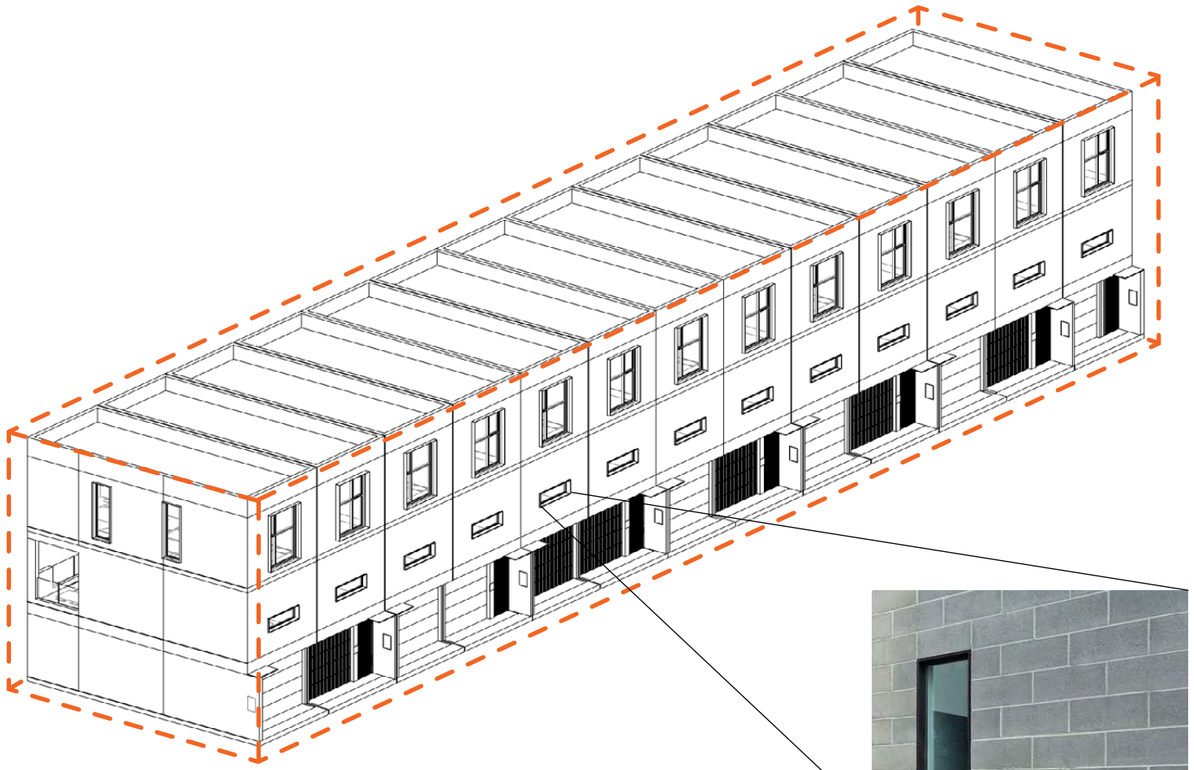




TOWNHOUSE TYPE A

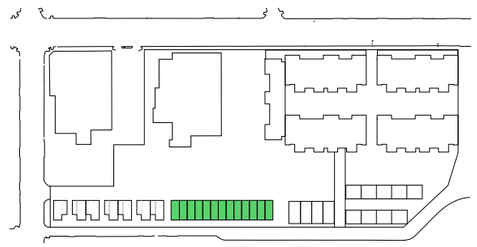
Confident and clean pitched roofs are clad in metal to reference to the neighbouring Alma hotel and nearby townhouses.

BOX FACTORY HERITAGE ----------→ INDUSTRIAL, BOX-LIKE FORM

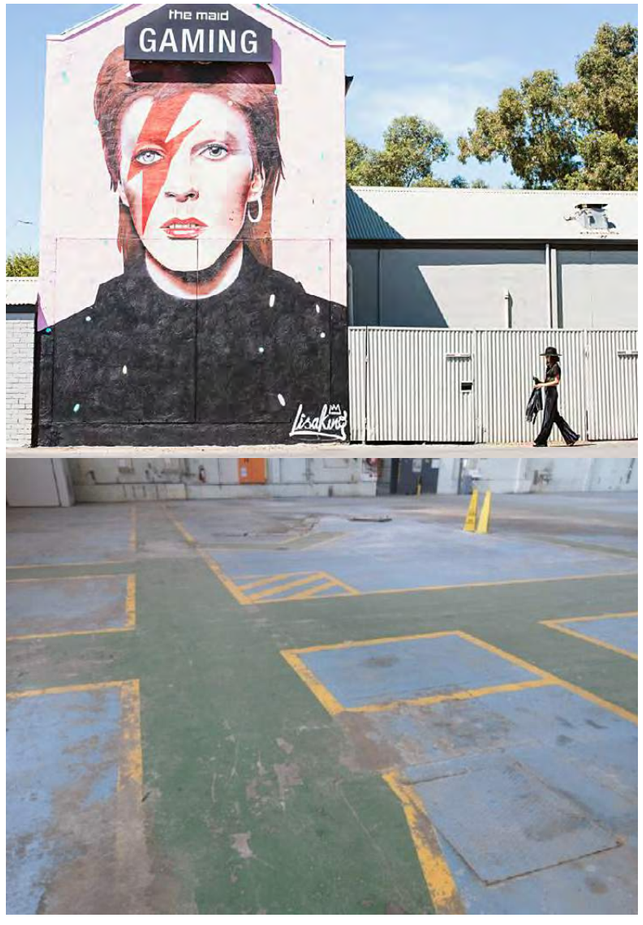


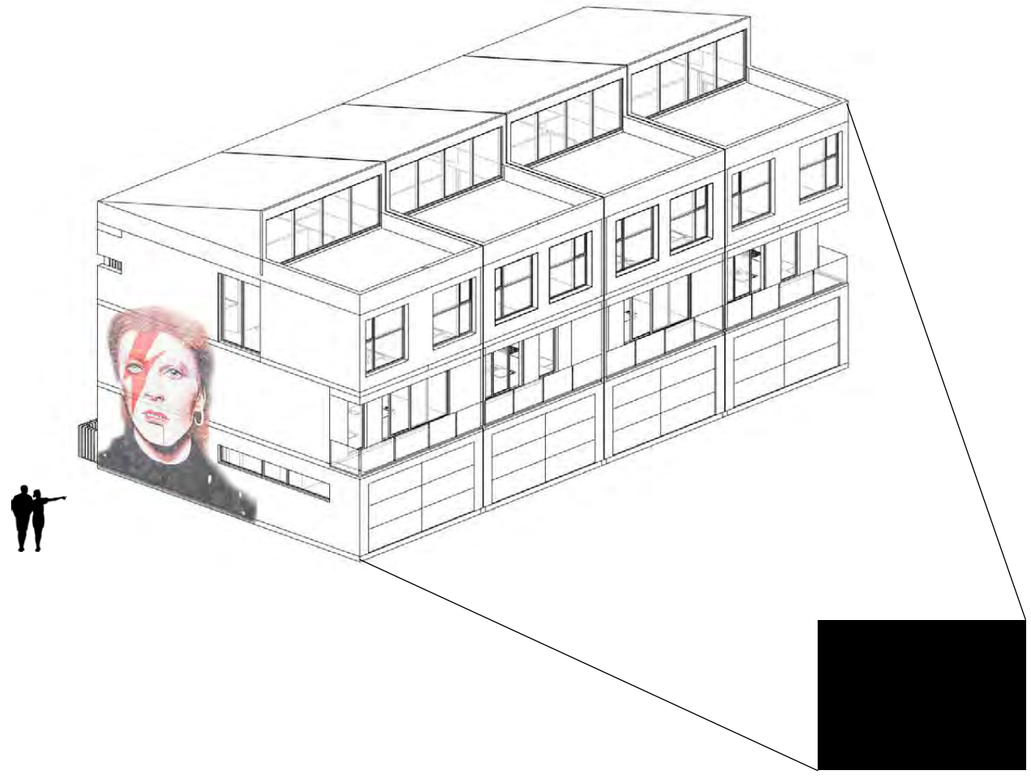
TOWNHOUSE TYPE B

We draw on the extended history of the site as a former box factory with a series of industrial, almost box-like townhouses. To be constructed in blockwork to emphasise the strong industrial forms and honest material language.



STREET ART ----------→ STREET-ART



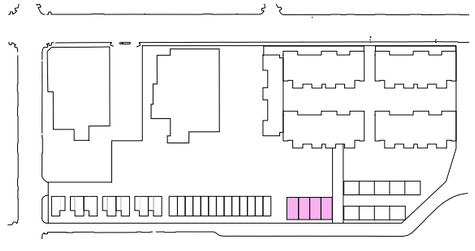


TOWNHOUSE TYPE C

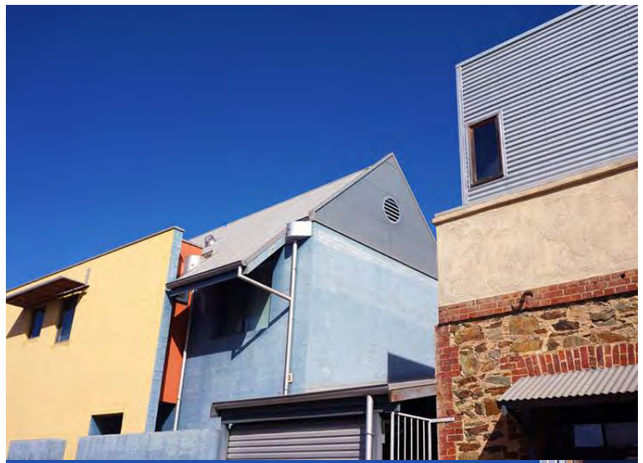
We reference the area's contemporary urban influences with feature walls on the East and West side providing space for urban street art.

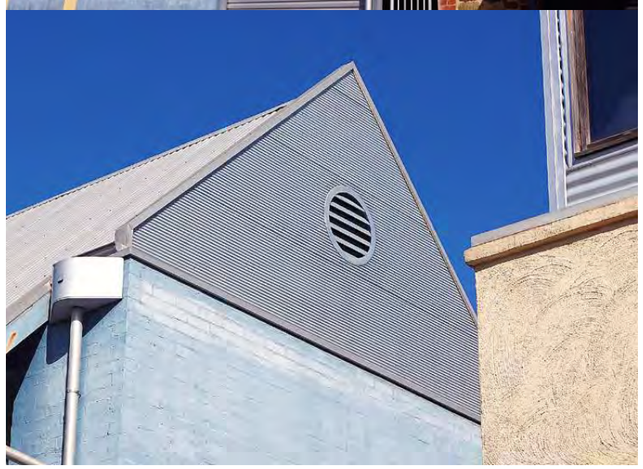
Pictured: David Bowie mural at the 'Maid & Magpie' hotel on Magill Road.

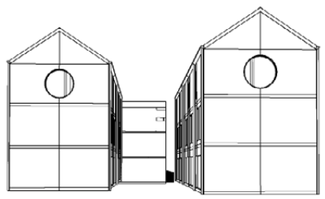
Note: conceptual art shown here to be viewed as a guide only.



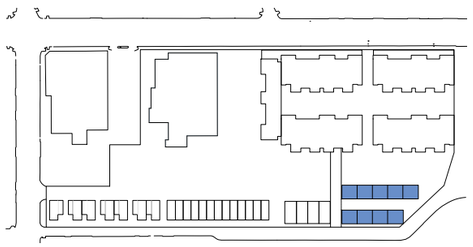
PITCHED ROOF & PORTHOLES ----------→ PITCHED ROOF & PORTHOLES







Long range views looking East
from Stephens Street



TOWNHOUSE TYPE D

We draw on the language of neigbouring townhouses with roof-lines that produce an iconic cultural reference.

Language

PRECINCT

We propose a vibrant mixed-use precinct that combines public space with a range of dwelling types.

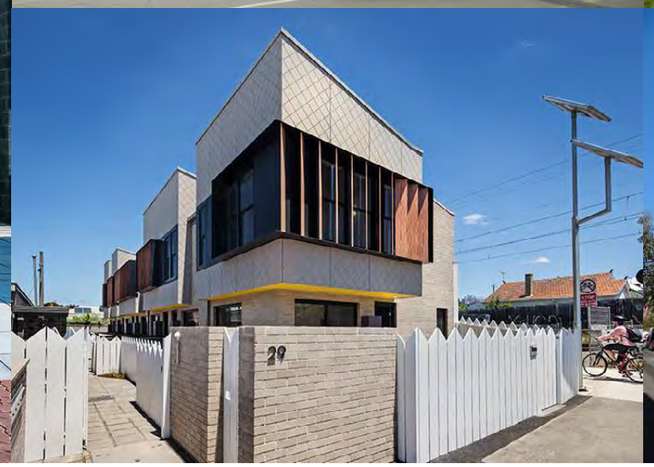
Pictured clockwise from left:
- Halifax Precinct by Tectvs
- Air Apartments by Tectvs
- Gallery on Waymouth by Tectvs
- Alta Apartments by Tectvs
- Ebenezer Place, various projects by Tectvs

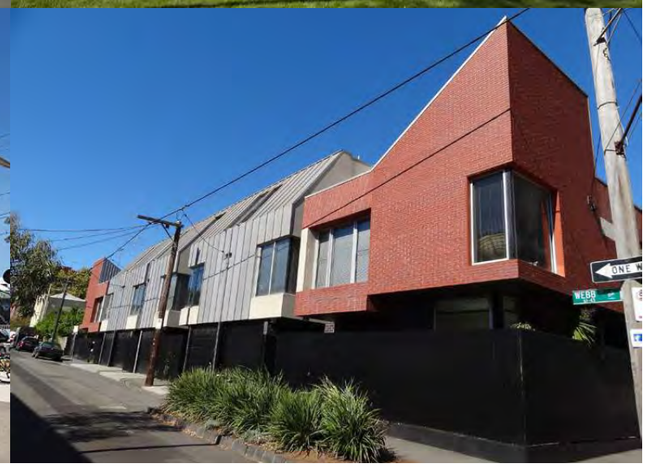
APARTMENTS

Apartments are proposed to be contemporary in style, with creative facade articulation that combines a series of interpretive yet functional elements with pops of colour.

Pictured clockwise from left:

- Luminaire apartments, Bowden, by Tectvs
- Air Apartments by Tectvs
- Luminaire Apartments, Bowden, by Tectvs
- Merchant Quarter Apartments by Jasmax (Auckland)
- Air Apartments by Tectvs





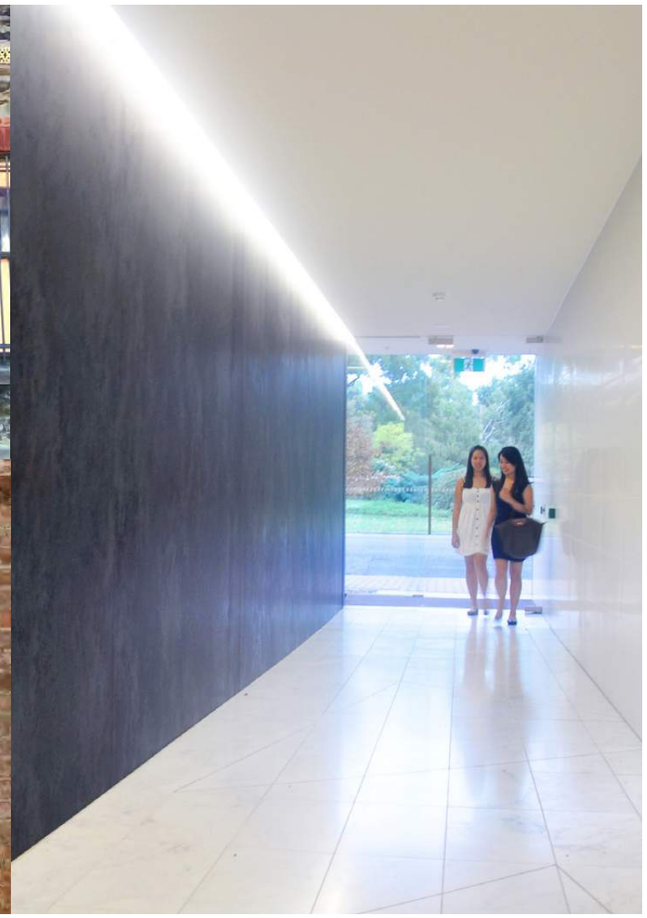
TOWNHOUSES

Townhouses are proposed to reflect the nearby lane culture and industrial history of the site. Two and Three storey townhouses will create a laneway feel, with brickwork, blockwork and colour combining with various roof lines to add character.

Palette

ENTRIES

Entryways are proposed to be creative, contemporary in their conversation with the former industrial nature of the site.



Pictured clockwise from left:
- Light filled entrances meet rich materiality
- Field Street Offices by Tectvs
- Alta Apartments by Tectvs
- Bike storage

ENTRIES

Entries and lobby areas are made apparent through their height, scale and colour.

Statements made to the street and reserves strengthen their presence and assist in wayfinding gestures through block coloured lobbies.

ENTRY OFF MAGILL ROAD

ENTRY OFF PRIVATE RESERVE

Cameo

MAGILL ROAD ENTRANCE

A study of the pedestrian entrance off Magill Road highlights a prominent and inviting space drawing movement in and through the site.

The required transformer is appropriately treated and visually screened through mesh further softened by landscaping.

Cameo

SOUTH EASTERN ENTRANCE

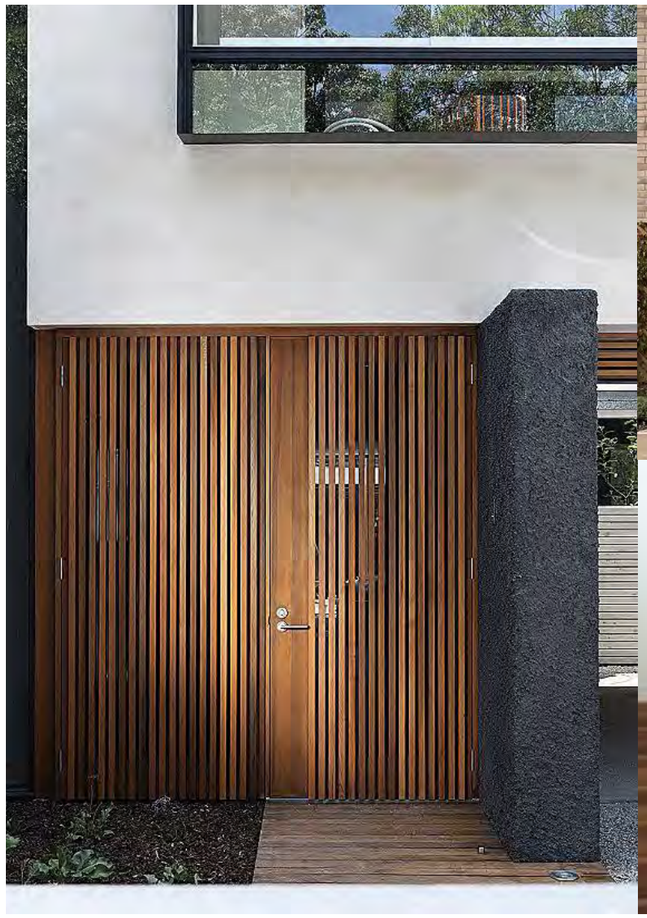
A study of the proposed entrance at the south east corner of the site off Stephen Street.

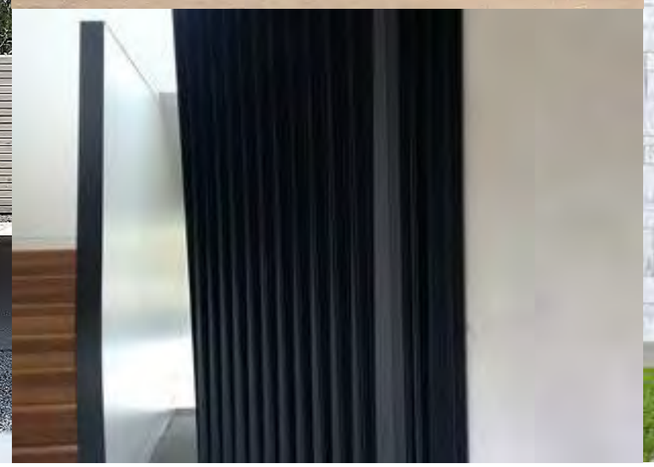
An inviting and open entrance from the south east corner of the site provides another connection promoting pedestrian circulation through the site.

The waste presentation area is accommodated and visually treated, softening its impact through strategic landscaping.

Cameo

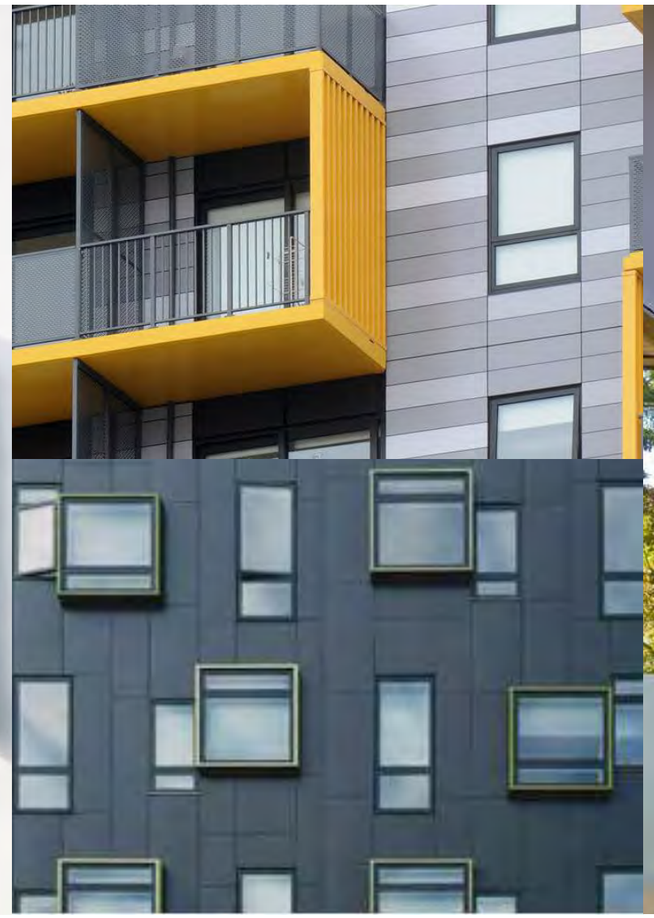
STEPHEN STREET ENTRANCE





DOORS

Doors are proposed to be creative, contemporary in their conversation with the former industrial nature of the site.

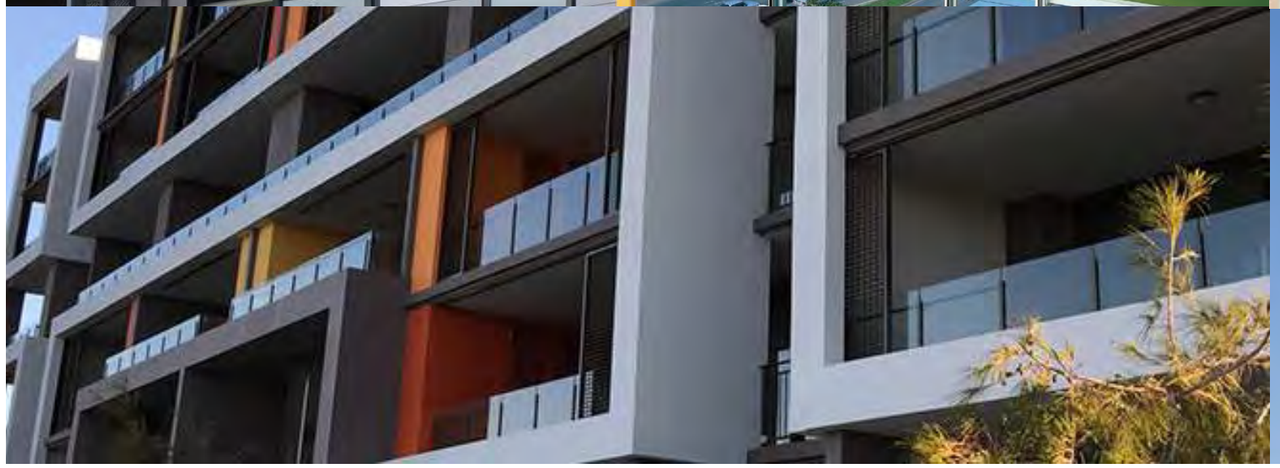


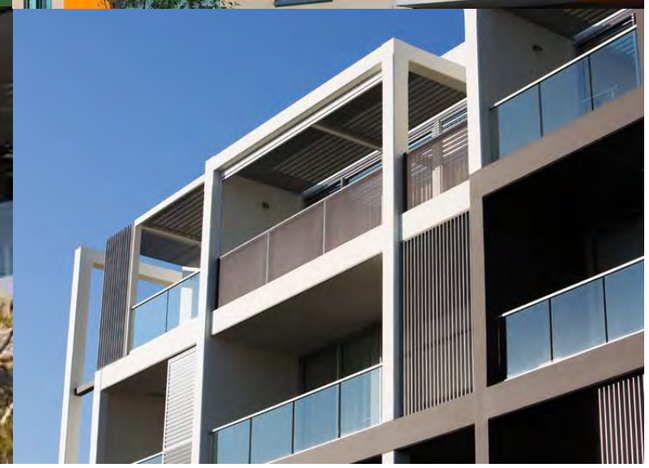
WINDOWS

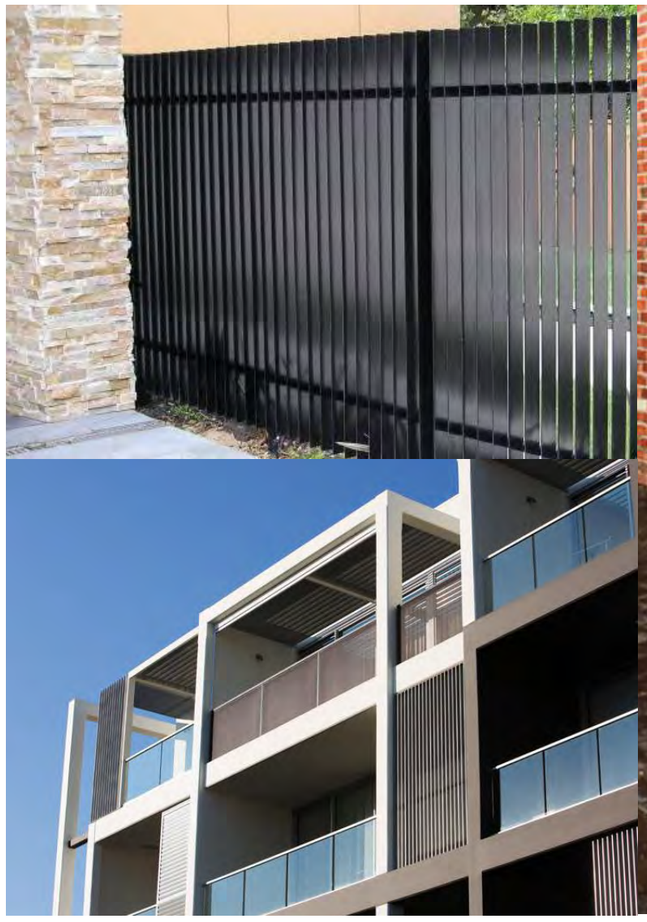
Clean lines, contemporary and hard-wearing windows are proposed. A variation between open and framed views will be played with to direct and express advantageous viewpoints.

BALUSTRADES

Clean lines, contemporary and hard-wearing balustrades are proposed. Colour will be used in key locations to articulate and animate the facade.

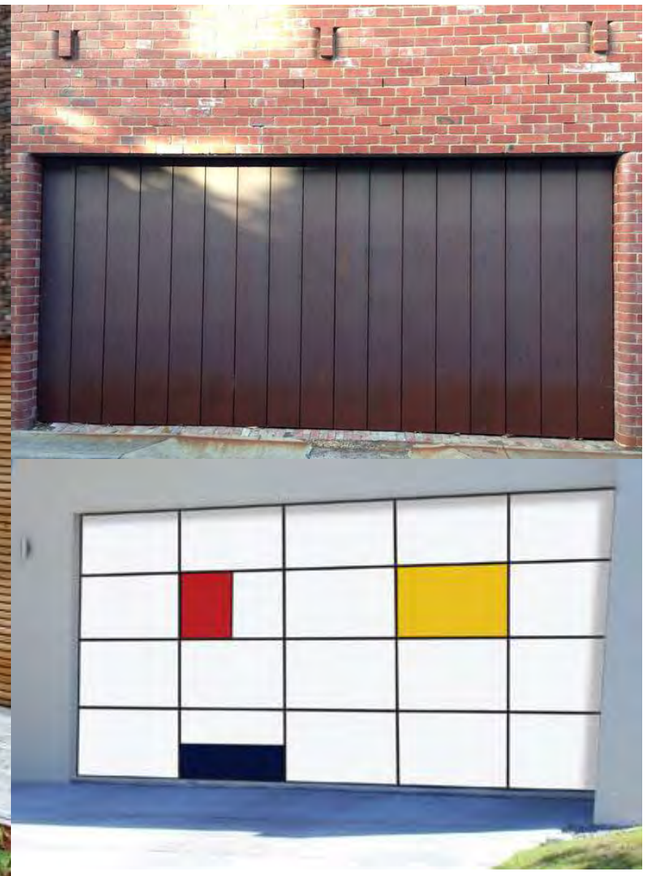






FENCING/SCREENS

Proposed fencing ranges from steel and timber styles, and adds character to the Stephens Street lane.



GARAGE DOORS

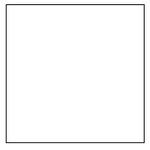
The townhouse entries and garage doors are proposed to speak to the urban and industrial nature of the site. Materiality such as brick, timber and metal cladding is proposed to be used alongside similar, hard wearing solutions.

Private, sheltered and secure entries will be integrated and detailed to bring character to each townhouse type.

Materiality

Contemporary finishes are paired with hard-wearing industrial materials.

Paint Finish Type 1
Black Magic



Paint Finish Type 2
China White

Paint Finish Type 3
Quagmire

Paint Finish Type 4
Burnished Russet

Paint Finish Type 5
Arid Land

Face Brick Type 1
Charcoal

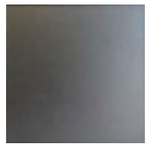
Face Brick Type 2
White

Face Brick Type 3
Red

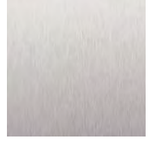
Face Block Type 4
Grey

Glass Type 1
Clear

Glass Type 2
Grey

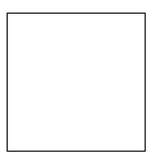


Glass Type 3
Translucent



Window Frame 1
Anodised

Window Frame 2
Black



Window Frame 3
White

Balustrade 1
Clear Glass

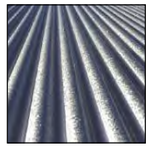
Balustrade 2
Grey Glass

Balustrade 3
Opaque Panel

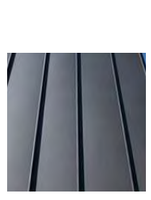
Balustrade 4
Metal Screen

Metal Cladding 1
Monument

Metal Cladding 2
Surfmist

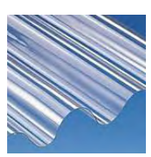


Metal Cladding 3
Heritage Galv

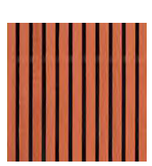


Garage Door 1
Monument

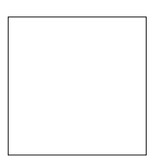
Garage Door 2
Surfmist



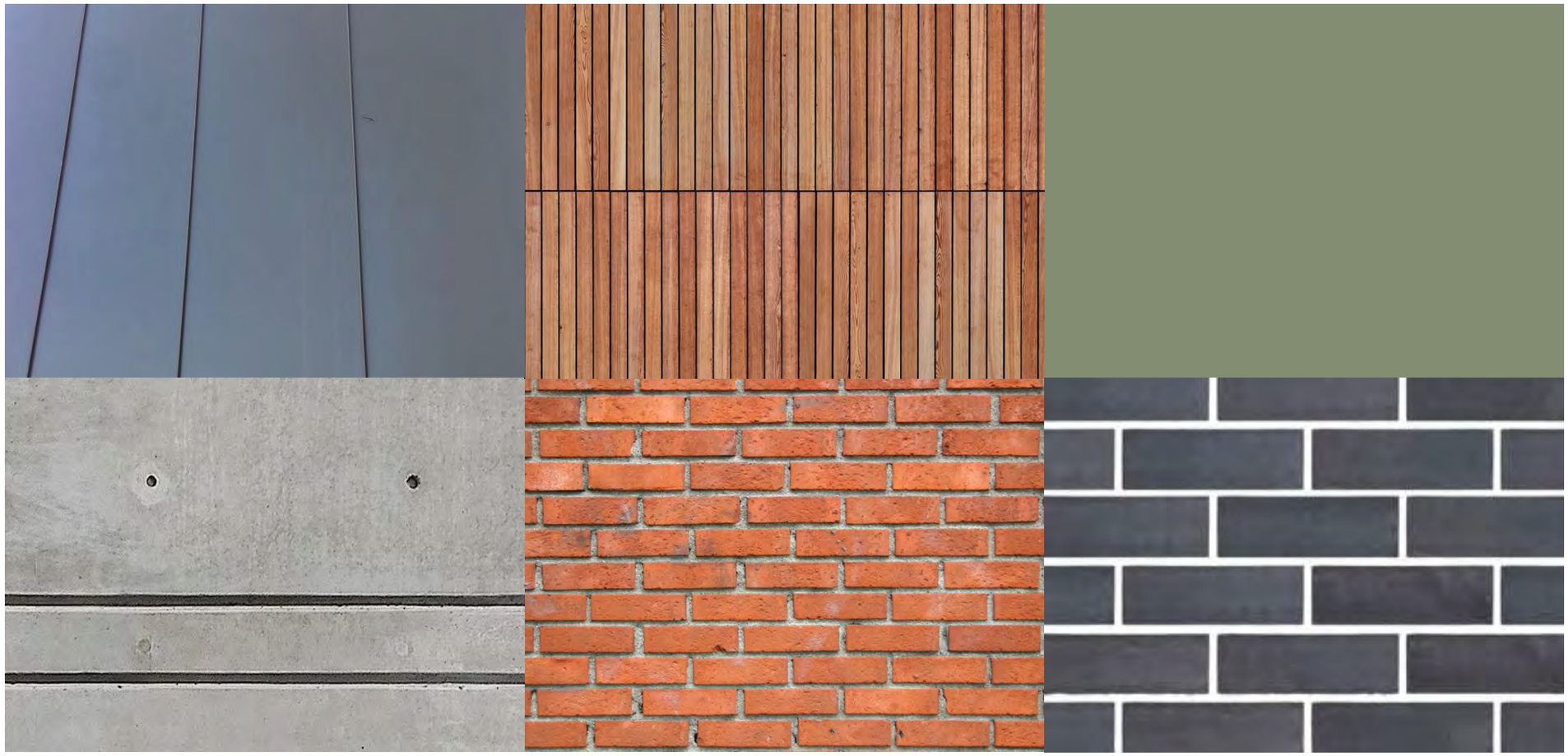
Garage Door 3
Polycarbonate



Timber 1
Spotted Gum



Timber 2
Painted

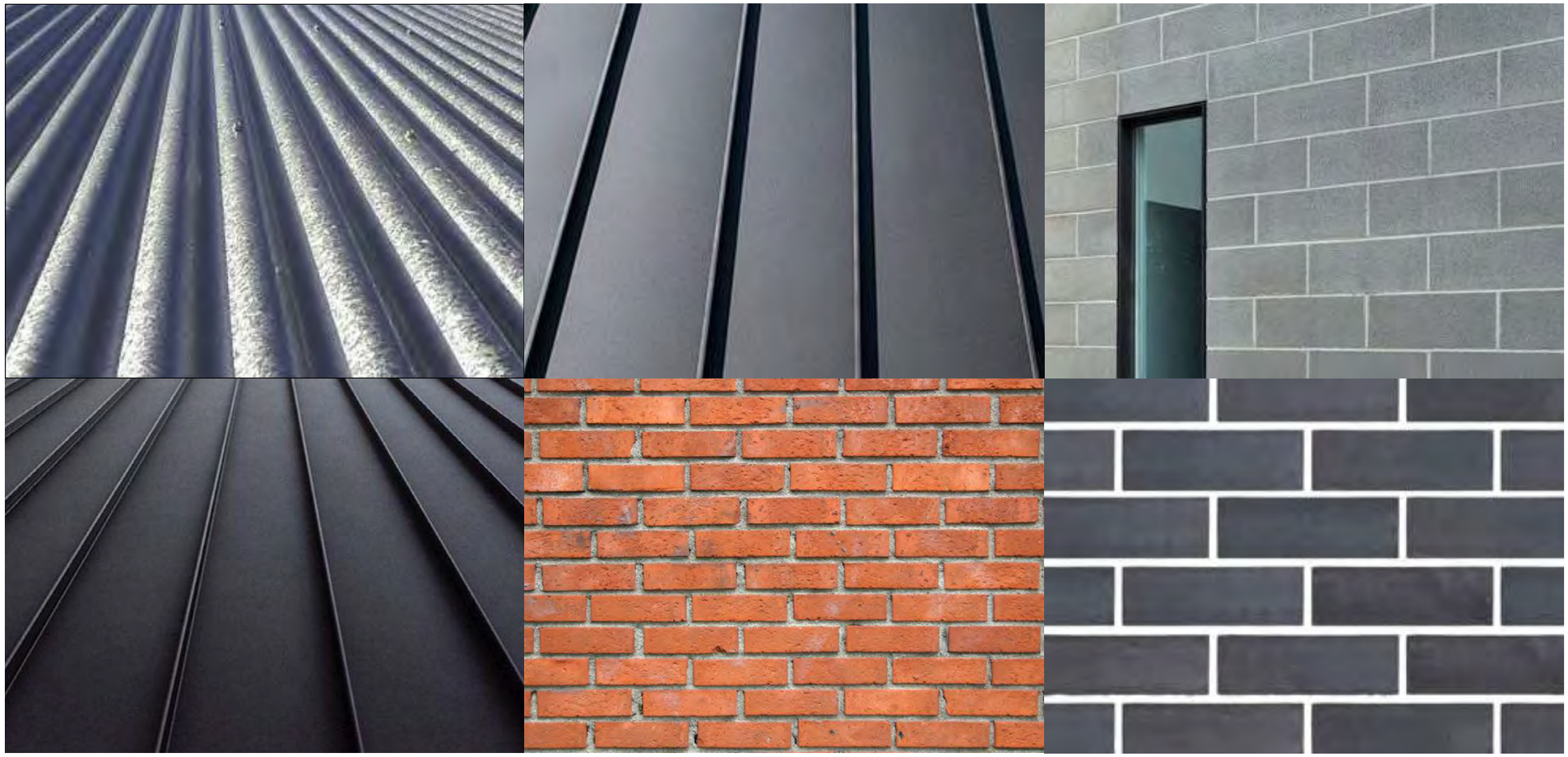


APARTMENTS

Proposed apartment materials speak to the contemporary, with pops of colour

Pictured are a sample selection of the proposed materials.

Clockwise from top left:
- Balustrade panel
- Timber: spotted gum
- Paint finish
- Charcoal brick
- Red brick
- Pre-cast concrete



TOWNHOUSES

Proposed townhouse materials play on the laneway culture, with a combination of brickwork and blockwork interspersed with pops of colour and rich materiality such as timber.

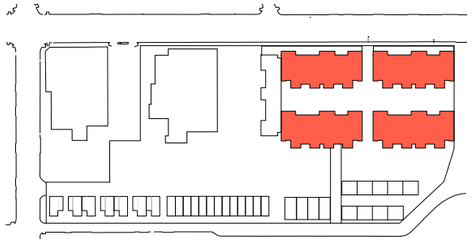
Pictured are a sample selection of the proposed materials.

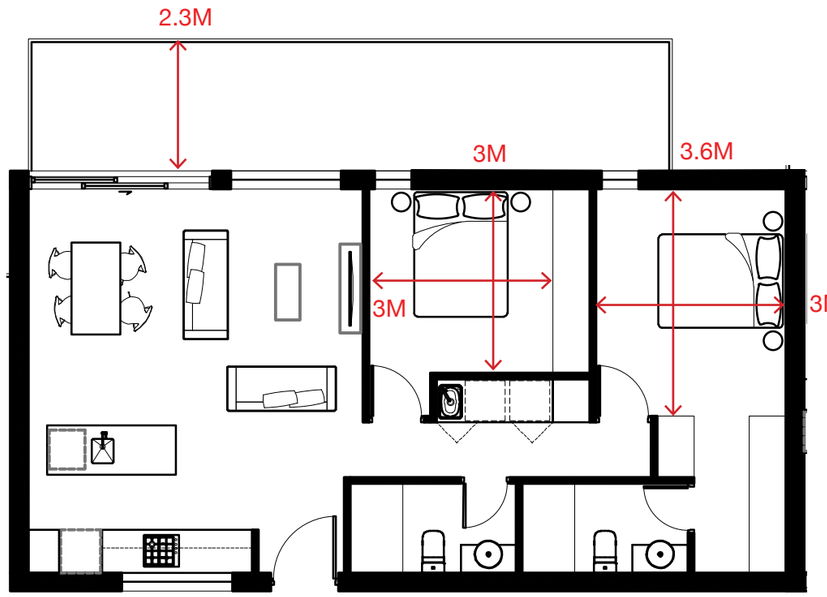
Clockwise from top left:

- Heritage Galv
- Garage door: Monument
- Blockwork: grey
- Charcoal brick
- Red brick
- Metal cladding: monument

Typologies

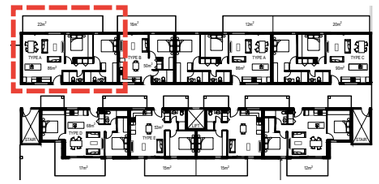
APARTMENTS TYPE A-H





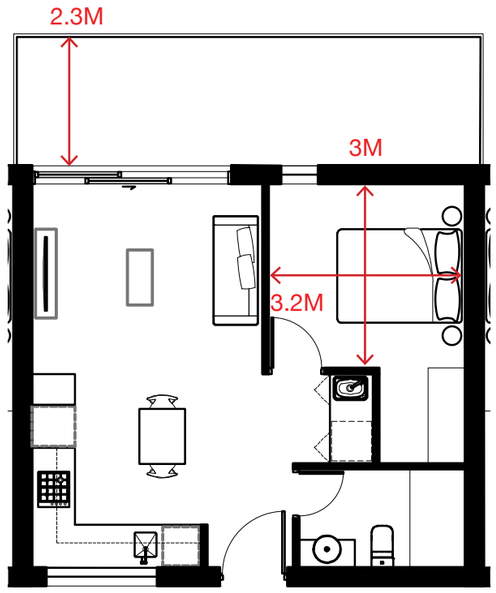
APARTMENT TYPE A

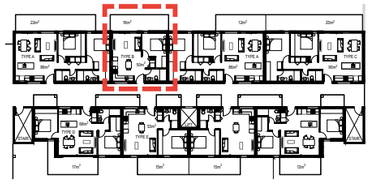
BEDROOMS	2
BATHROOMS	2
AREA	86m^2
POS	Varies
STORAGE	6m^3
ORIENTATION	N
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	1, 2, 3, 4, 5
TOTALS	38



APARTMENT TYPE B

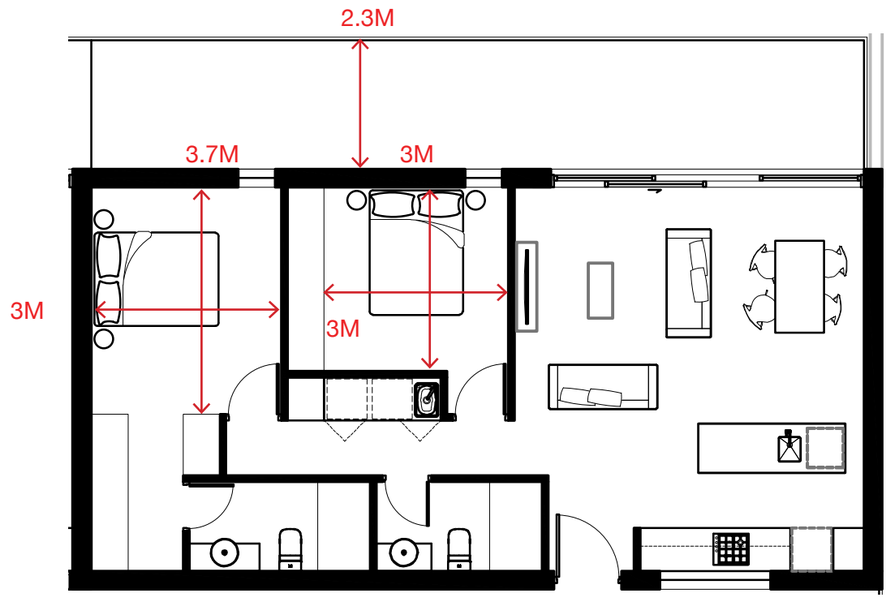
BEDROOMS	1
BATHROOMS	1
AREA	50m^2
POS	Varies
STORAGE	3m^3
ORIENTATION	N
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	1, 2, 3, 4, 5
TOTALS	18

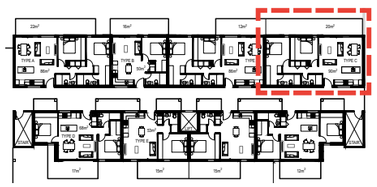


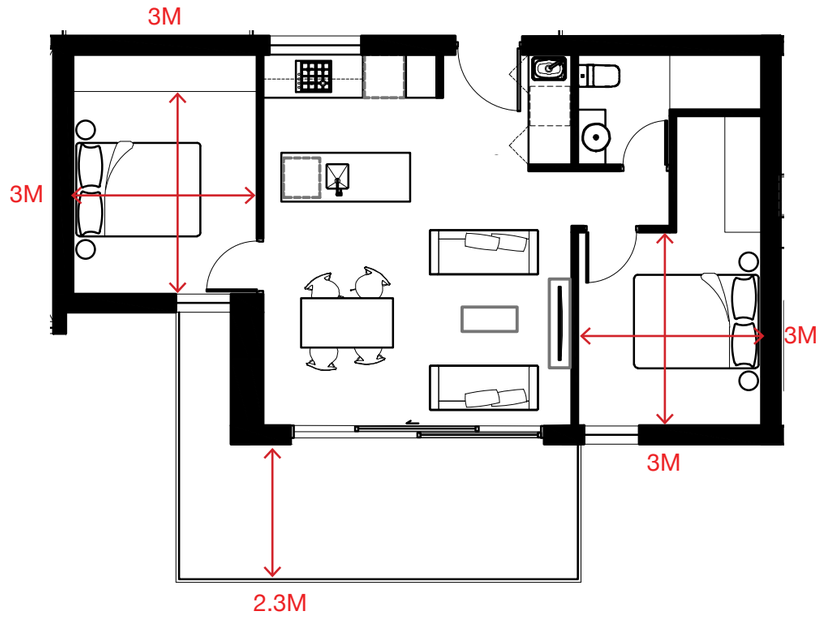


APARTMENT TYPE C

BEDROOMS	2
BATHROOMS	2
AREA	90m^2
POS	Varies
STORAGE	6m^3
ORIENTATION	N
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	1, 2, 3, 4, 5
TOTALS	20

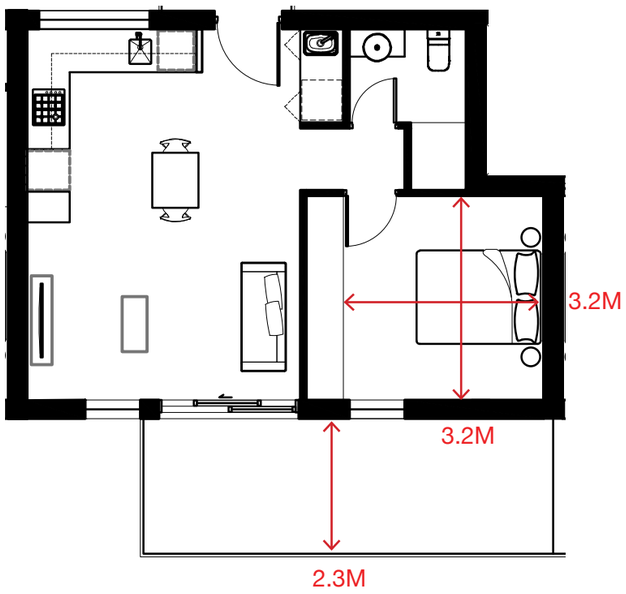






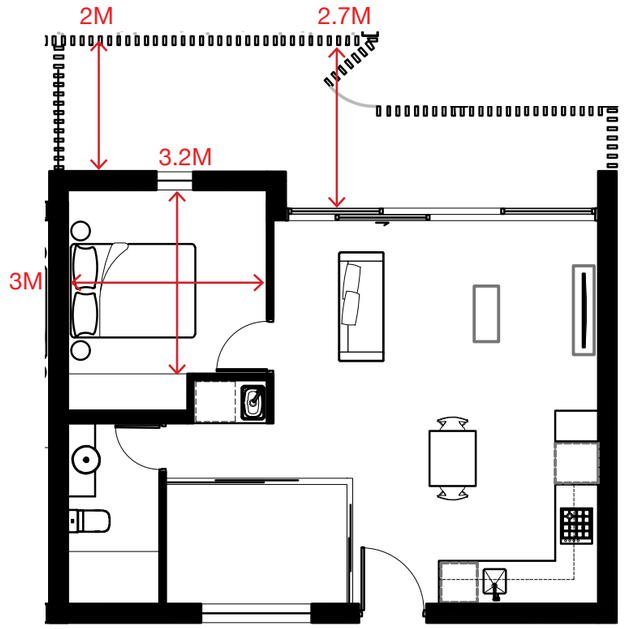
APARTMENT TYPE D

BEDROOMS	2
BATHROOMS	1
AREA	68m^2
POS	Varies
STORAGE	3m^3
ORIENTATION	S
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	1, 2, 3, 4, 5, 6
TOTALS	38



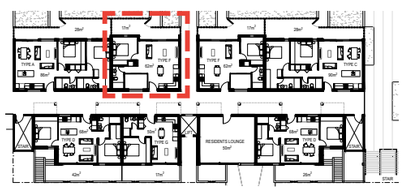
APARTMENT TYPE E

BEDROOMS	1
BATHROOMS	1
AREA	53
POS	Varies
STORAGE	External
ORIENTATION	S
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	1, 2, 3, 4, 5, 6
TOTALS	44



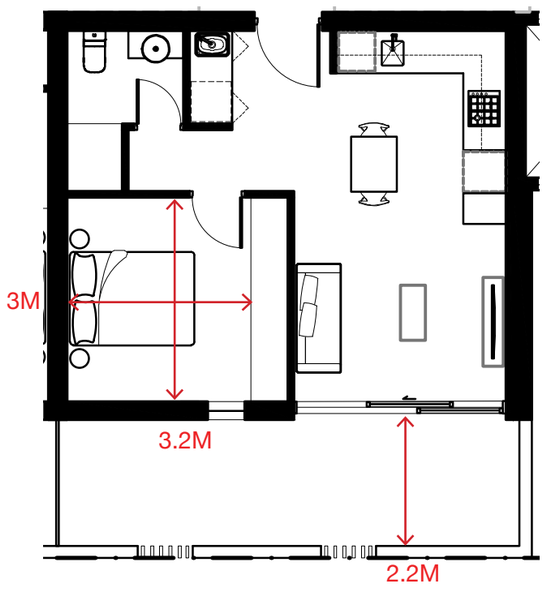
APARTMENT TYPE F

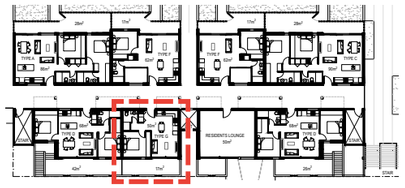
BEDROOMS	1.5
BATHROOMS	1
AREA	62m²
POS	Varies
STORAGE	External
ORIENTATION	N
PARKING	1 (U/ground)
LOCATION (BLDGS)	C, D
LOCATION (FL(S))	1
TOTALS	4

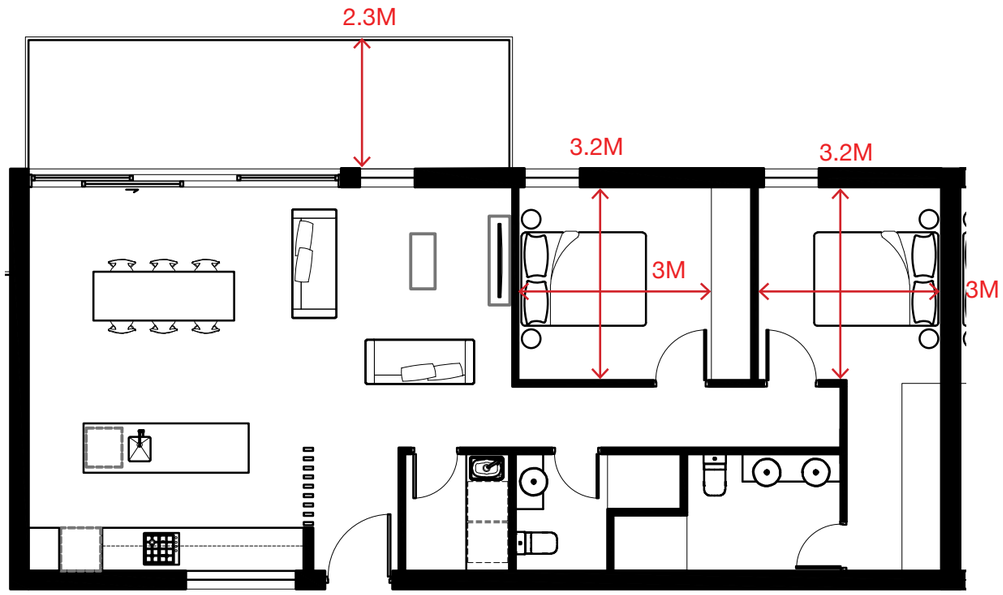


APARTMENT TYPE G

BEDROOMS	1
BATHROOMS	1
AREA	50m²
POS	Varies
STORAGE	External
ORIENTATION	S
PARKING	1 (U/ground)
LOCATION (BLDGS)	C, D
LOCATION (FL(S))	1
TOTALS	3



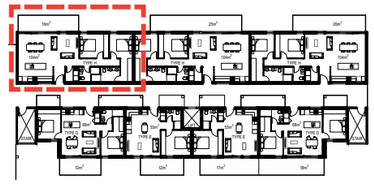




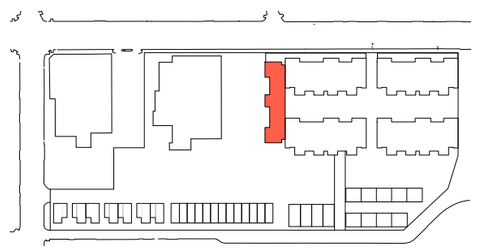
APARTMENT TYPE H

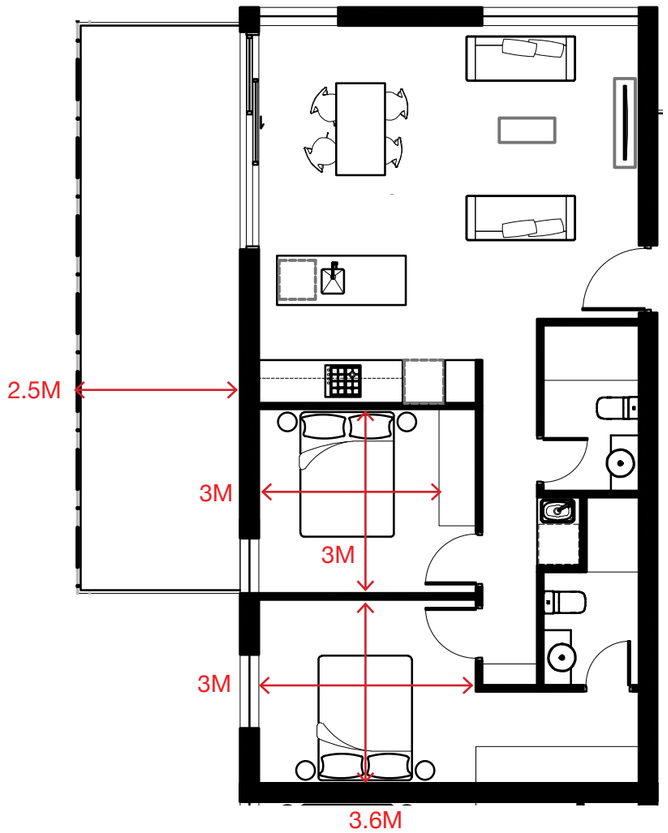
BEDROOMS	2
BATHROOMS	2
AREA	104m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	N
PARKING	1 (U/ground)
LOCATION (BLDGS)	A, B, C, D
LOCATION (FL(S))	6
TOTALS	12

TYPICAL - H



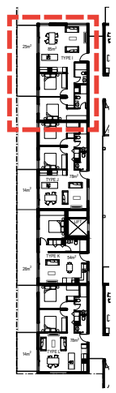
APARTMENTS TYPE I-J

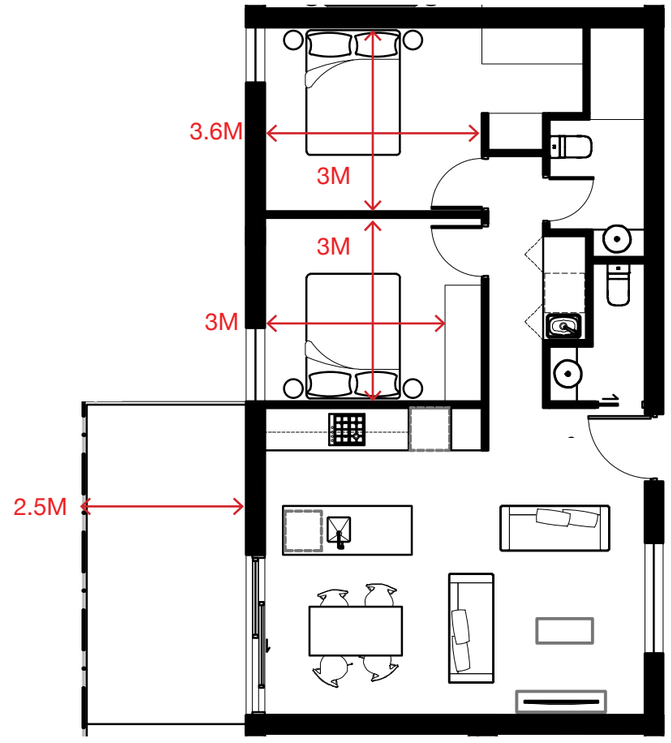




APARTMENT TYPE I

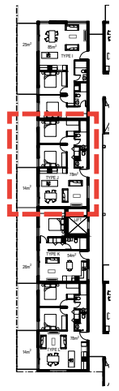
BEDROOMS	2
BATHROOMS	2
AREA	85m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	1, 2, 3
TOTALS	3

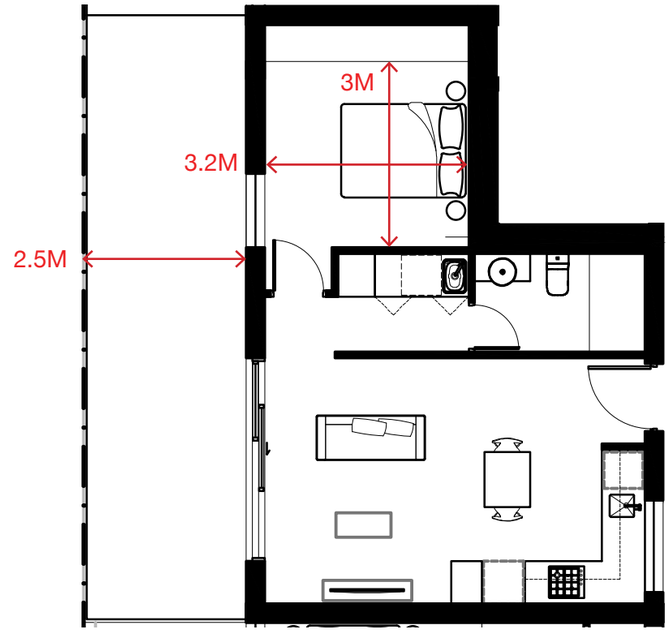




APARTMENT TYPE J

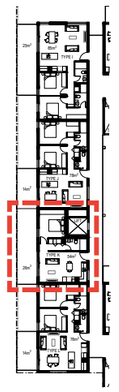
BEDROOMS	2
BATHROOMS	1.5B
AREA	78m^2
POS	Varies
STORAGE	4m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	1, 2, 3
TOTALS	3

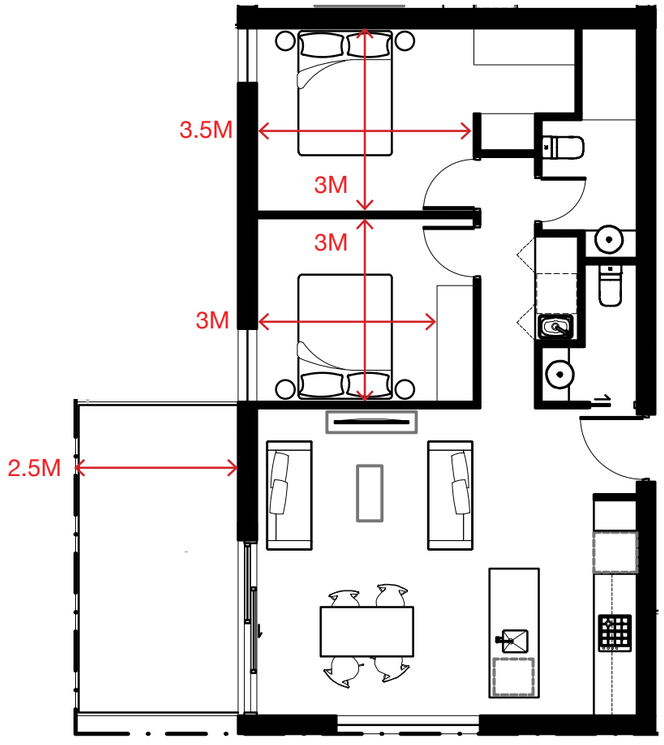




APARTMENT TYPE K

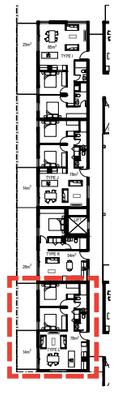
BEDROOMS	1
BATHROOMS	1
AREA	54m^2
POS	Varies
STORAGE	2m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	1, 2, 3
TOTALS	3

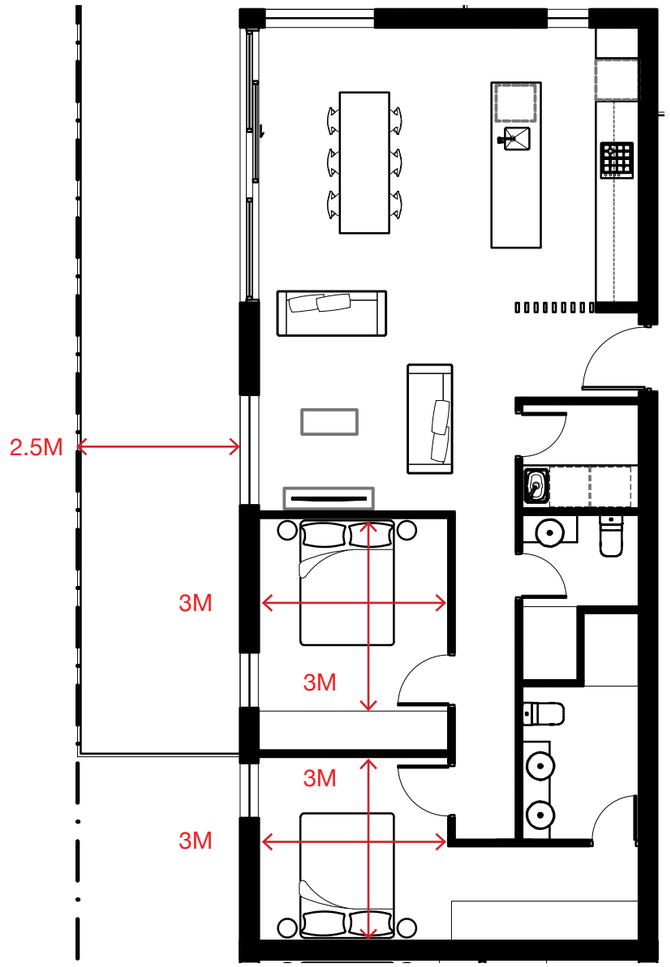




APARTMENT TYPE L

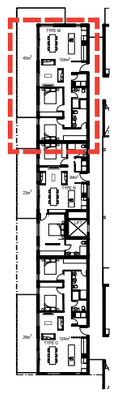
BEDROOMS	2
BATHROOMS	2
AREA	78m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	1, 2, 3
TOTALS	3

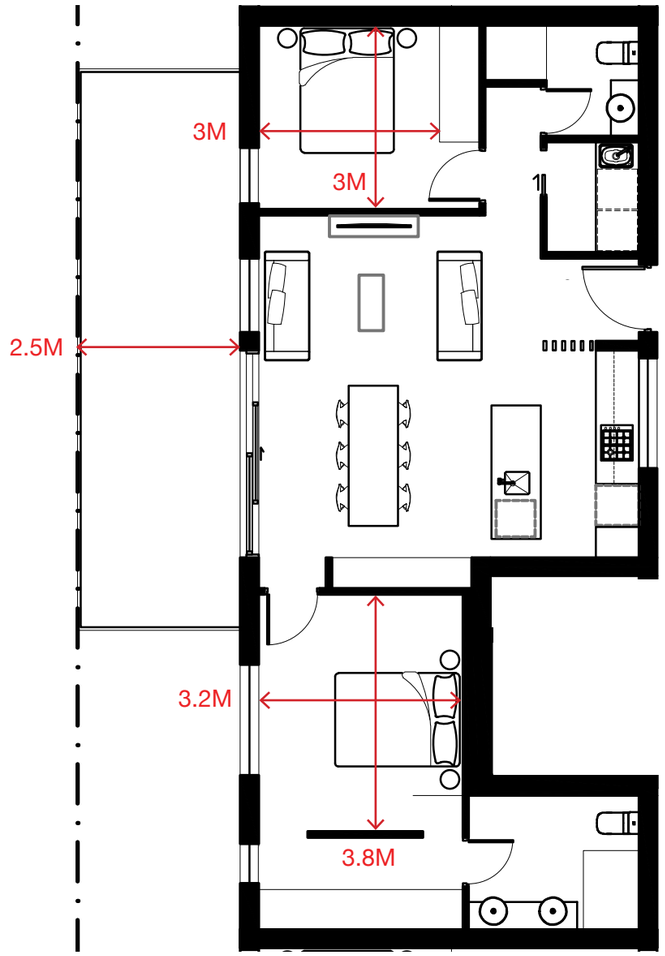




APARTMENT TYPE M

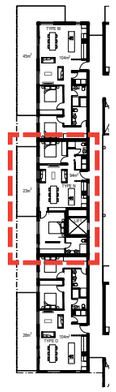
BEDROOMS	2
BATHROOMS	2
AREA	104m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	4, 5, 6
TOTALS	3

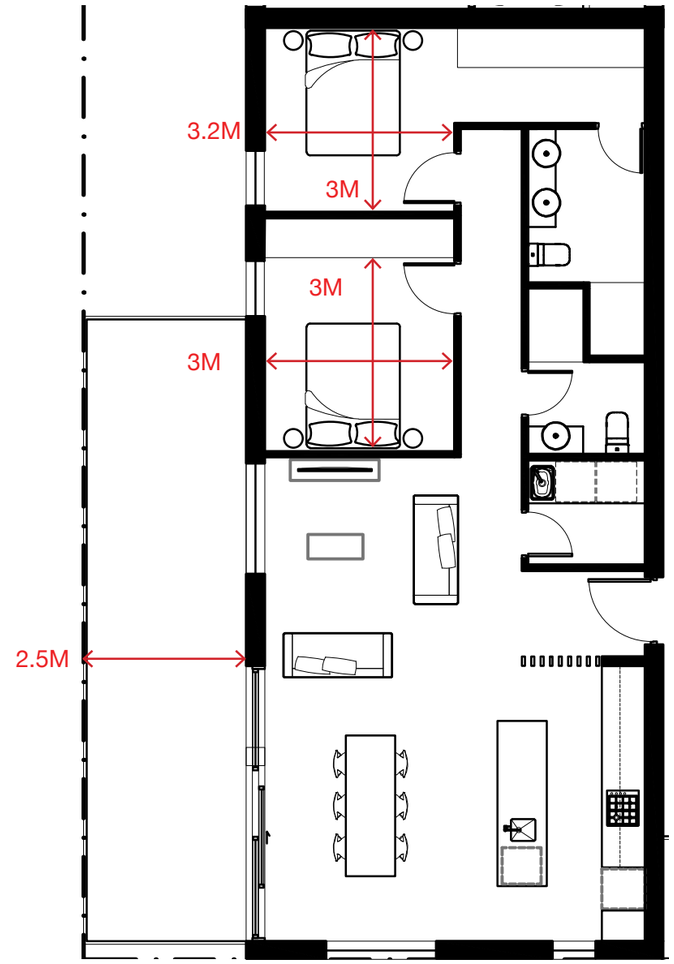




APARTMENT TYPE N

BEDROOMS	2
BATHROOMS	2
AREA	94m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	4, 5, 6
TOTALS	3

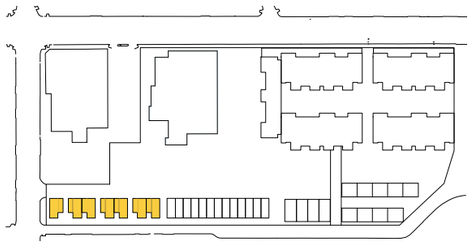


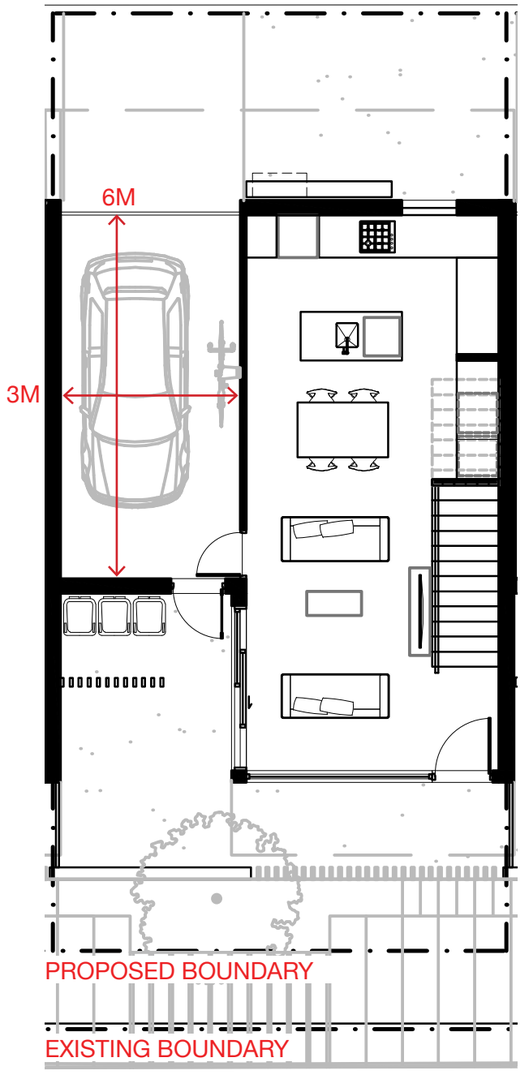


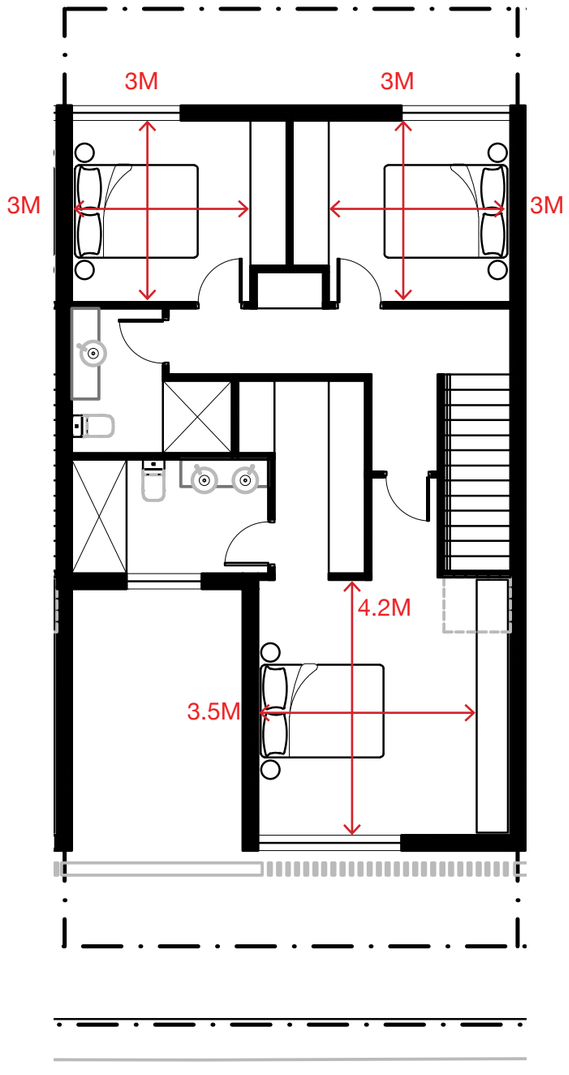
APARTMENT TYPE O

BEDROOMS	2
BATHROOMS	2
AREA	104m^2
POS	Varies
STORAGE	5m^3
ORIENTATION	W
PARKING	1 (U/ground)
LOCATION (BLDGS)	E
LOCATION (FL(S))	4, 5, 6
TOTALS	3

TOWNHOUSE TYPE A

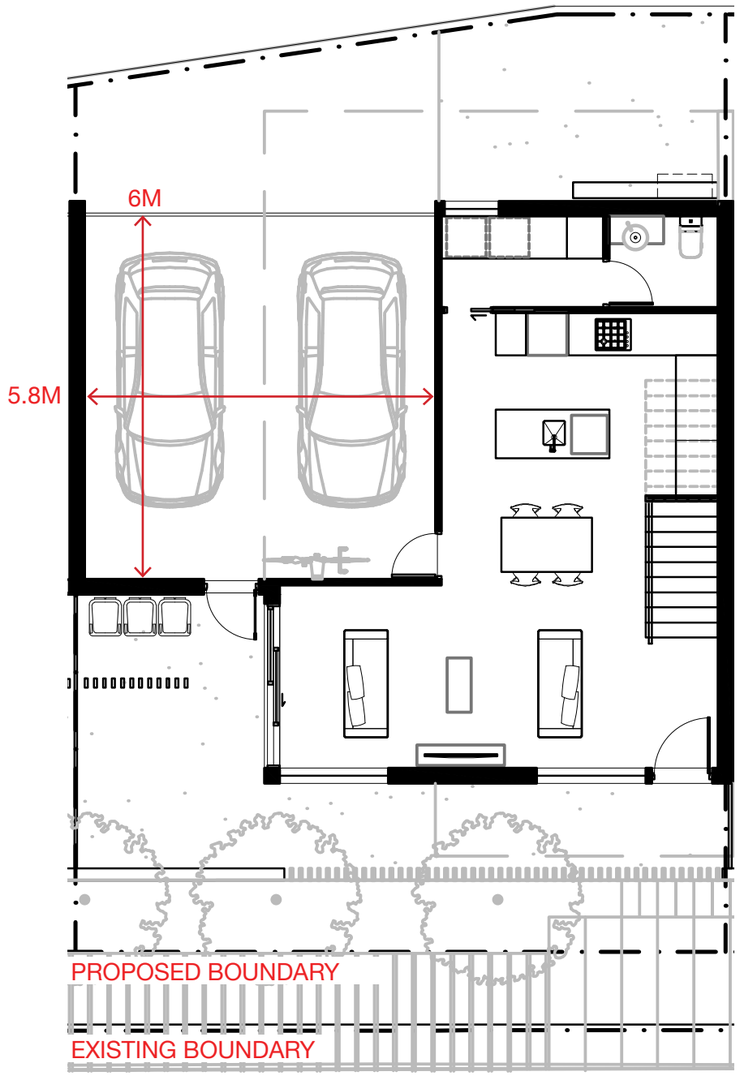


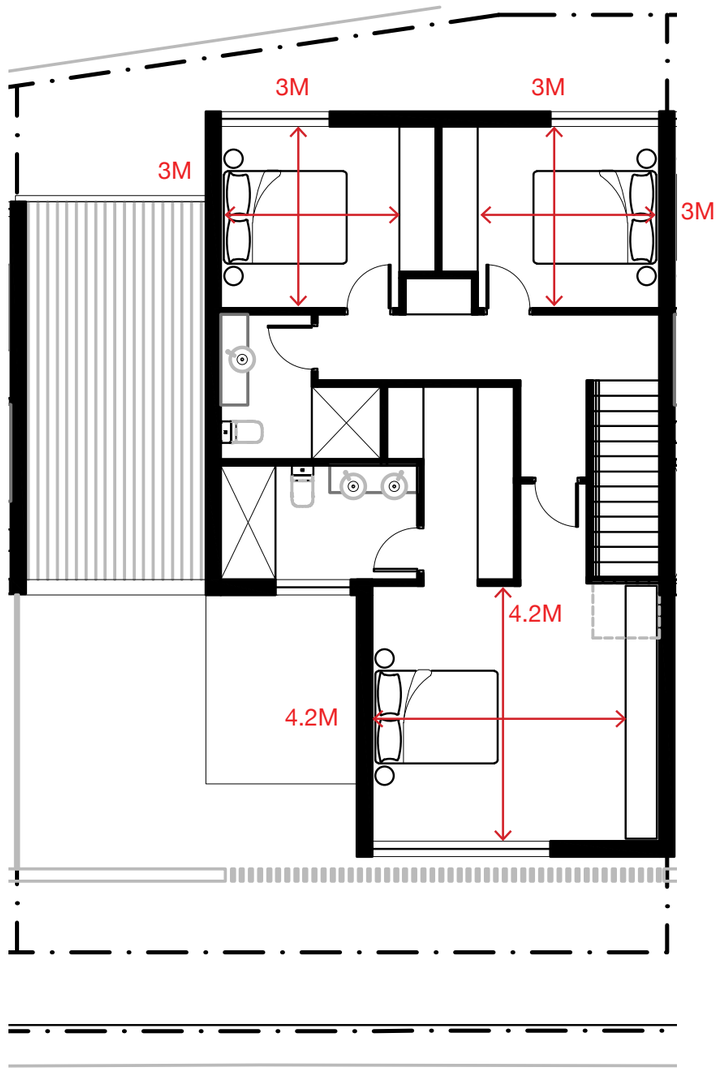




TOWNHOUSE TYPE A1

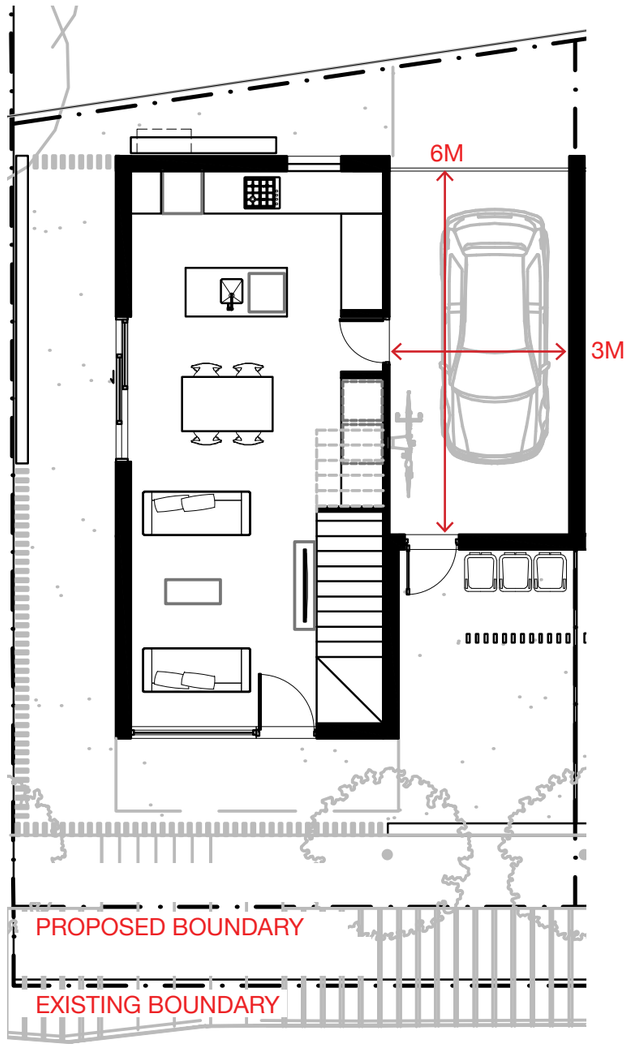
BEDROOMS	3
BATHROOMS	2
AREA	138m^2
POS	19m^2
STORAGE	9m^3
ORIENTATION	NS
PARKING	1
TOTALS	2

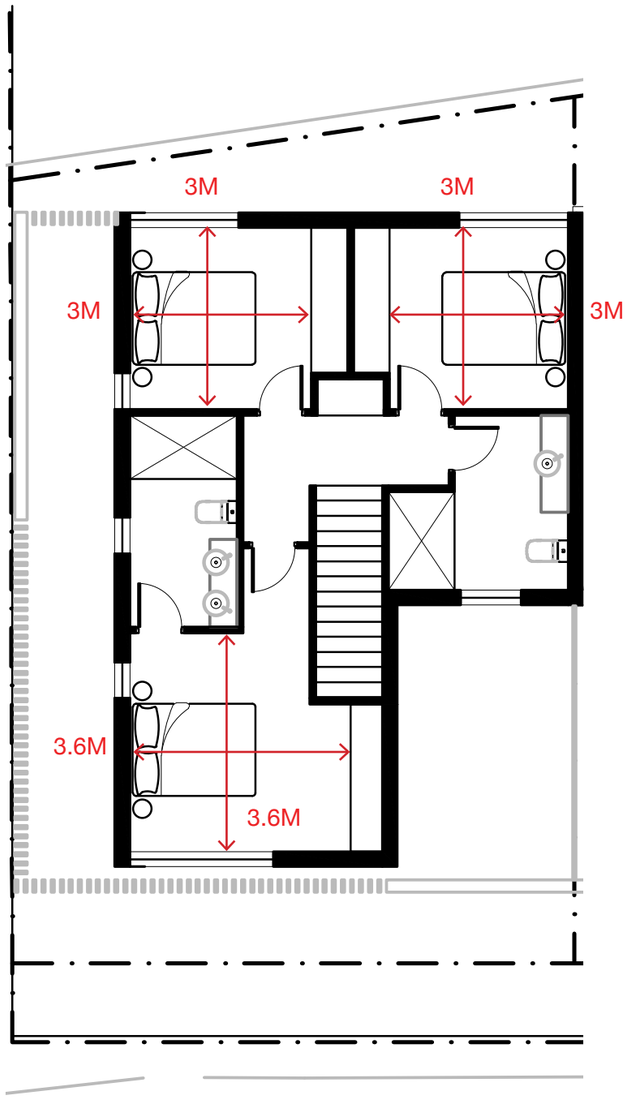




TOWNHOUSE TYPE A2

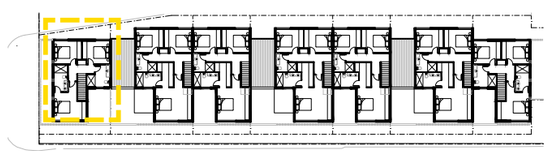
BEDROOMS	3
BATHROOMS	2
AREA	168m²
POS	24m²
STORAGE	10m³
ORIENTATION	NS
PARKING	2
TOTALS	3

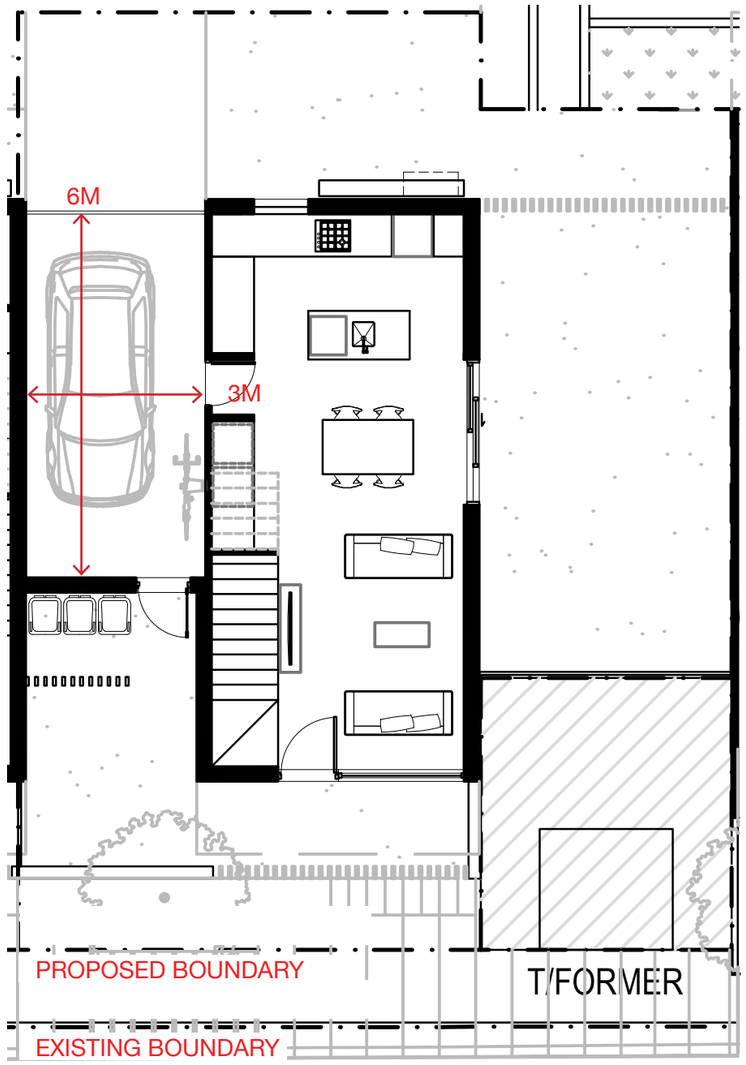


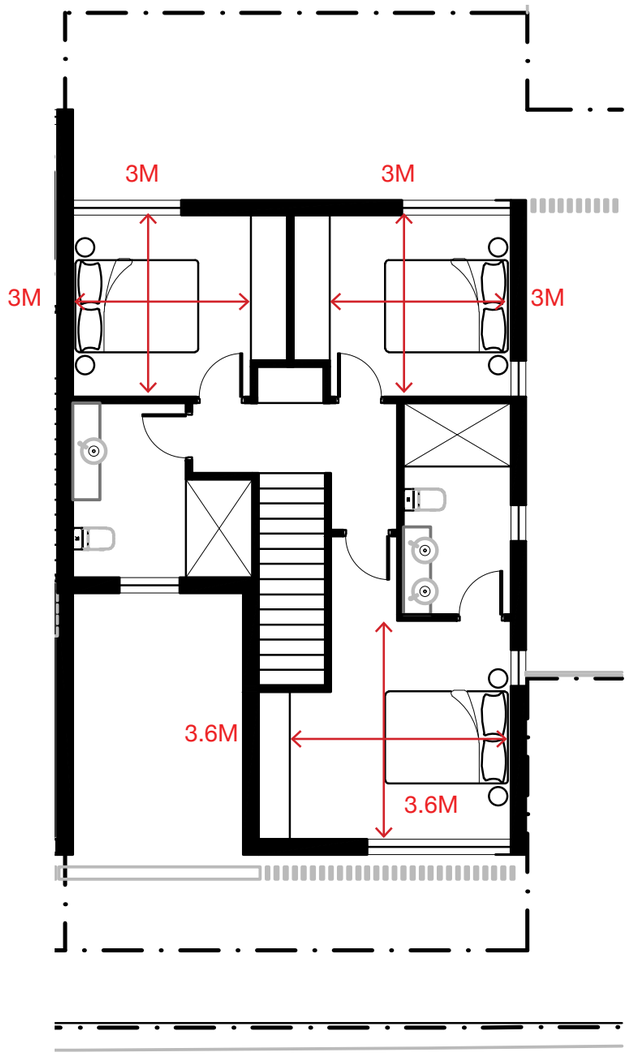


TOWNHOUSE TYPE A3

BEDROOMS	3
BATHROOMS	2
AREA	132m²
POS	35m²
STORAGE	4m³
ORIENTATION	NS
PARKING	1
TOTALS	1

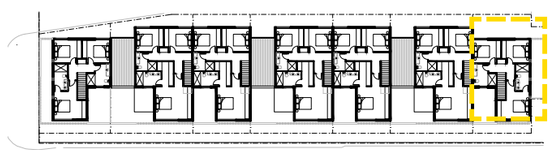




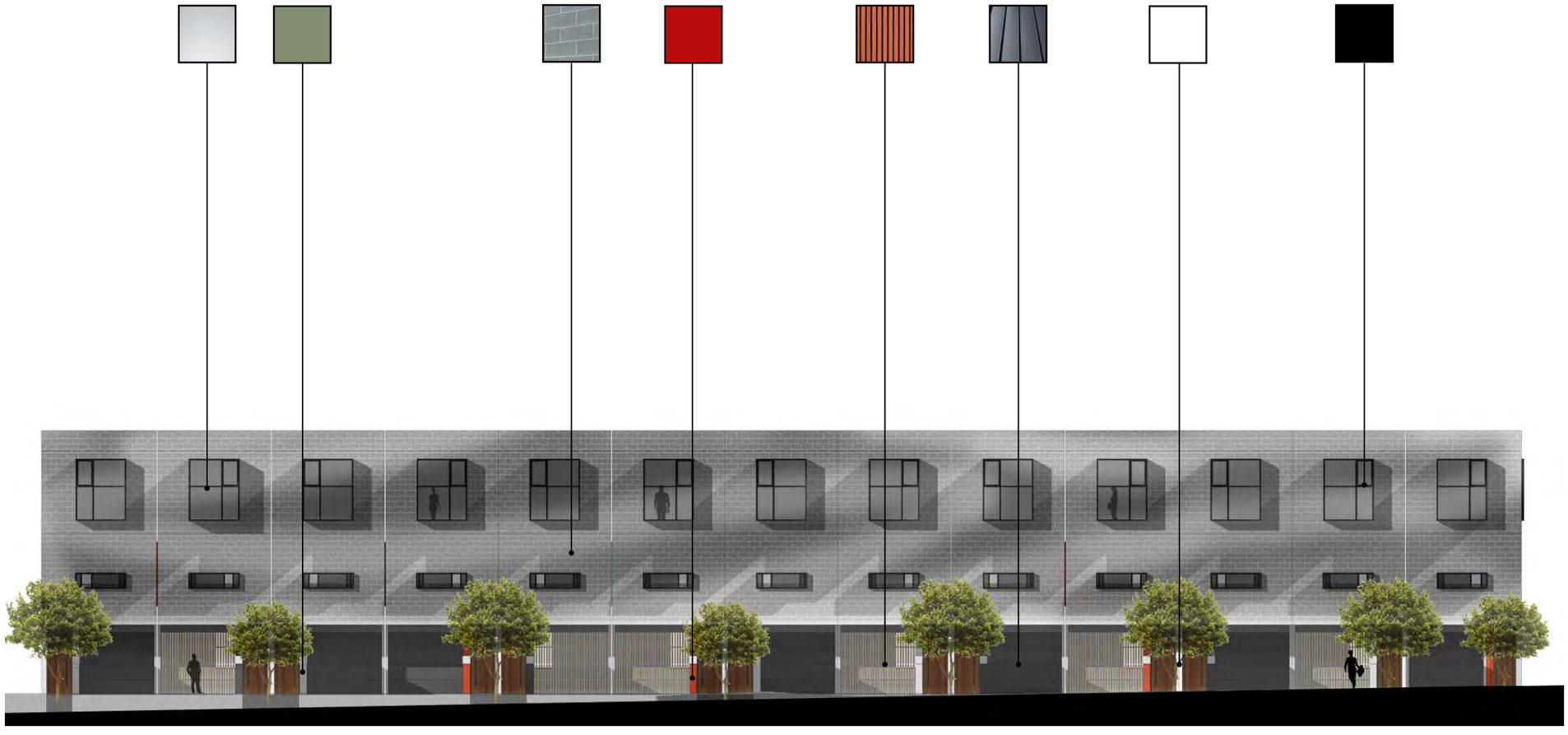


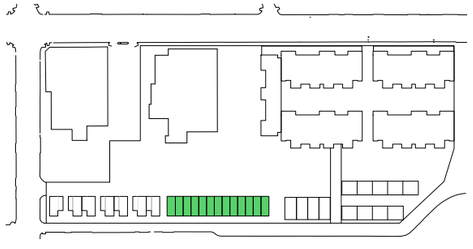
TOWNHOUSE TYPE A4

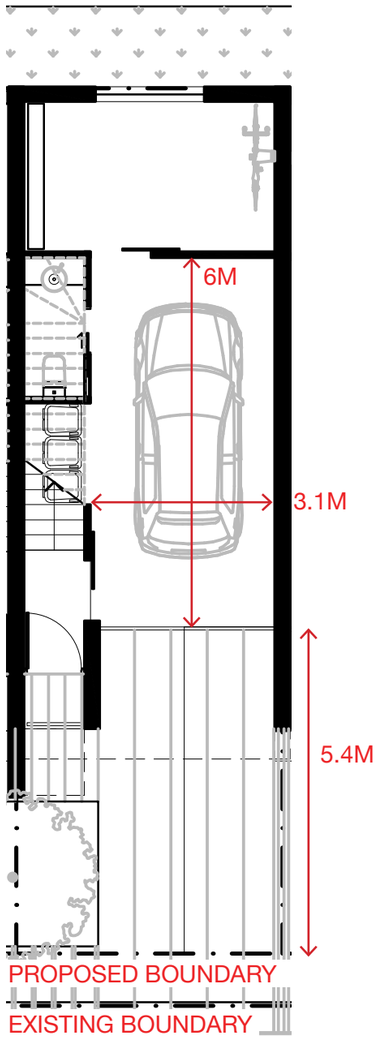
BEDROOMS	3
BATHROOMS	2
AREA	132m²
POS	58m²
STORAGE	4m³
ORIENTATION	NS
PARKING	1
TOTALS	1

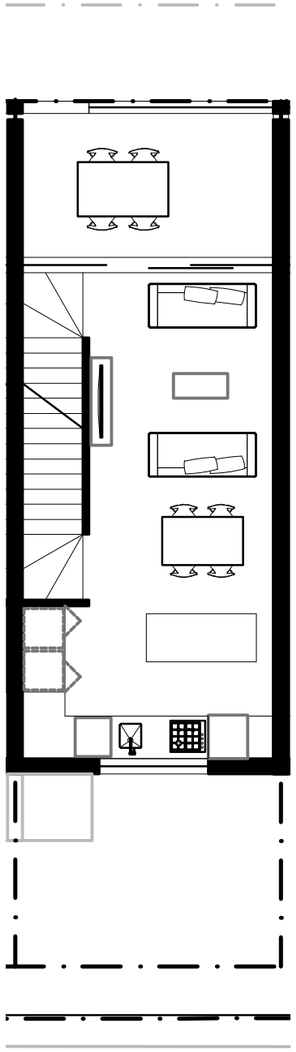


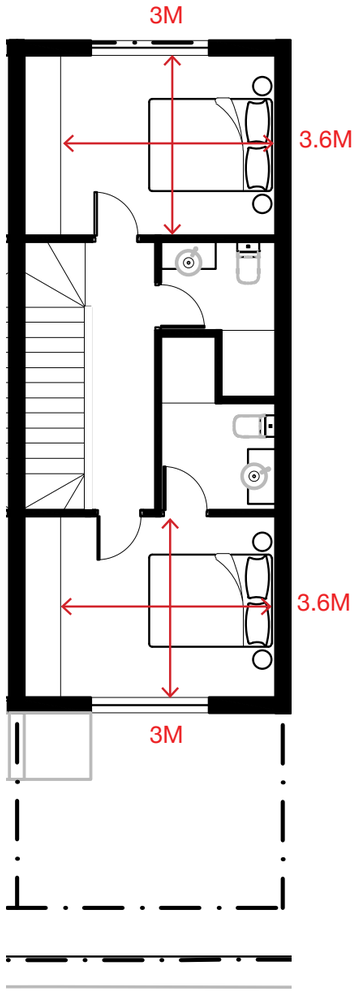
TOWNHOUSE TYPE B





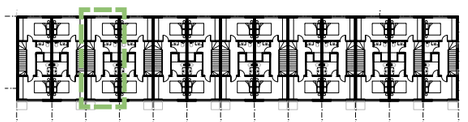






TOWNHOUSE TYPE B

BEDROOMS	2
BATHROOMS	2.5
AREA	133m^2
POS	10m^2
STORAGE	3m^3
ORIENTATION	NS
PARKING	2 (1)
TOTALS	13



Cameo

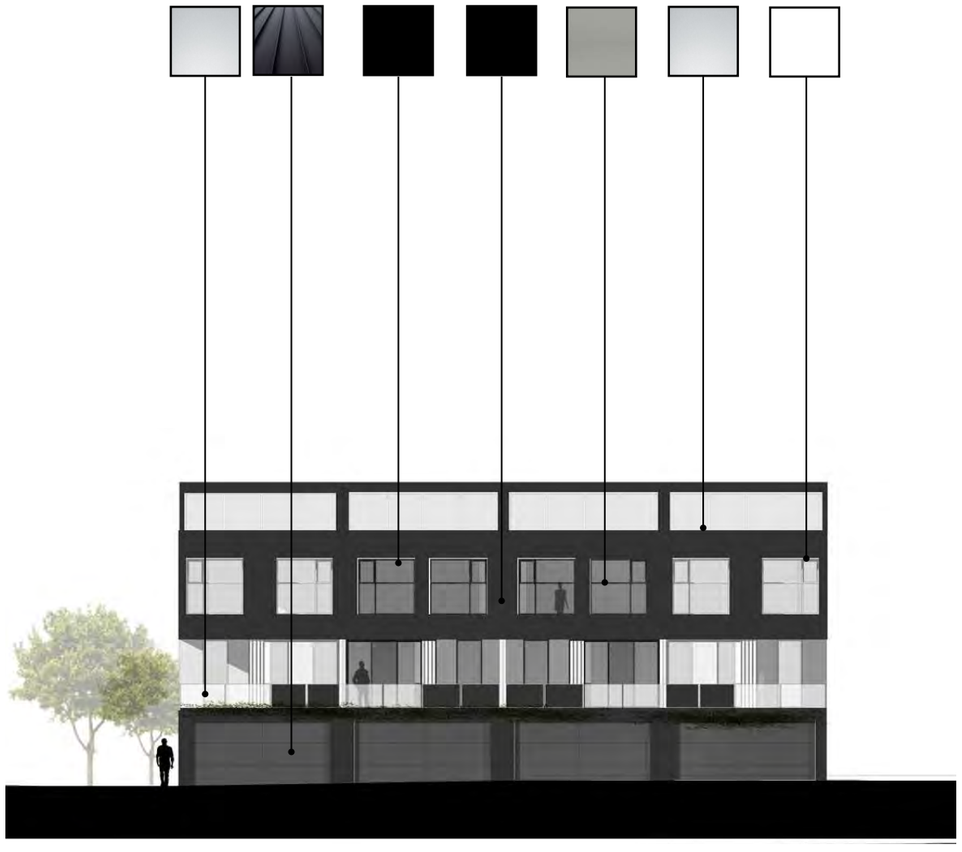
TYPE B

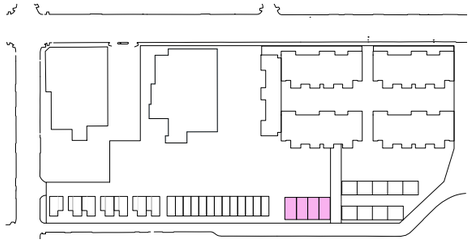
STEPHEN STREET

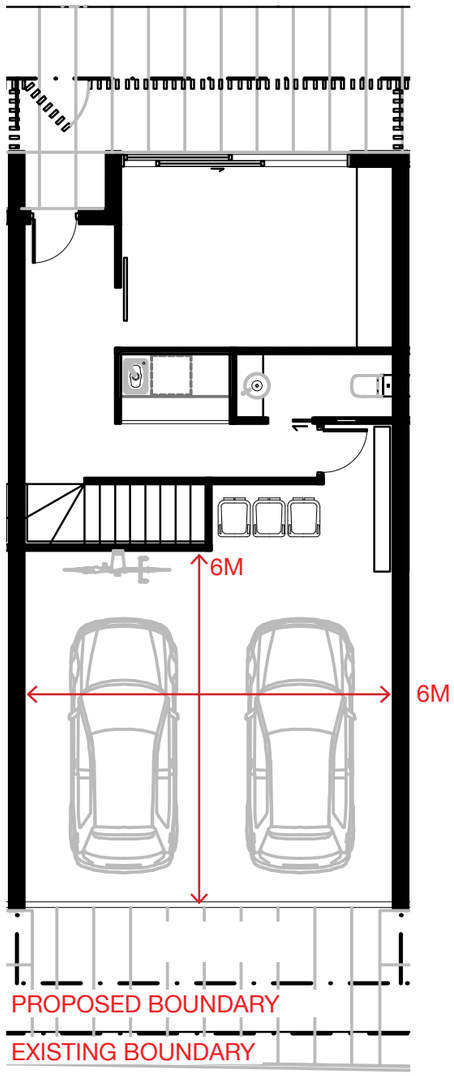
FROM ALDI

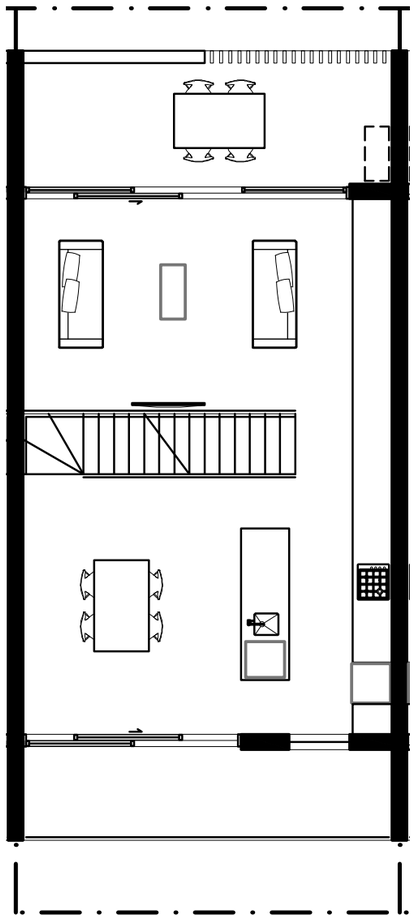
LIVING

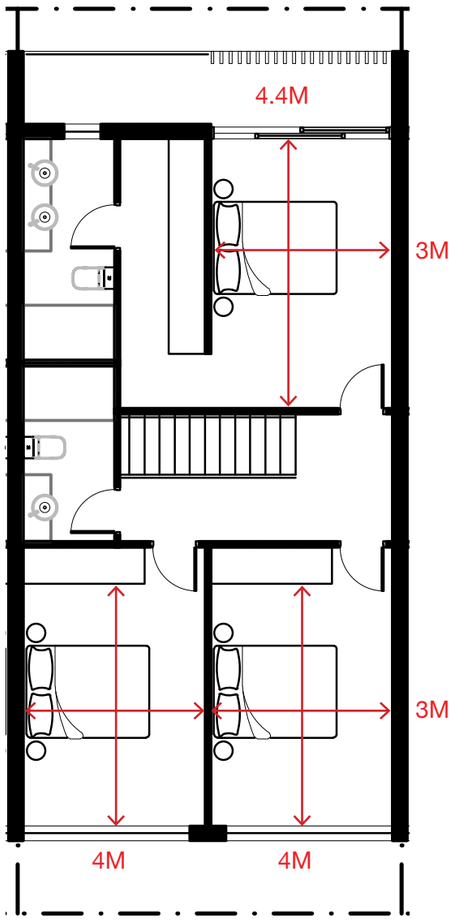
TOWNHOUSE TYPE C





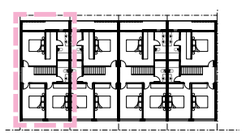






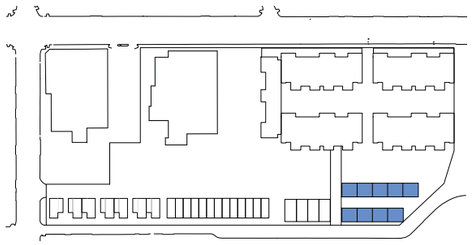
TOWNHOUSE TYPE C

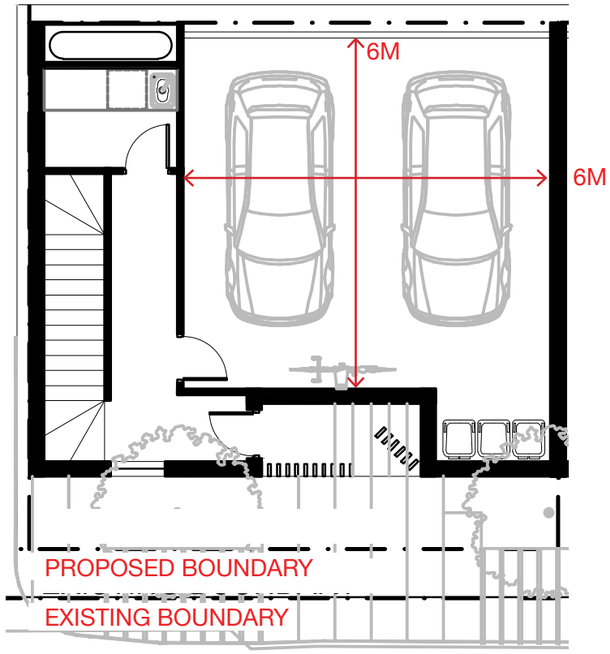
BEDROOMS	3
BATHROOMS	2.5
AREA	214m²
POS	38m²
STORAGE	10m³
ORIENTATION	NS
PARKING	2
TOTALS	4

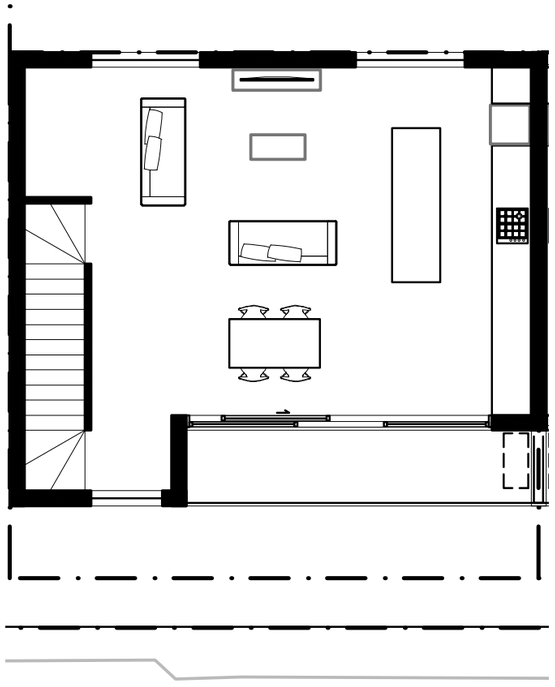


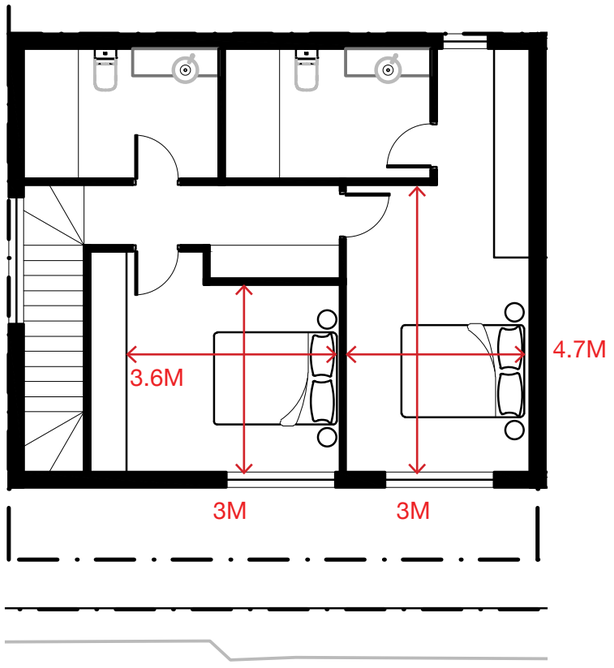
TYPE C TOWNHOUSE

TOWNHOUSE TYPE D



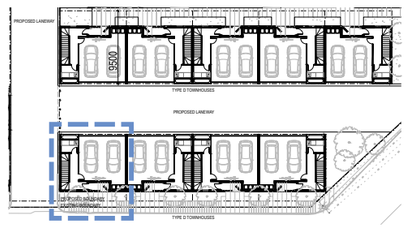






TOWNHOUSE TYPE D

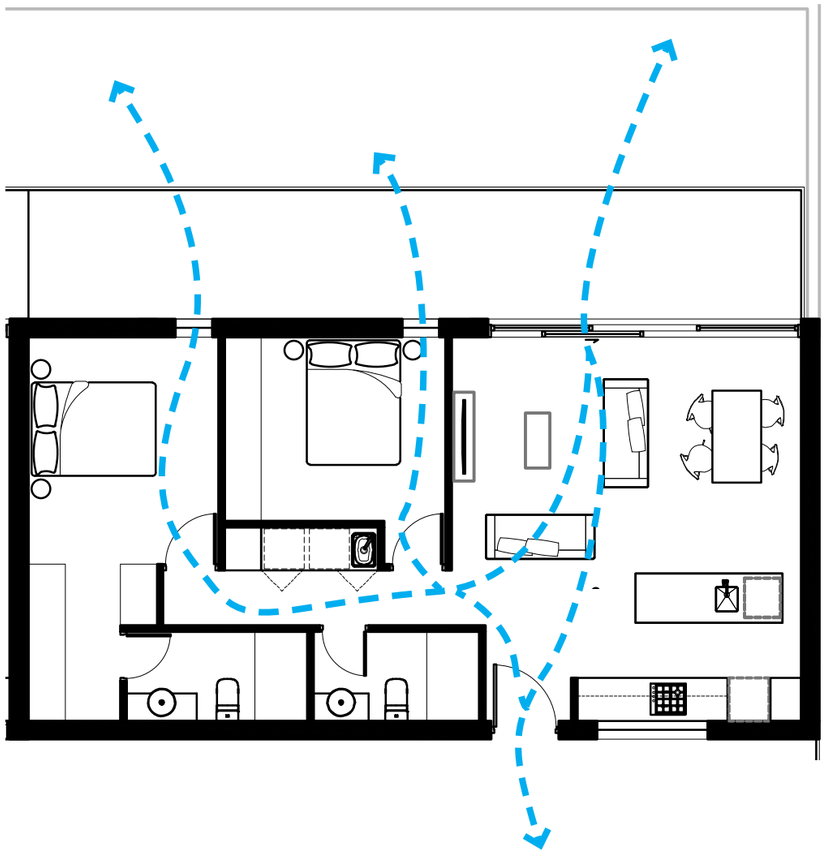
BEDROOMS	2
BATHROOMS	2
AREA	183m²
POS	7m²
STORAGE	10m³
ORIENTATION	NS
PARKING	2
TOTALS	9



Sustainability

APARTMENTS

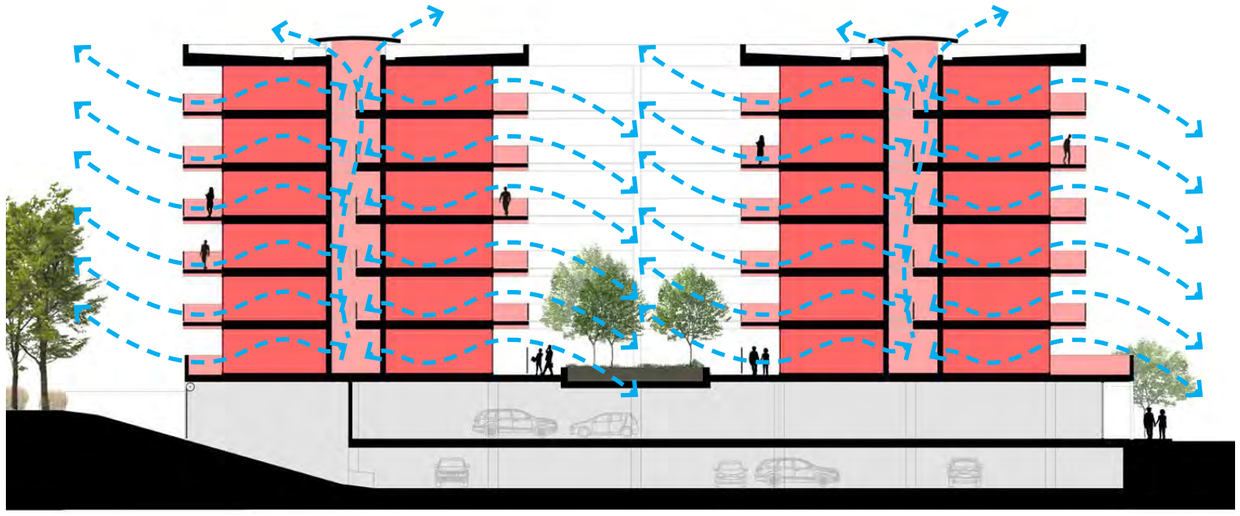
Apartments have been designed with consideration to cross-ventilation and other passive design considerations.

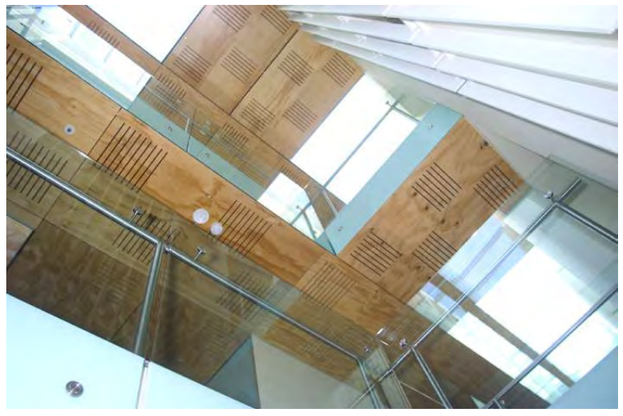


Pictured: Apartment Type C

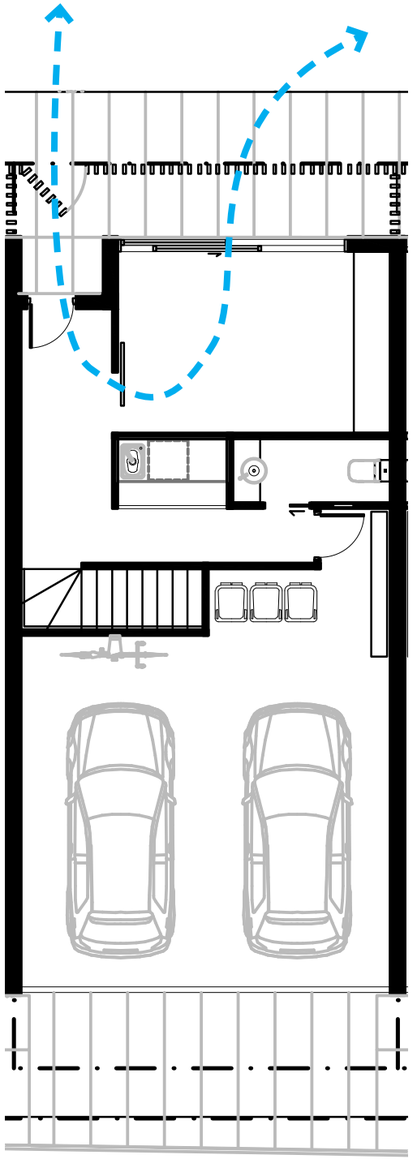
APARTMENTS

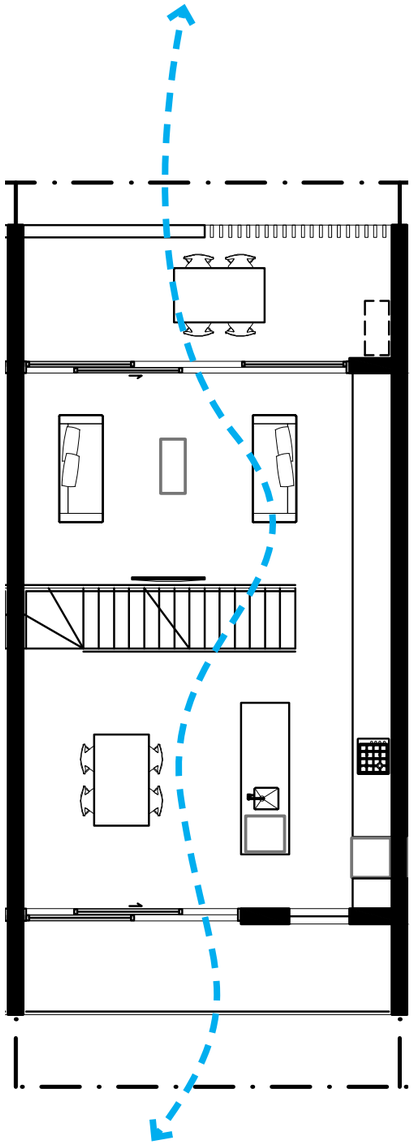
Apartments corridor spaces feature strong principles of passive ventilation and access to natural light, providing both a high level of amenity and good environmentally sustainable principles.

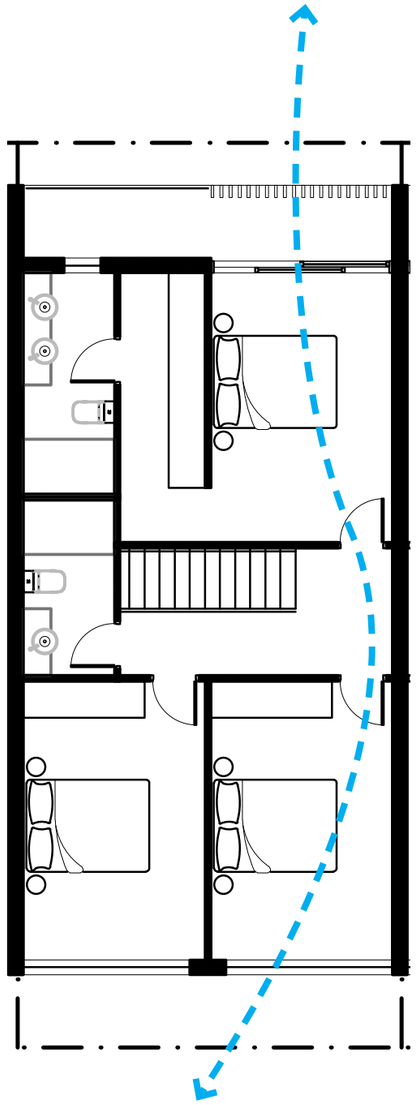




Pictured on right: Lumiere apartments, Halifax Street, by Tectvs





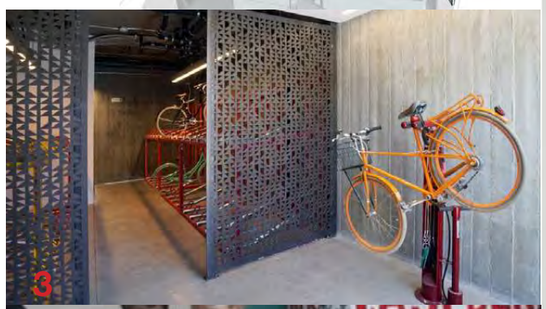


TOWNHOUSES

Townhouses have been designed with consideration to cross-ventilation and other passive design considerations.

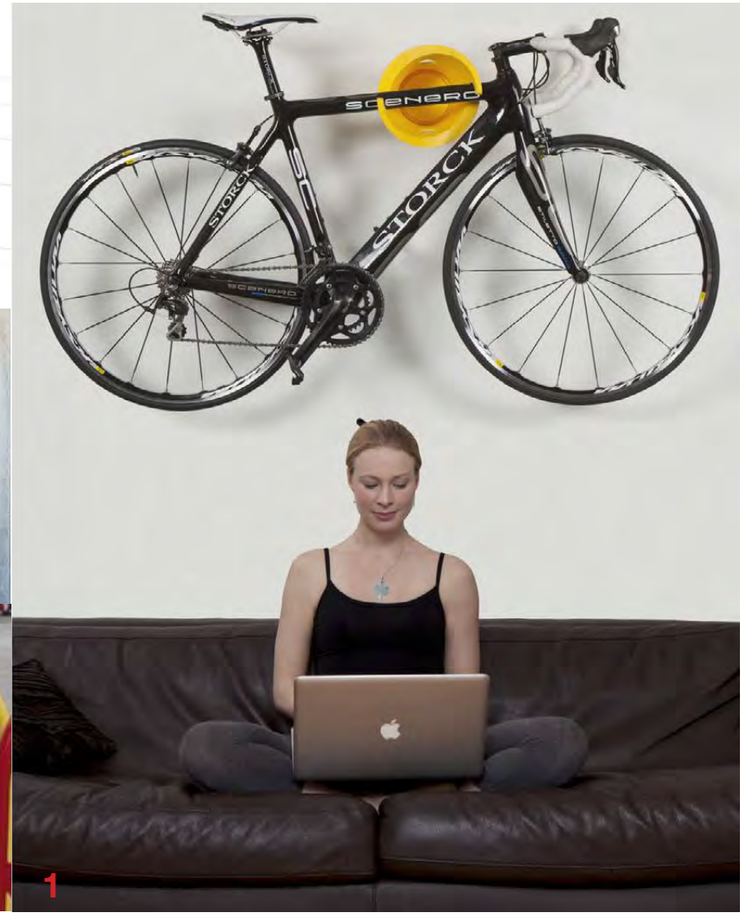
Pictured: Townhouse Type C

2



3

4



1

BICYCLES

Bicycles form an integral part of the approach to movement. Four typologies for bike storage/parking have been highlighted:

- Within each apartment and townhouse residents also have bicycle hangers

  (Image 1)

- Apartments have the option to store bikes in a locker within the basement carpark

  (Image 2)

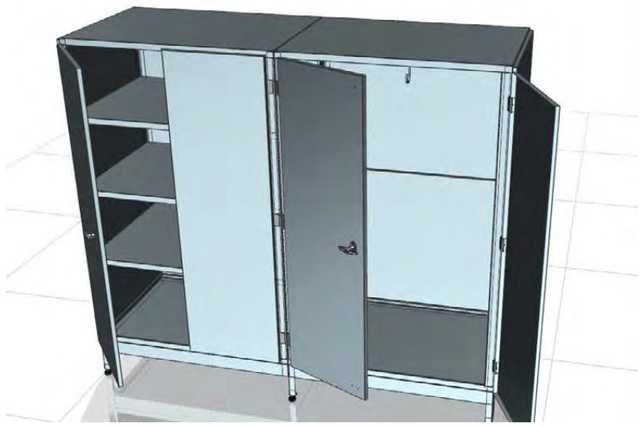
- Apartments have an integrated bicycle storage

  (Image 3)

- Public visitor bike parking to be provided at selected points throughtout the Site

  (Image 4)

1 Precedent Only



2

STORAGE

The following typologies for storage are highlighted:

- Each apartment and townhouse has been designed to include storage areas of varying size and shape.

  (Image 1)

- Apartments are offered the option for addtional storage within the proposed basement.

  (Image 2)

- Detailed storage capacity for each apartment/townhouse, refer to Site Matrix.

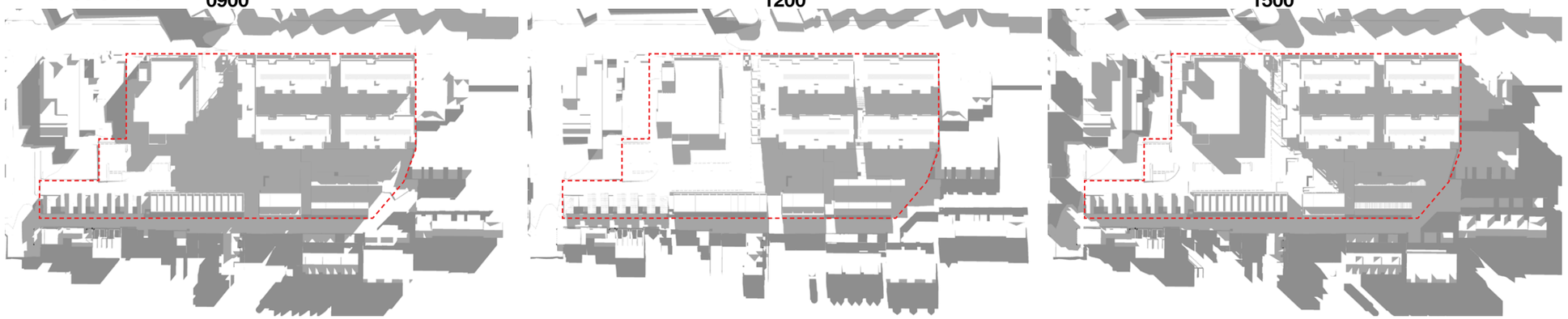
Shadows

OVERSHADOWING

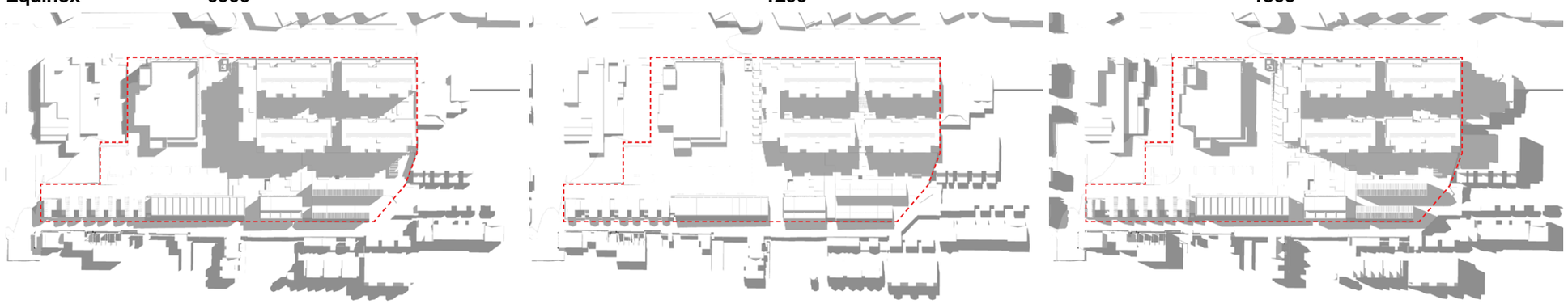
The following diagrams indicate shadows cast across the Site and beyond at both Solstices and Equinox.

Summer Solstice 0900 1200 1500

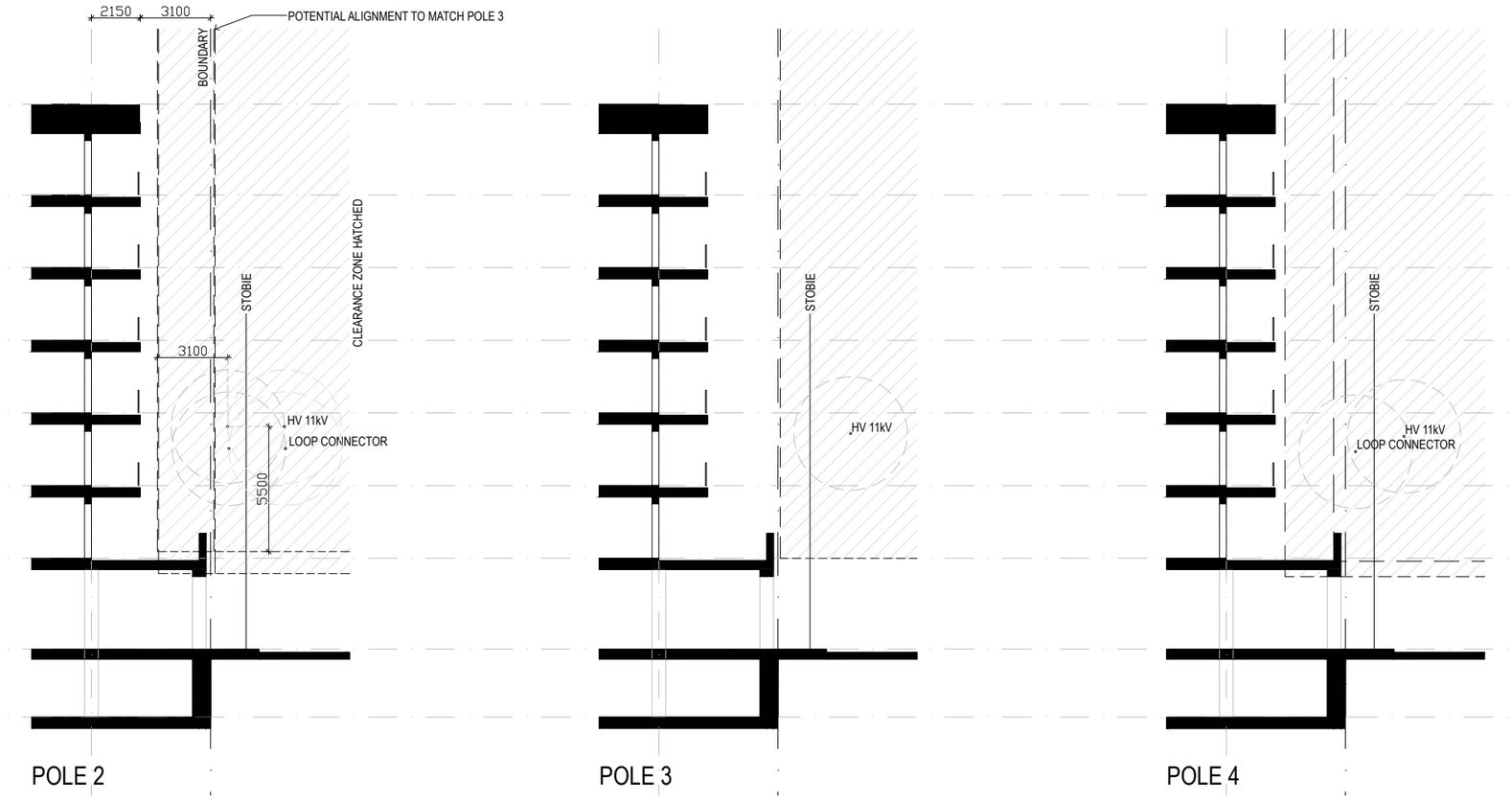
Winter Solstice 0900 1200 1500

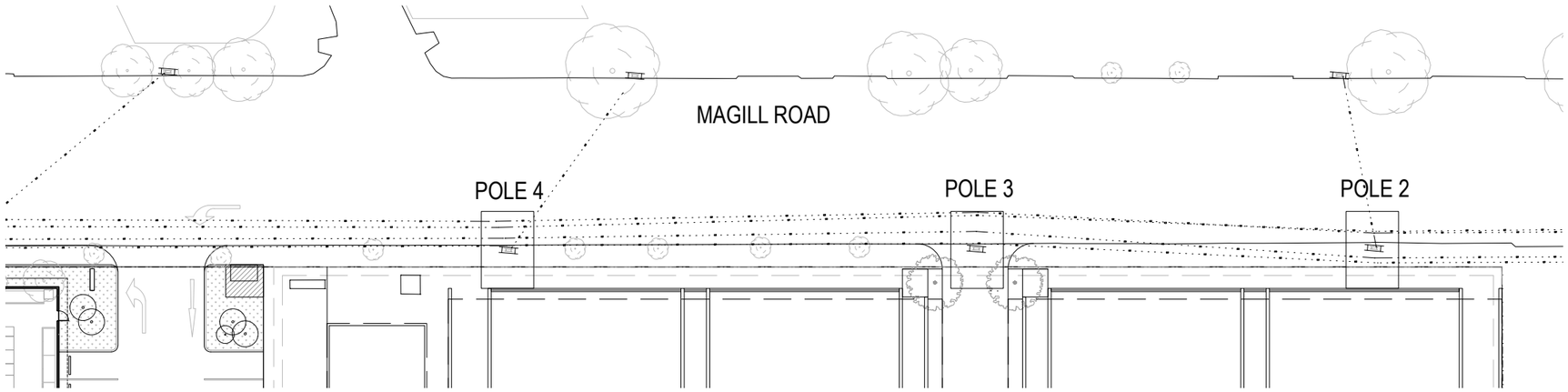


Equinox 0900 1200 1500



Powerline Analysis





NOT TO SCALE

Site Matrix

Corresponding Drawing Revision - v1-0

General

Site Area	18990 approx
Proposed Tenancies	x13 TBC
Total Tenancy Area	1300 NFA approx EXC ALDI

Carparks	**Totals**
ALDI	89
Ground Retail & Visitor	107
Private (Basement)	198
Townhouse Type A1	2
Townhouse Type A2	6
Townhouse Type A3	2
Townhouse Type B	13 (26)
Townhouse Type C	8
Townhouse Type D	18

Areas (GFA) approx	**Stage 2 (exc Reserve & driveway/ramp to basement)**	**Stage 3(A) (exc POS & Type D)**
Ground		
Retail	880	530
Carpark	1820	1570
Storage/Services	240	250
Lobby/Circ	570	310

Apartments	**Building A (NW)**	**Building B (NE)**	**Building C (SW)**	**Building D (SE)**	**Building E (W)**	**Totals**	**L1 Plaza**
First	1054	1054	918	932	570	**4528**	**1556**
Second	857	843	863	847	465	**3875**	
Third	883	885	883	889	475	**4015**	
Fourth	890	886	870	882	476	**4004**	
Fifth	869	861	895	877	484	**3986**	
Sixth	864	885	880	874	469	**3972**	
Totals	**5417**	**5414**	**5309**	**5301**	**2939**	**24380**	

Private Apartments (General)	**Building A (NW)**	**Building B (NE)**	**Building C (SW)**	**Building D (SE)**	**Building E (W)**	**Totals**
Ground	0	0	0	0	0	0
First	8	8	7	8	4	35
Second	8	8	8	8	4	36
Third	8	8	8	8	4	36
Fourth	8	8	8	8	3	35
Fifth	8	8	8	8	3	35
Sixth	7	7	7	7	3	31
Totals	**47**	**47**	**46**	**47**	**21**	**208**
Stage	**2**	**3A**	**2**	**3A**	**2**	

Apartment Types	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	
Product Type	2B2B	1B1B	2B2B	2B1B	1B1B	1.5B1B	1B1B	2B2B	2B2B	2B1.5B	1B1B	2B2B	2B2B	2B2B	2B2B	
Internal Area	86	50	90	68	53	62	50	104	85	78	54	78	104	94	104	
POS [First floor in brackets]	**Varies - Refer To Plans For Detail**															
Storage [internal only] (cbm)	6	3	6	3	External	External	External	5	5	4	2	5	5	5	5	
Location (Building(s))	A,B,C,D	A,B,C,D	A,B,C,D	A,B,C,D	A,B,C,D	C,D	C,D	A,B,C,D	E	E	E	E	E	E	E	
Location (Floor(s))	1,2,3,4,5	1,2,3,4,5	1,2,3,4,5	1,2,3,4,5,6	1,2,3,4,5,6	1	1	6	1,2,3	1,2,3	1,2,3	1,2,3	4,5,6	4,5,6	4,5,6	
Location (Orientation)	N	N	N	S	S	N	S	N	W	W	W	W	W	W	W	
Totals	38	18	20	48	44	4	3	12	3	3	3	3	3	3	3	**208**

Private Apartments (Overview)	**TOTALS**
1 Bed 1 Bath	**68**
1.5 Bed 1 Bath	**4**
2 Bed 1 Bath	**48**
2 Bed 1.5 Bath	**3**
2 Bed 2 Bath	**85**
	208

Townhouses	**Area (internal)**	**Area (POS/BALC)**	**Storage**	**Totals**
Type A1	138	19	9	2
Type A2	168	24	10	3
Type A3	132	35	4	1
Type A4	132	58	4	1
Type B	133	10	3	13
Type C	214	38	10	4
Type D	183	7	10	9

Notes
External/additional storage in basement where possible
All areas given in square metres (U.N.O)
All areas approximate and subject to change
To be read in conjunction with relevant drawing revision

Team

norwood green.

ALDI

buildtec

CATCORP

HASSELL

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Surveying Consultants

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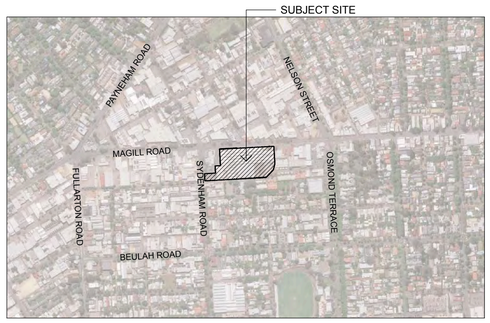
WGA
WALLBRIDGE GILBERT AZTEC

Architectural Drawings



LOCALITY PLAN
1:10000 @ A1

NORWOOD GREEN
76 MAGILL ROAD NORWOOD
28055 AUGUST 2018
DPC ISSUE v1.0

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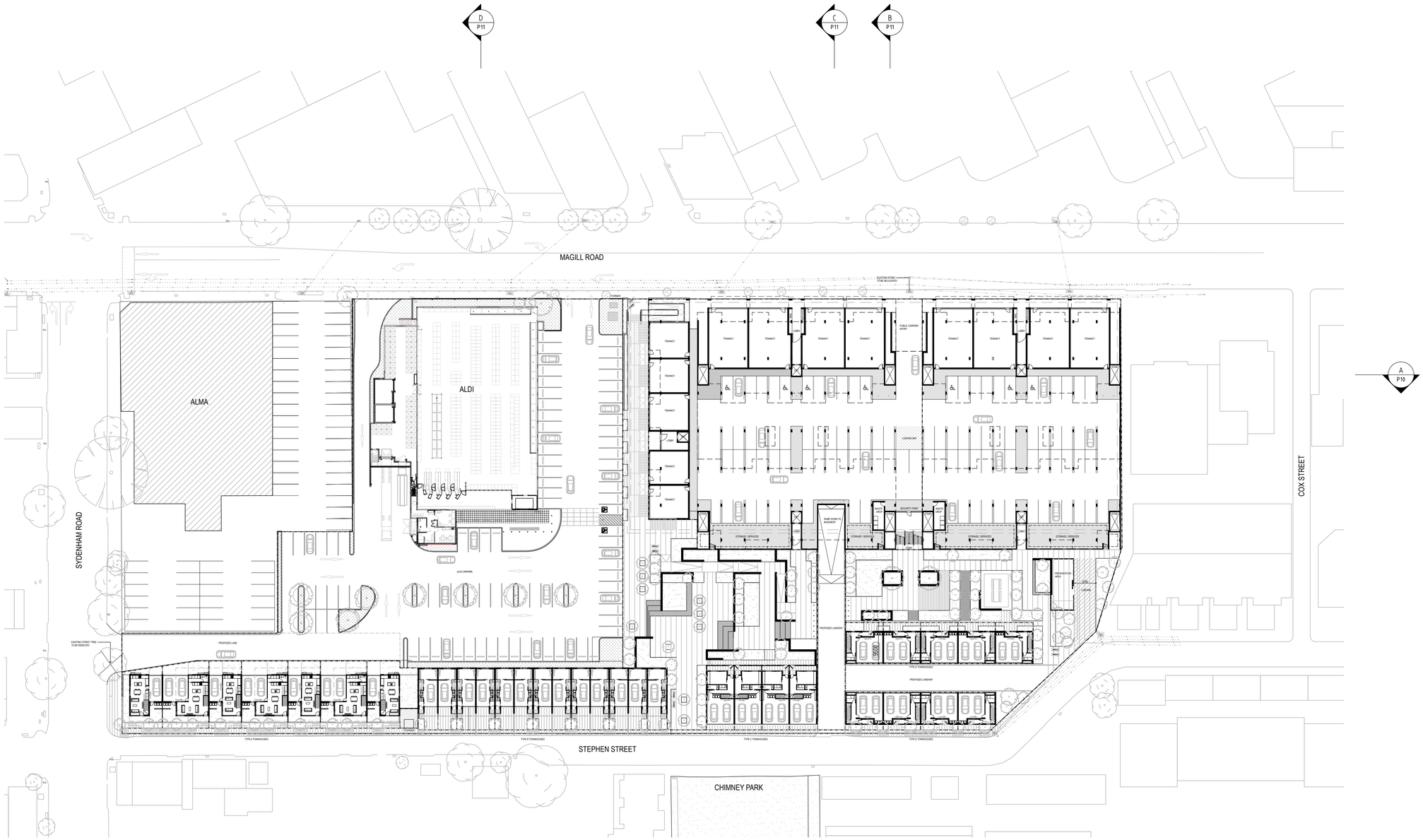

GROUND FLOOR PLAN
1:500 @ A1

D
P11
C
P11
B
P11

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
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DRAWING
GROUND FLOOR PLAN

NORTH

SCALE
AS SHOWN

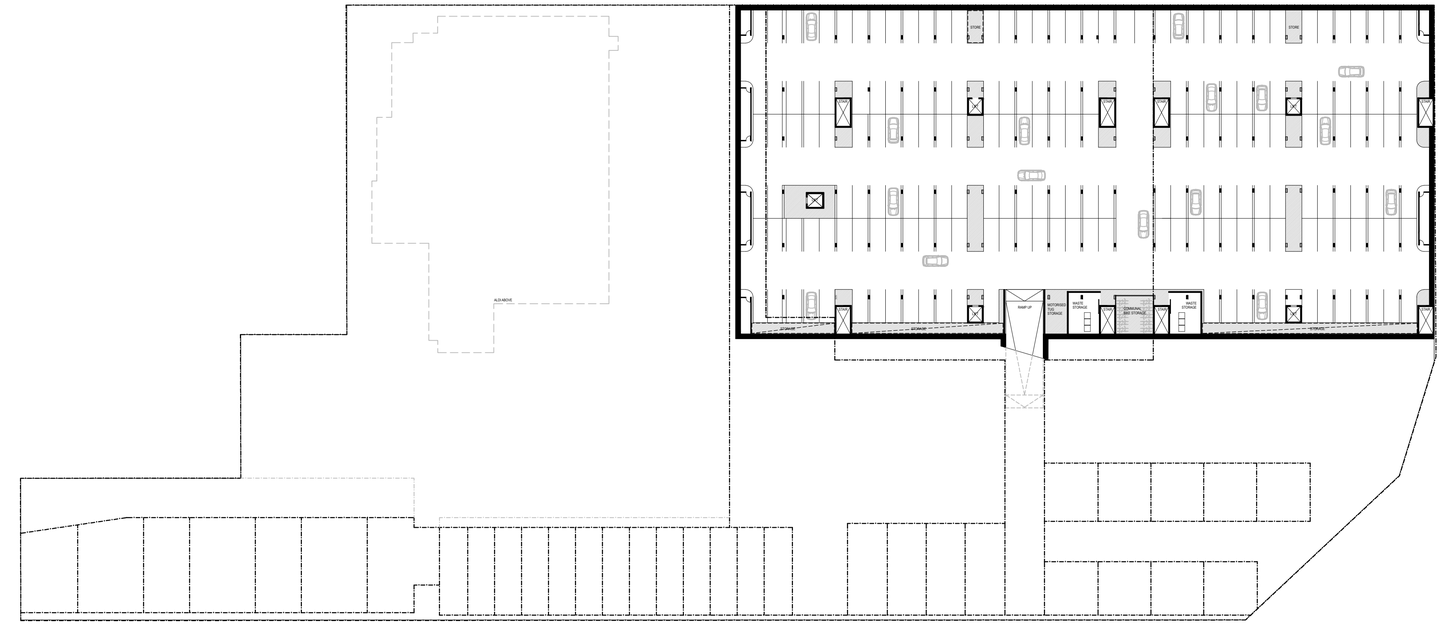
DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P01

REVISION	CHECKED	DRAWN
1.0	FB	mdf

D P11
C P11
B P11
A P10
A P10



BASEMENT FLOOR
1:500 @ A1

D P11
C P11
B P11

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REV	DATE	DESCRIPTION
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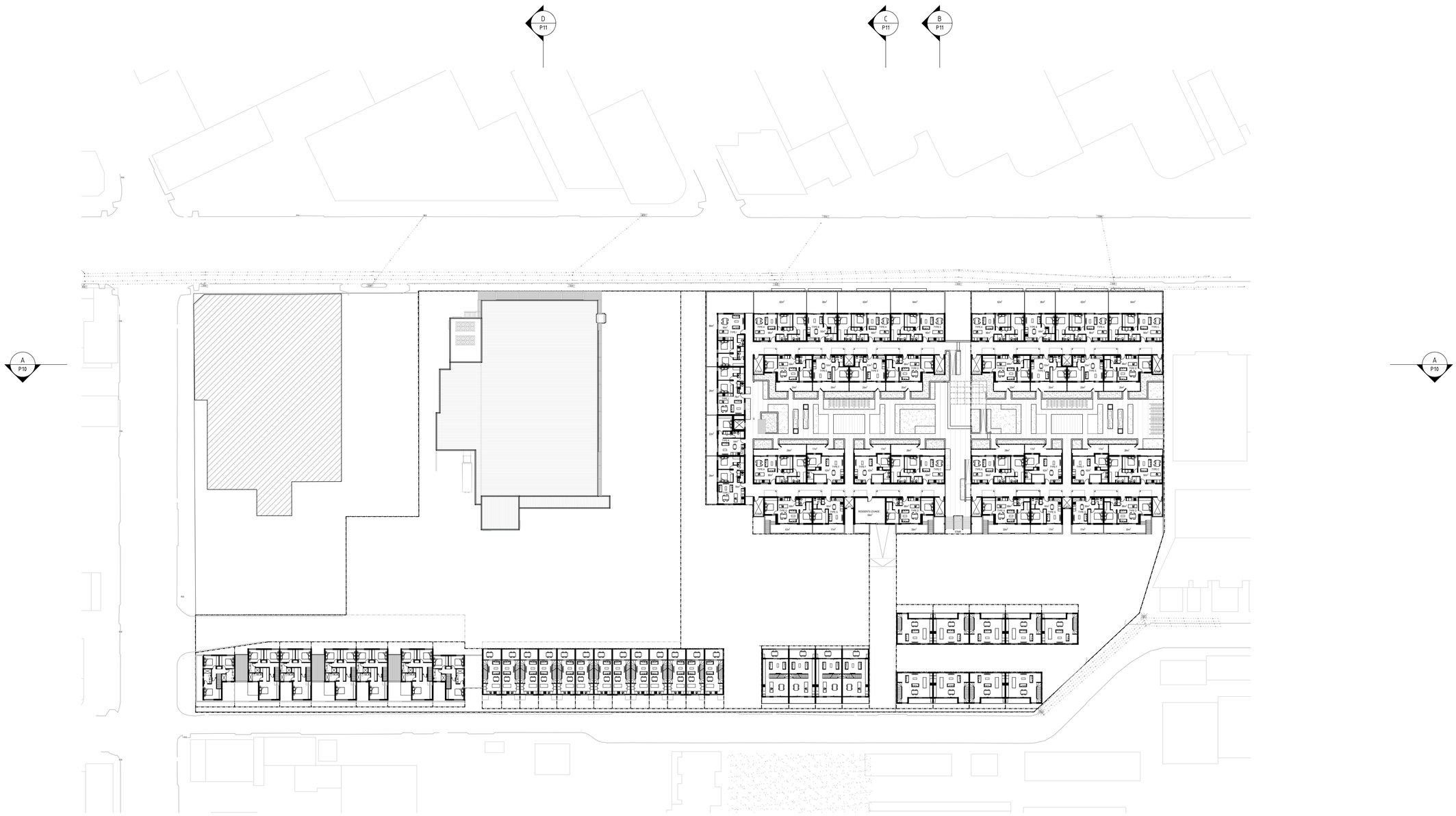
PROJECT: NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT: ALDI | CA CA

DRAWING: BASEMENT FLOOR PLAN
NORTH
SCALE: AS SHOWN
DATE: AUGUST 2018

PROJECT NO: 28055
DWG NO: P02
REVISION: 1.0
CHECKED: FB
DRAWN: mdf



LEVEL 1 FLOOR PLAN

1:500 @ A1

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REV	DATE	DESCRIPTION
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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
FIRST FLOOR PLAN

NORTH

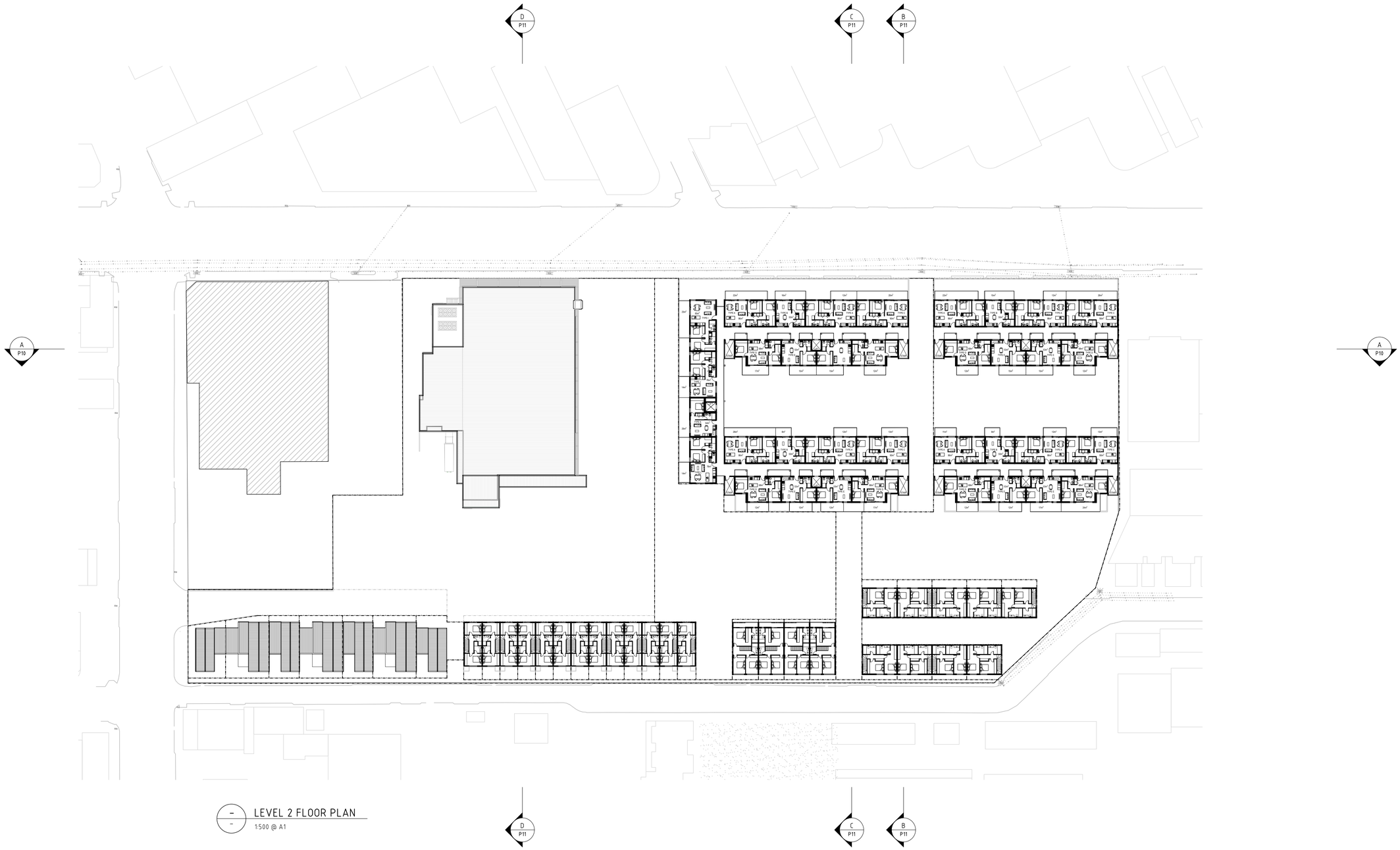
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P03

REVISION	CHECKED	DRAWN
1.0	FB	mdf



LEVEL 2 FLOOR PLAN

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
SECOND FLOOR PLAN

NORTH

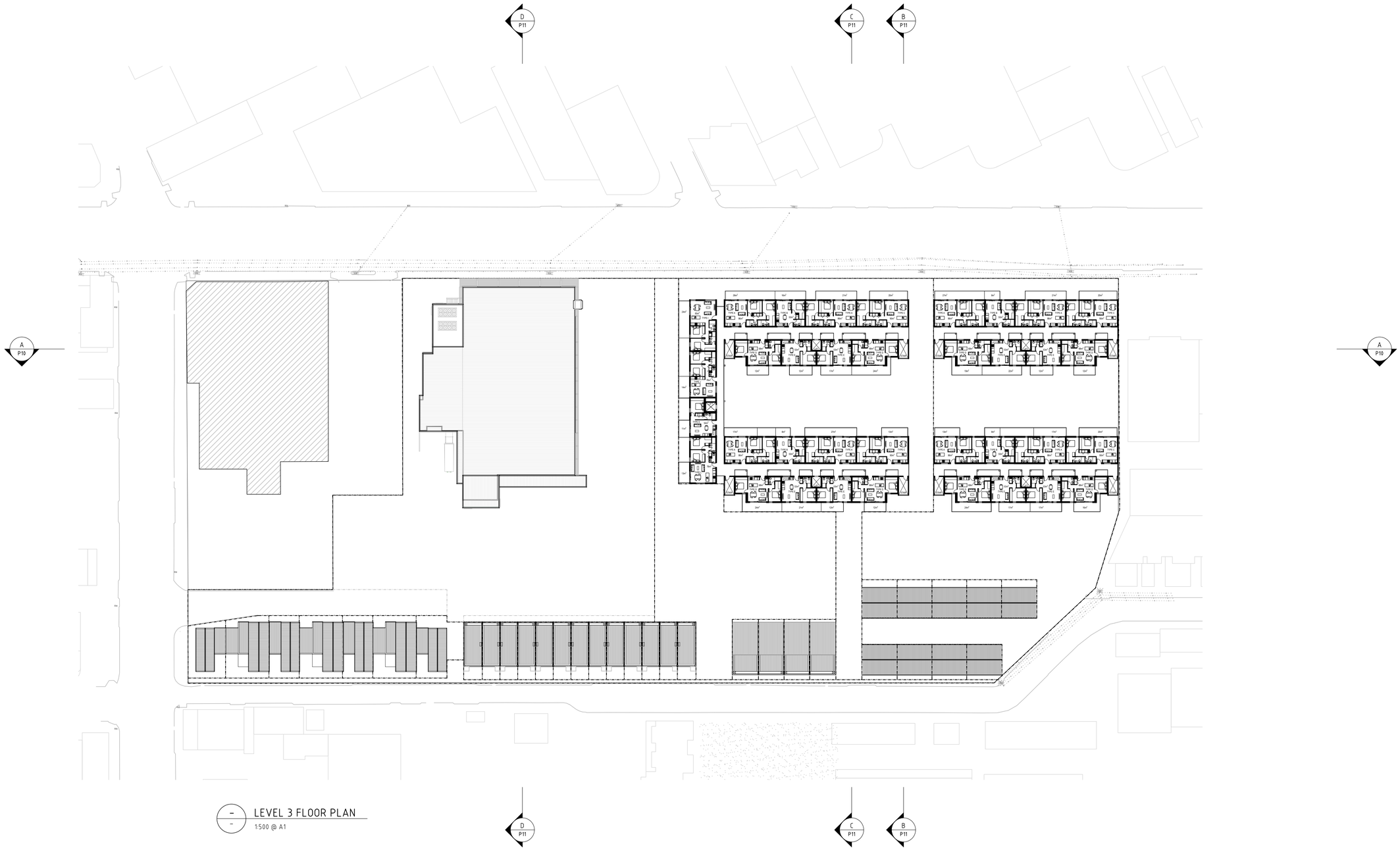
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P04

REVISION	CHECKED	DRAWN
1.0	FB	mdf



LEVEL 3 FLOOR PLAN

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
THIRD FLOOR PLAN

NORTH

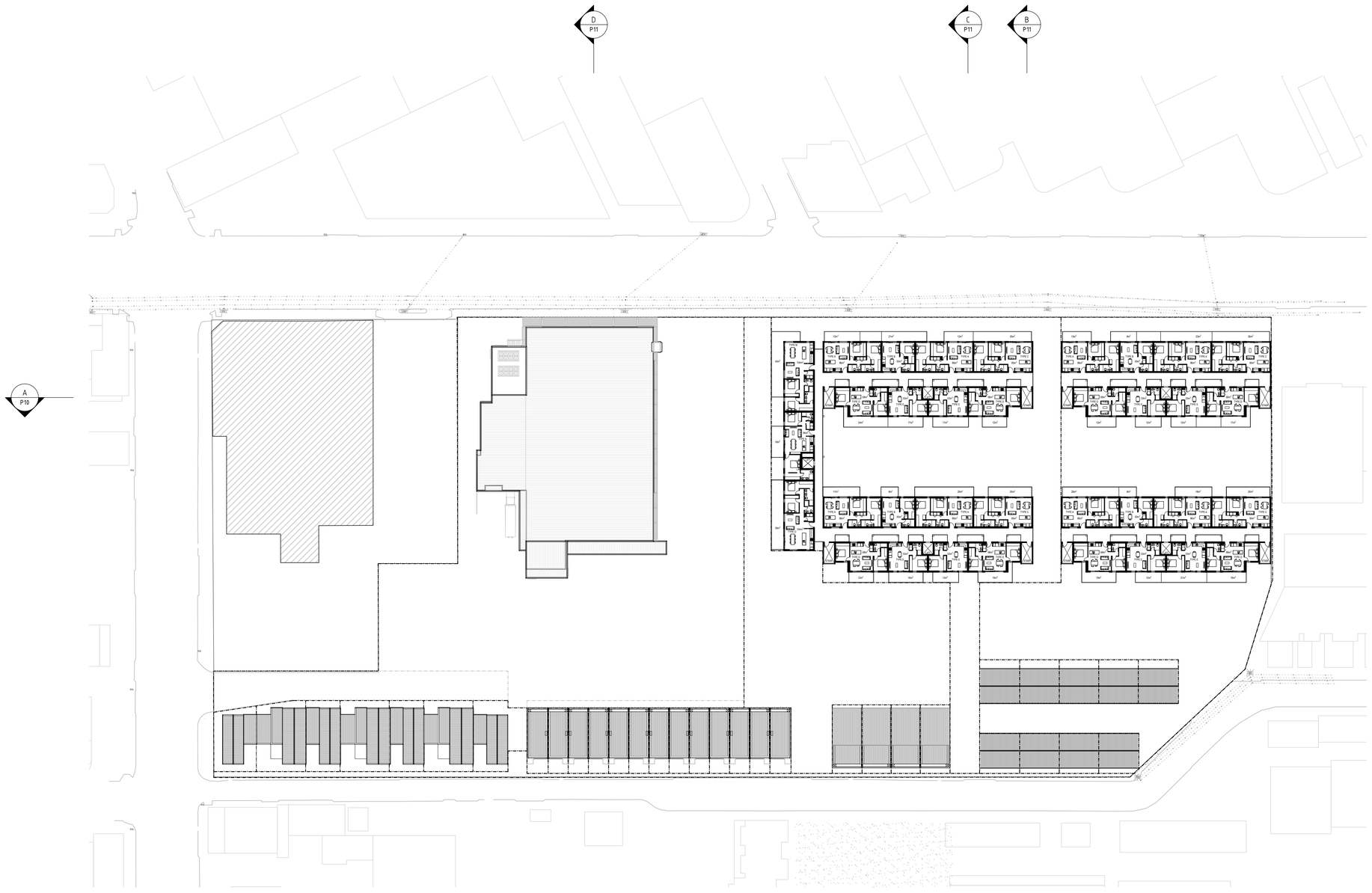
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P05

REVISION	CHECKED	DRAWN
1.0	FB	mdf



LEVEL 4 FLOOR PLAN

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
FOURTH FLOOR PLAN

NORTH

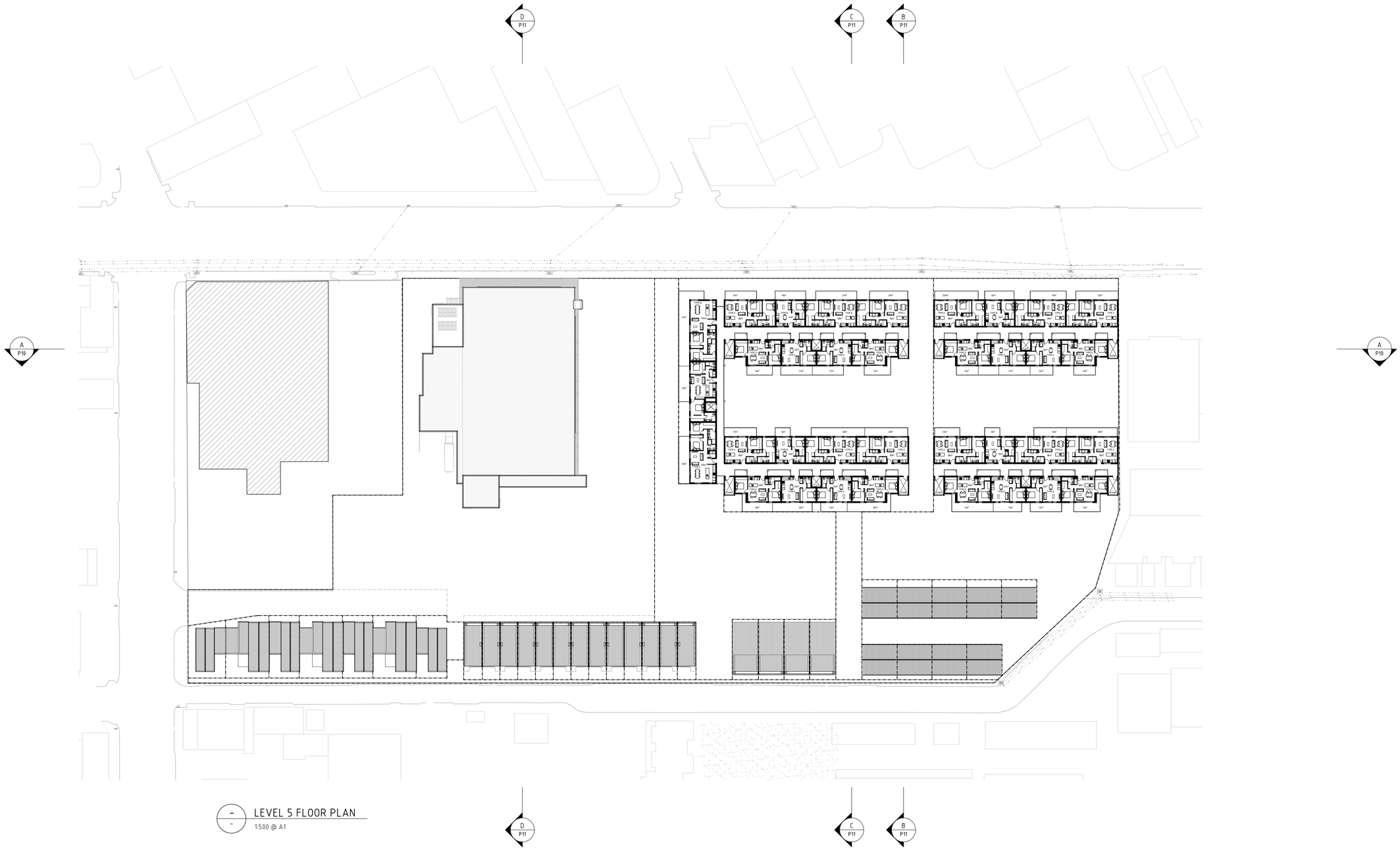
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P06

REVISION	CHECKED	DRAWN
1.0	FB	mdf



LEVEL 5 FLOOR PLAN

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
FIFTH FLOOR PLAN

NORTH

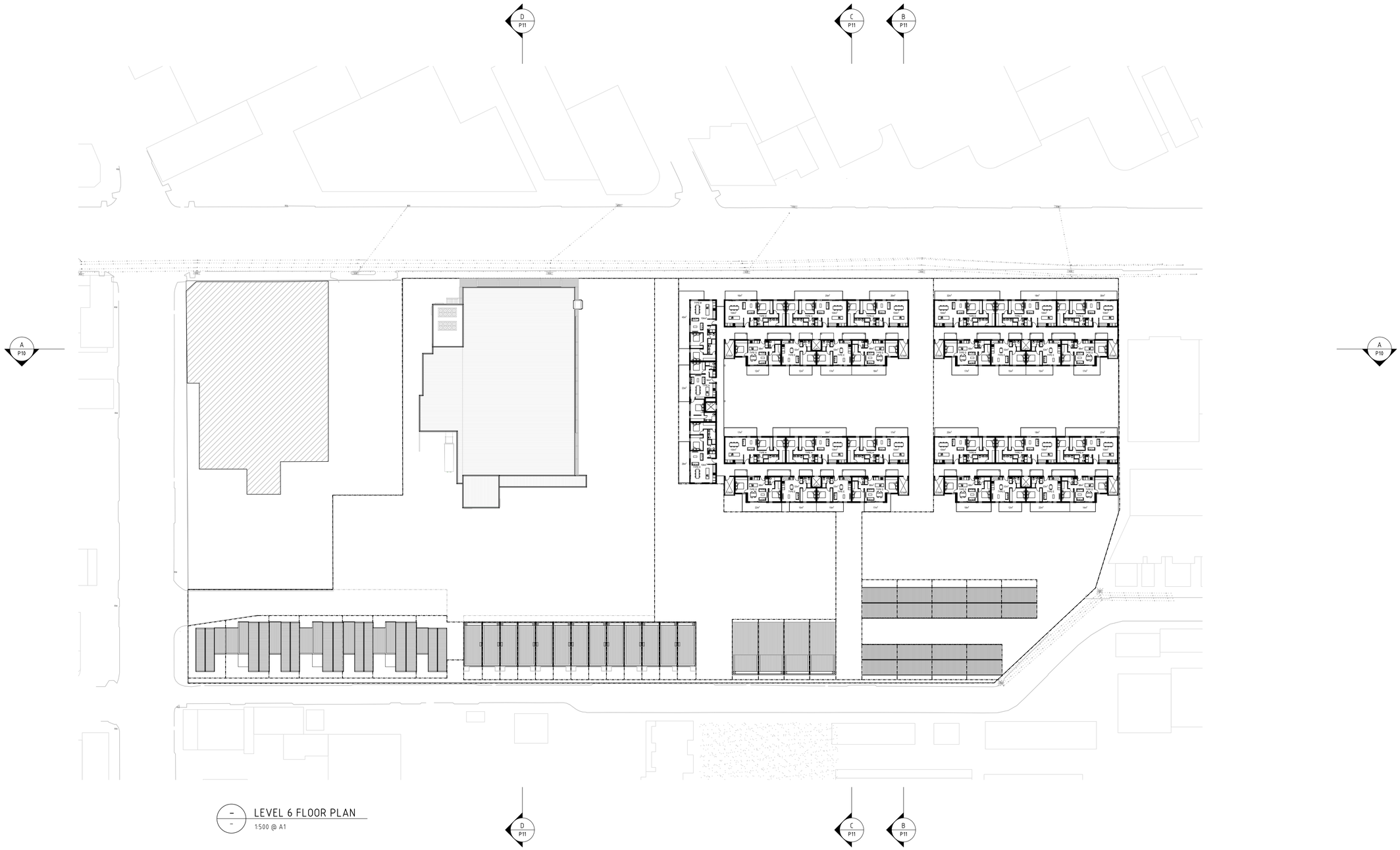
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P07

REVISION	CHECKED	DRAWN
1.0	FB	mdf



LEVEL 6 FLOOR PLAN

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
SIXTH FLOOR PLAN

NORTH

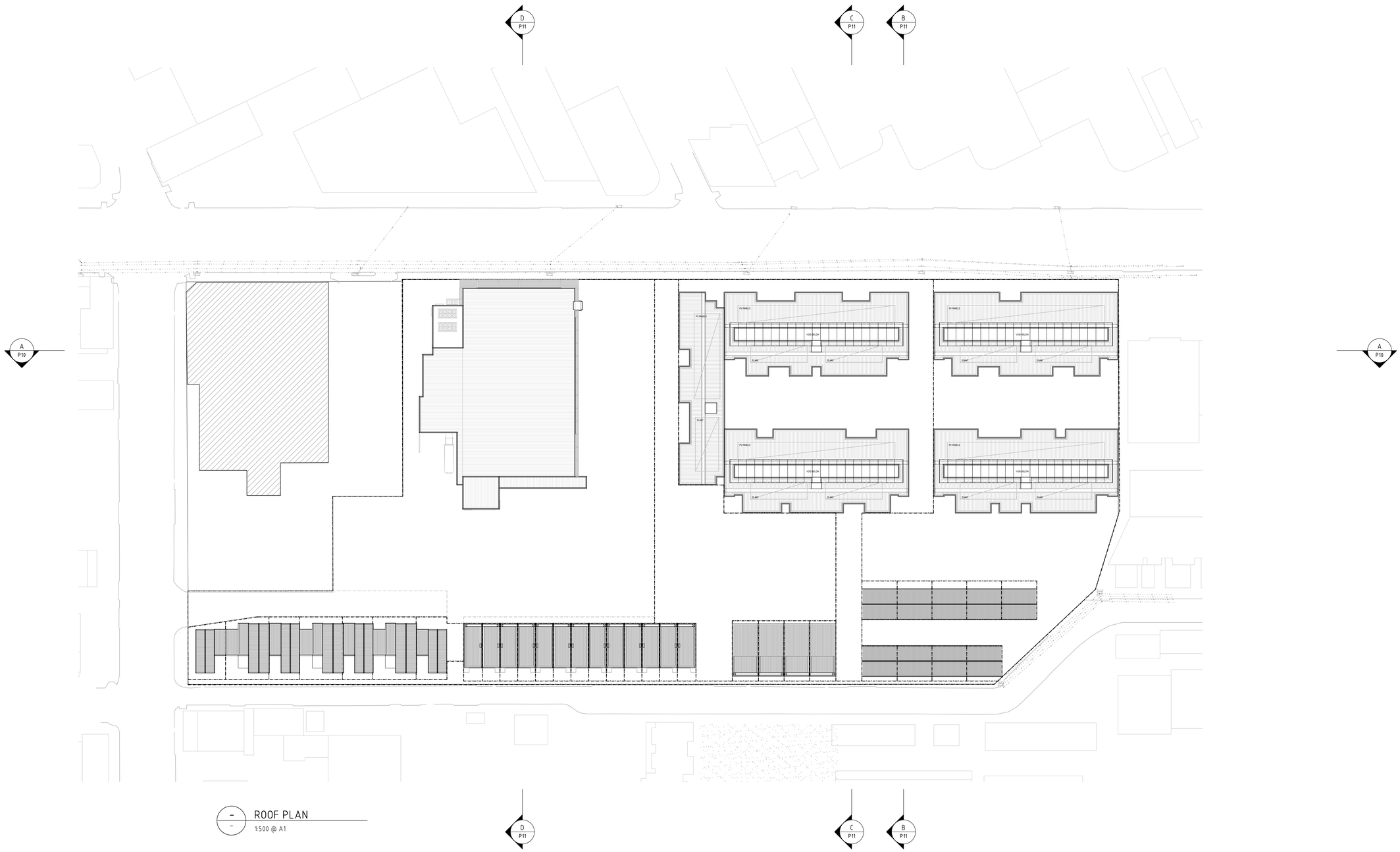
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P08

REVISION	CHECKED	DRAWN
1.0	FB	mdf



ROOF PLAN
1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
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DRAWING
ROOF PLAN

NORTH

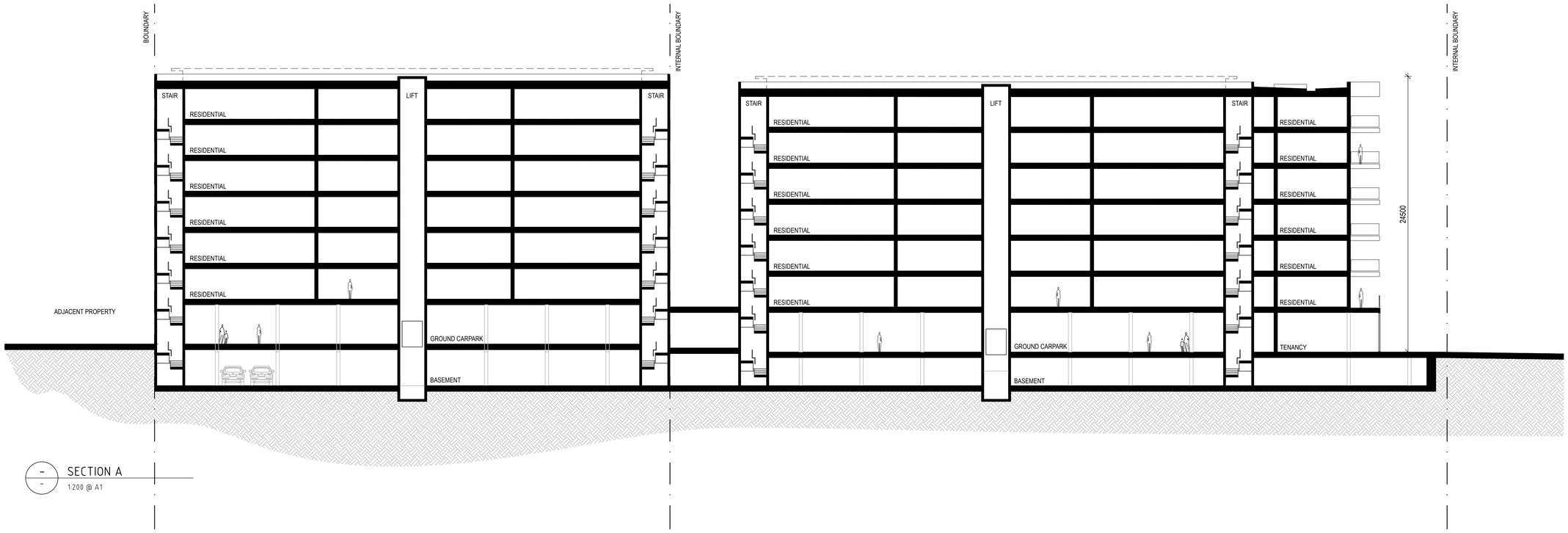
SCALE
AS SHOWN

DATE
AUGUST 2018

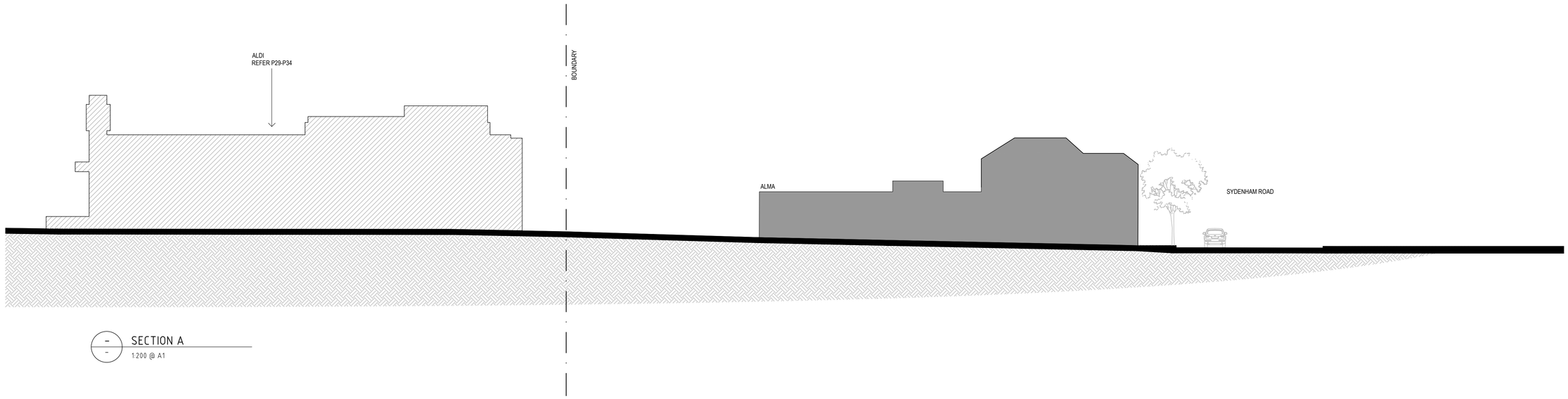
PROJECT NO
28055

DWG NO
P09

REVISION	CHECKED	DRAWN
1.0	FB	mdf



SECTION A
1:200 @ A1



SECTION A
1:200 @ A1

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PROJECT
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76 MAGILL ROAD
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SECTIONS
NORTH
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DATE
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PROJECT NO
28055
DWG NO
P10
REVISION
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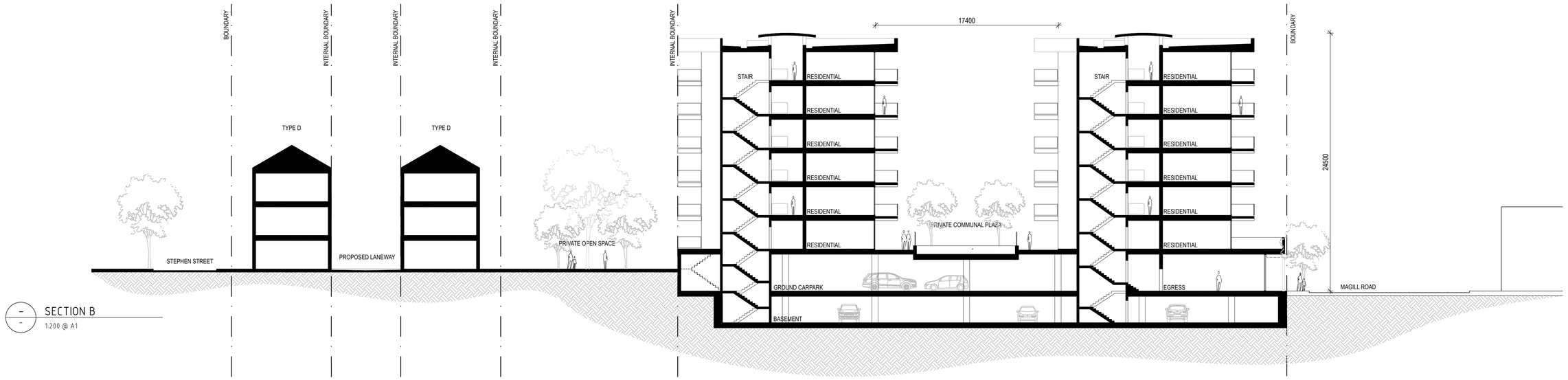

SECTION B
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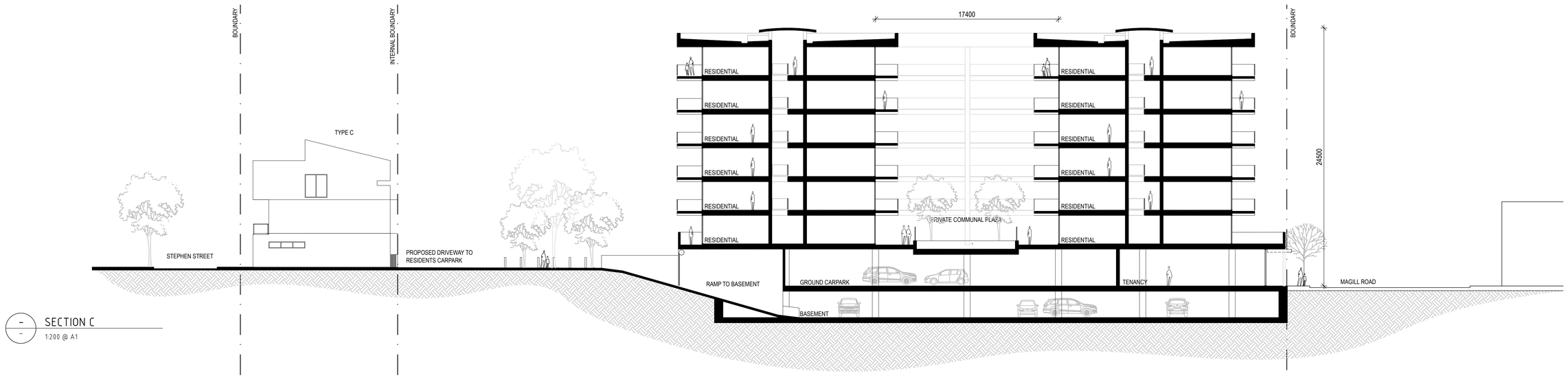
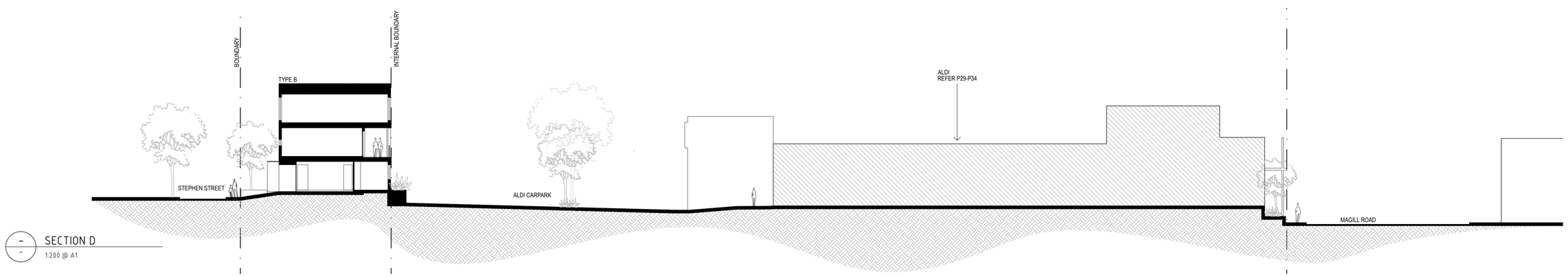


SECTION C
1:200 @ A1



SECTION D
1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
SECTIONS
SCALE
AS SHOWN
DATE
AUGUST 2018
NORTH

PROJECT NO
28055
DWG NO
P11
REVISION
1.0
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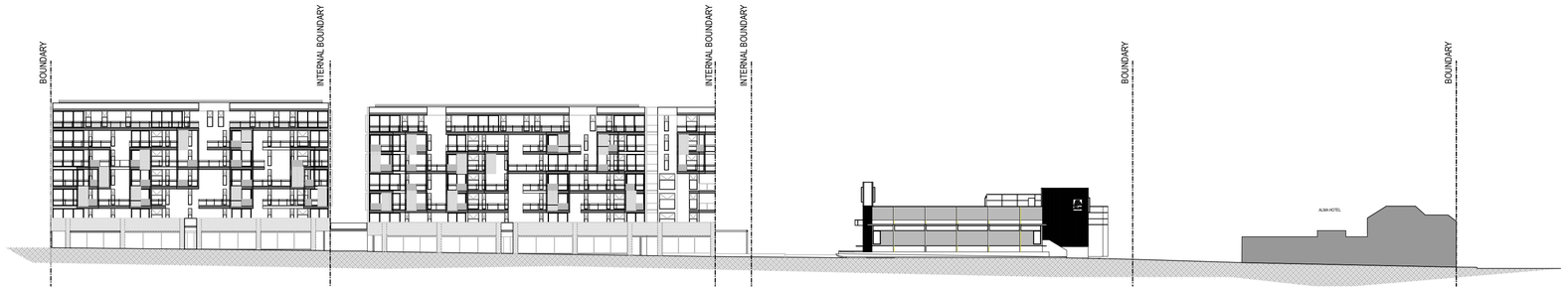
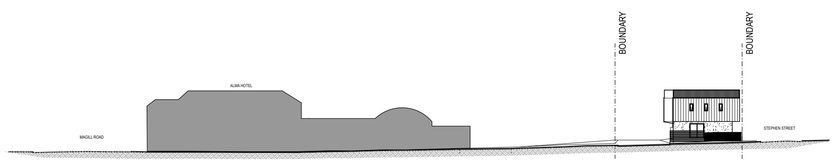
FB
DRAWN
mdf



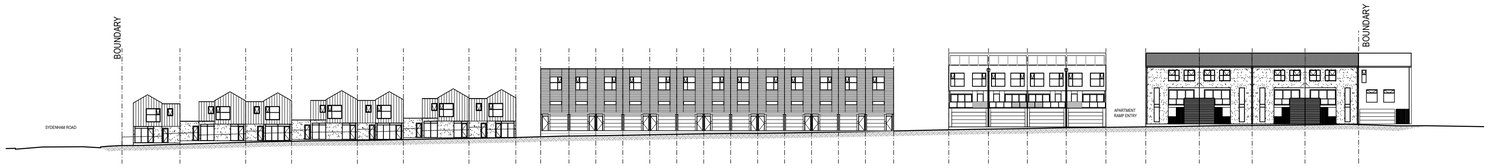
MAGILL ROAD ELEVATION (NORTH)

1:500 @ A1



SYDENHAM STREET ELEVATION (WEST)

1:500 @ A1



STEPHEN STREET ELEVATION (SOUTH)

1:500 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
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DRAWING
SECTIONS

NORTH

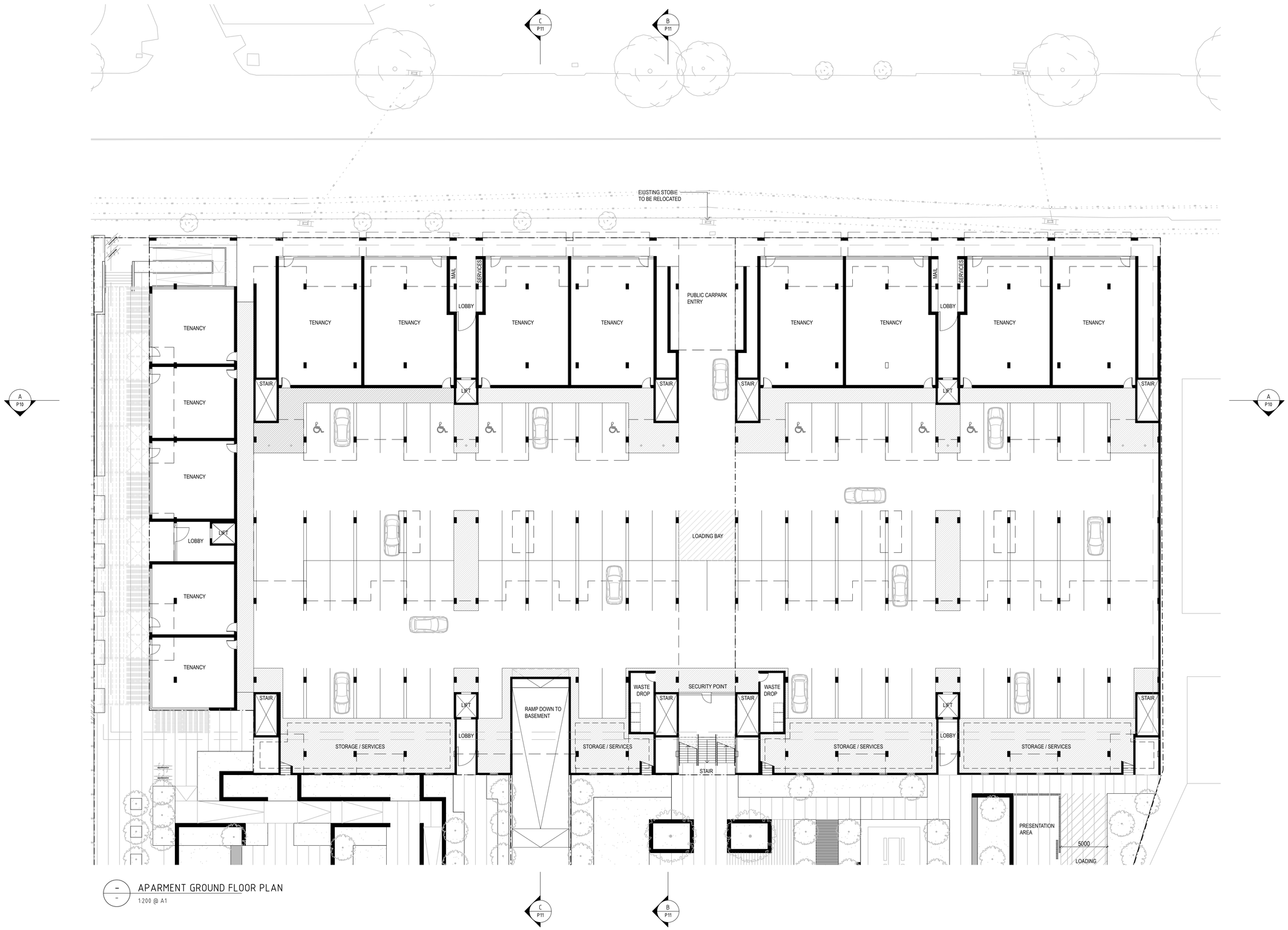
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P12

REVISION	CHECKED	DRAWN
1.0	FB	mdf



APARMENT GROUND FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
GROUND FLOOR PLAN
APARTMENTS

NORTH

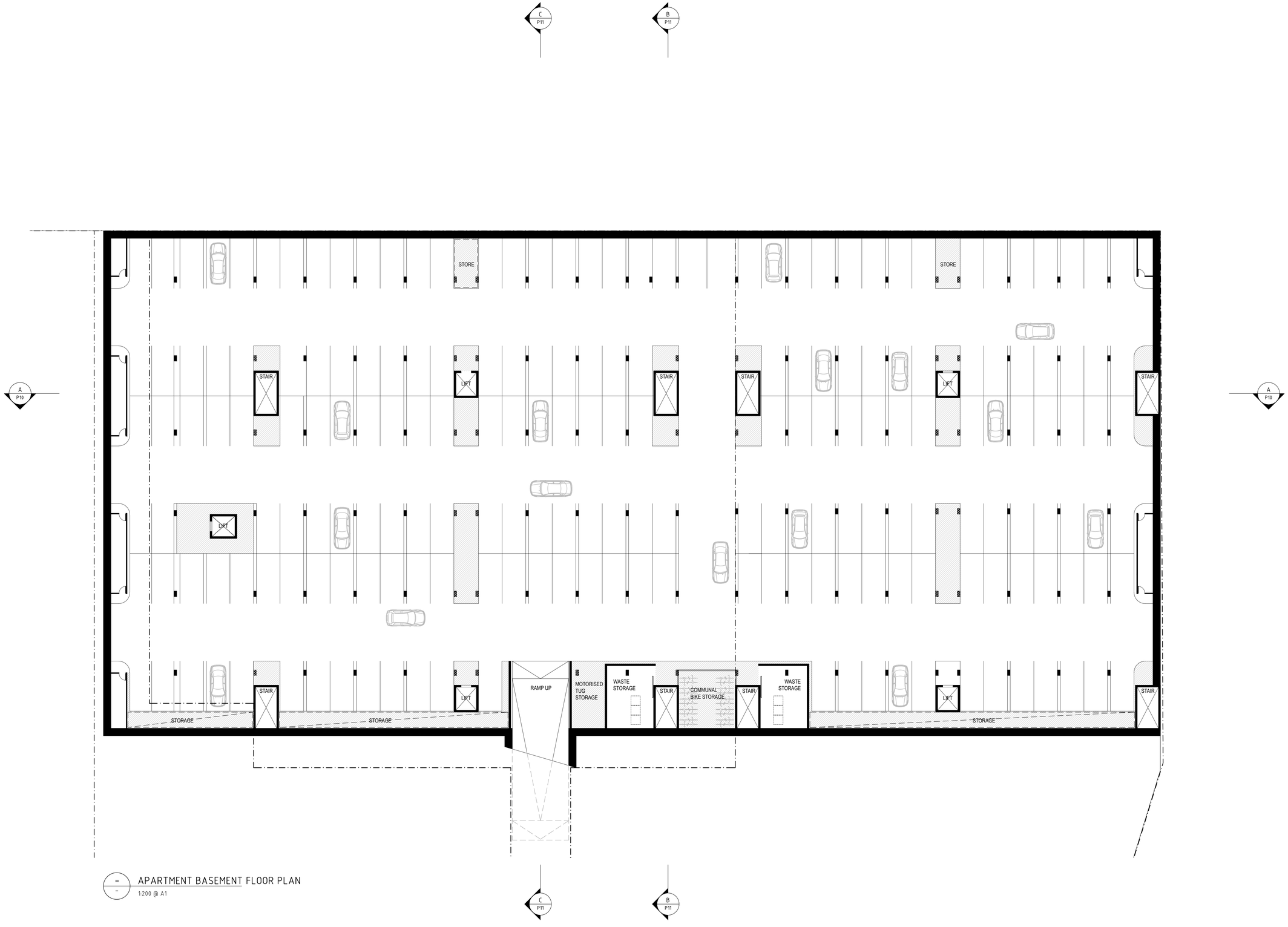
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P13

REVISION	CHECKED	DRAWN
1.0	FB	mdf



APARTMENT BASEMENT FLOOR PLAN

1:200 @ A1

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
BASEMENT
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P14

REVISION	CHECKED	DRAWN
1.0	FB	mdf

APARTMENT LEVEL 1 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
FIRST FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P15

REVISION	CHECKED	DRAWN
1.0	FB	mdf

APARTMENT LEVEL 2 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
SECOND FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P16

REVISION	CHECKED	DRAWN
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APARTMENT LEVEL 3 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
THIRD FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P17

REVISION	CHECKED	DRAWN
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APARTMENT LEVEL 4 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
FOURTH FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P18

REVISION	CHECKED	DRAWN
1.0	FB	mdf

APARTMENT LEVEL 5 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
ALDI | CA CA

DRAWING
FIFTH FLOOR PLAN
APARTMENTS

NORTH

SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P19

REVISION	CHECKED	DRAWN
1.0	FB	mdf

APARTMENT LEVEL 6 FLOOR PLAN

1:200 @ A1

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD

CLIENT
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DRAWING
SIXTH FLOOR PLAN
APARTMENTS

NORTH

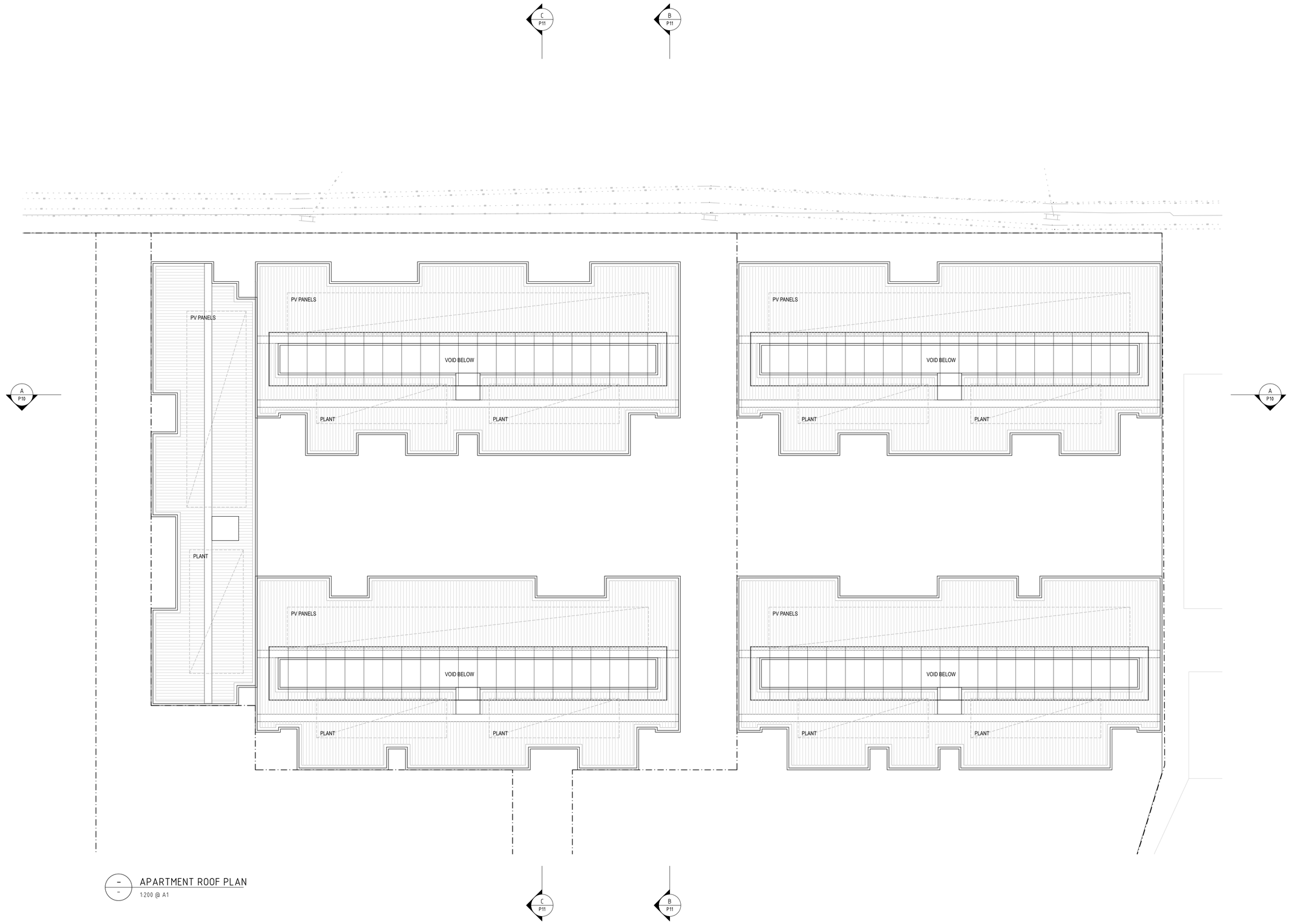
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

DWG NO
P20

REVISION	CHECKED	DRAWN
1.0	FB	mdf



APARTMENT ROOF PLAN

1:200 @ A1

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REV	DATE	DESCRIPTION
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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
ROOF PLAN
APARTMENTS

NORTH

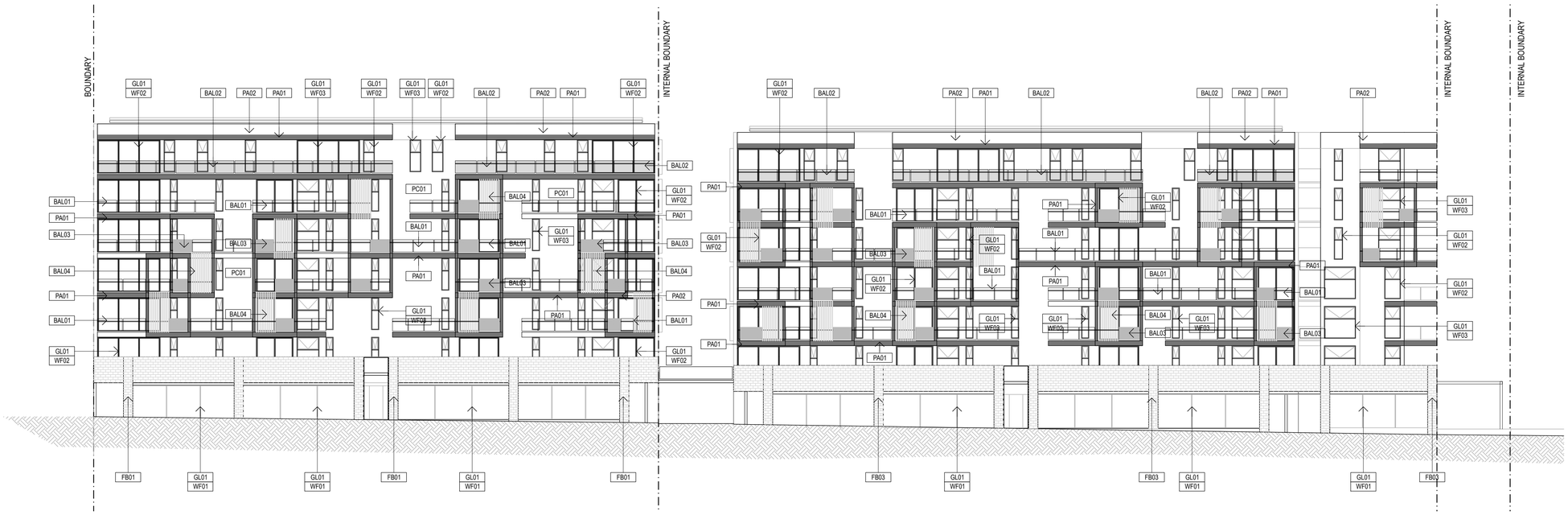
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

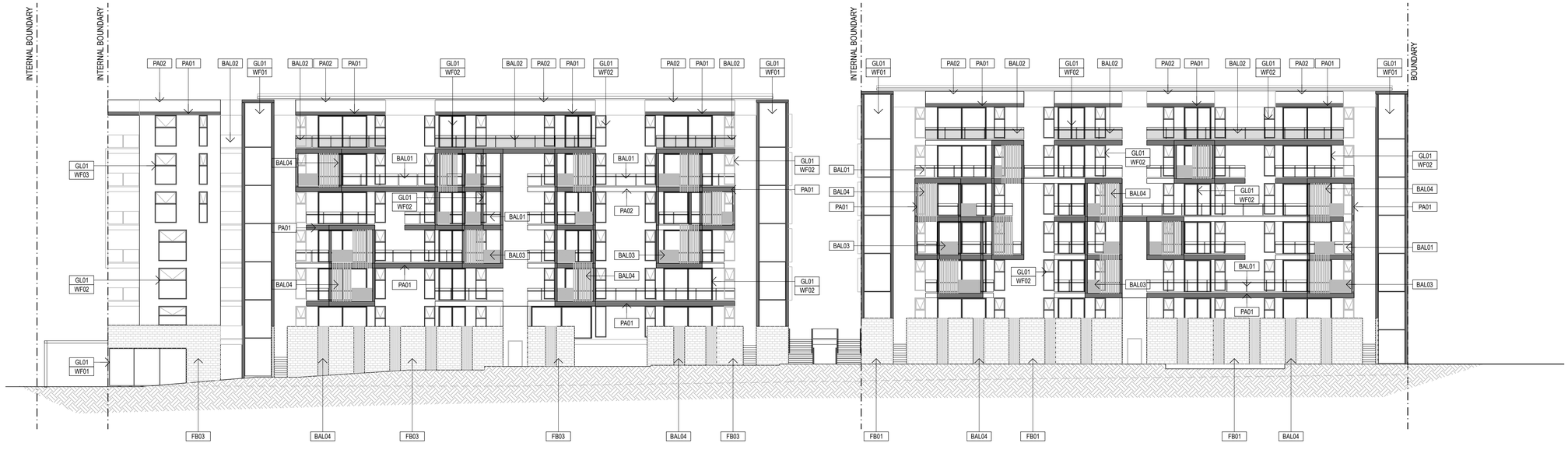
DWG NO
P21

REVISION	CHECKED	DRAWN
1.0	FB	mdf



NORTH ELEVATION (MAGILL)

1:200 @ A1



SOUTH ELEVATION

1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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PROJECT: NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT: ALDI | CA CA

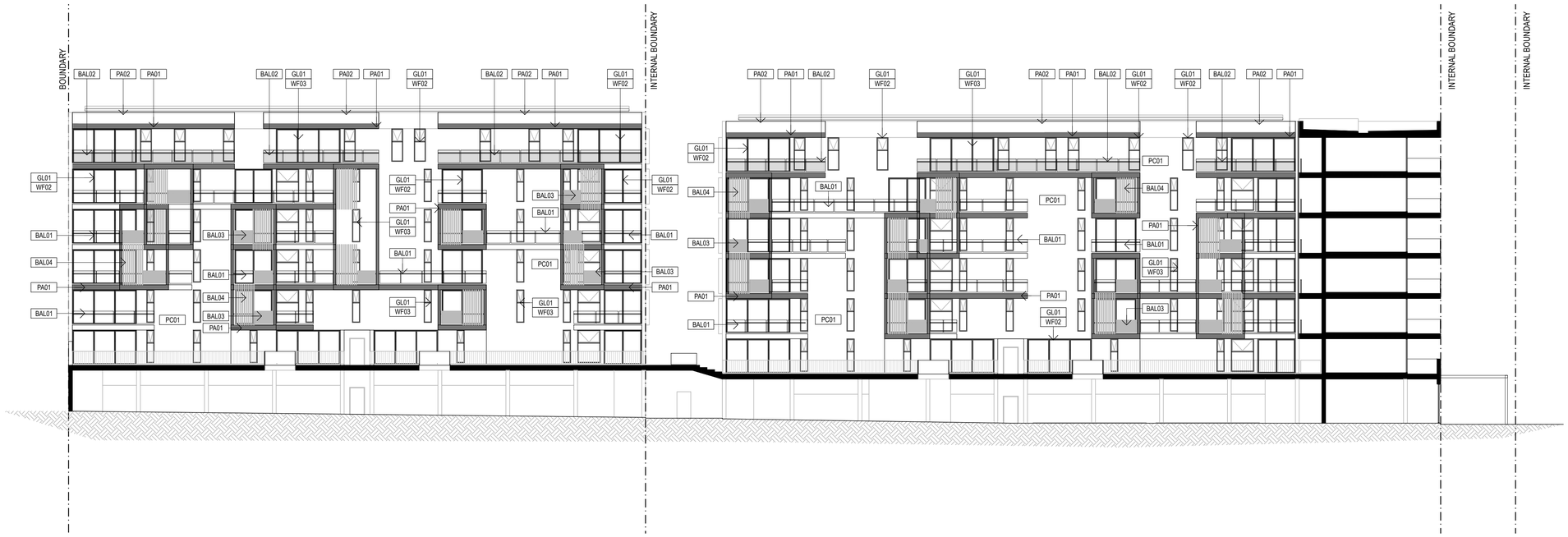
DRAWING: ELEVATIONS
APARTMENTS

NORTH

SCALE: AS SHOWN
DATE: AUGUST 2018

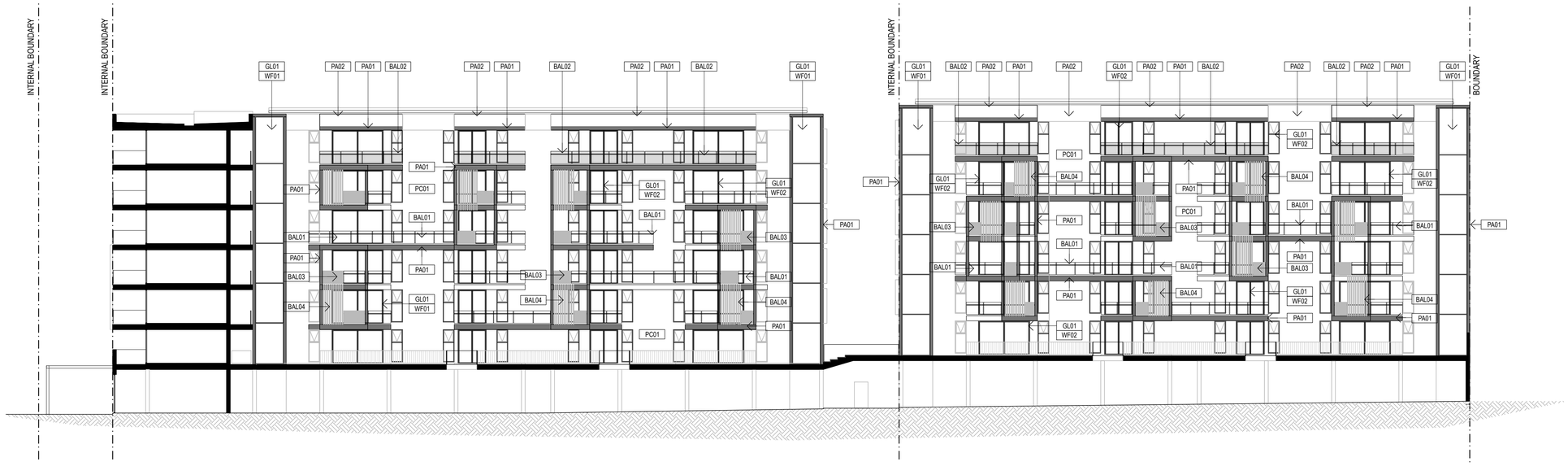
PROJECT NO: 28055
DWG NO: P22

REVISION	CHECKED	DRAWN
1.0	FB	mdf



NORTH ELEVATION (INTERNAL)

1:200 @ A1



SOUTH ELEVATION (INTERNAL)

1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
APARTMENTS
ELEVATIONS

NORTH

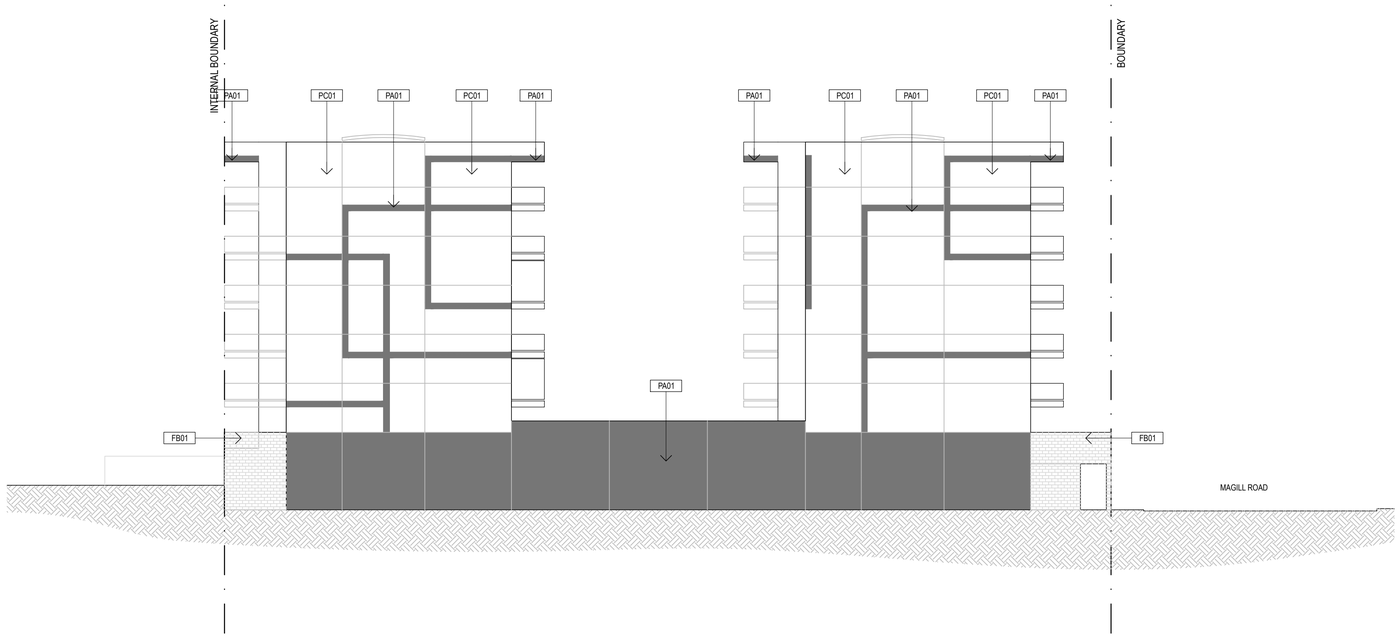
SCALE
AS SHOWN

DATE
AUGUST 2018

PROJECT NO
28055

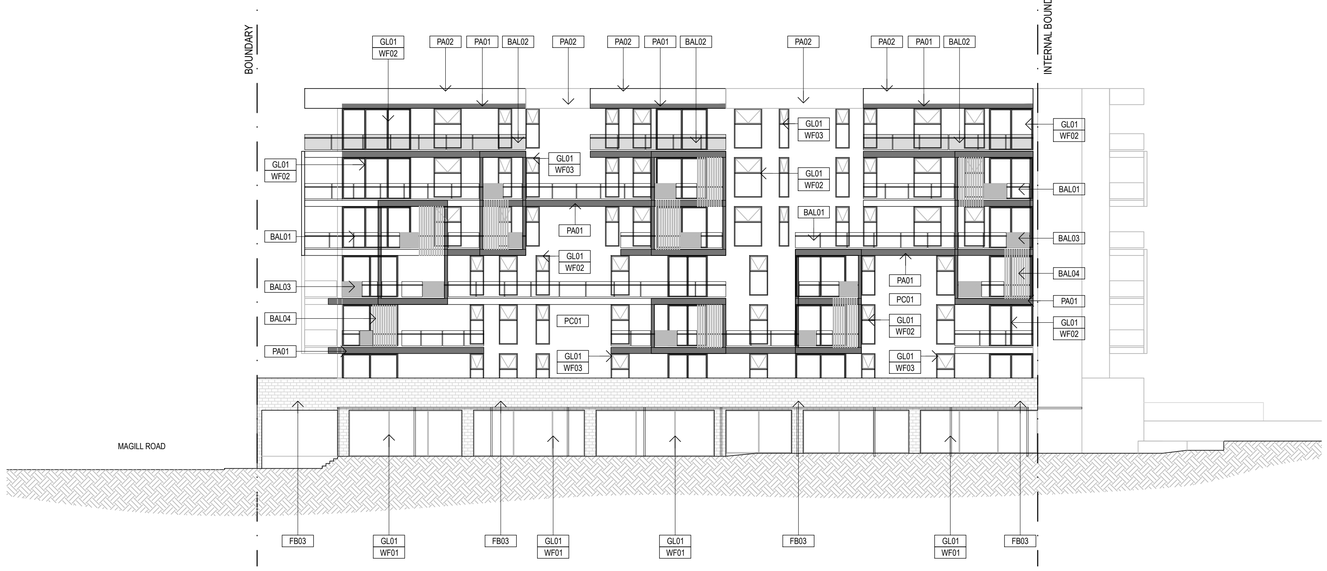
DWG NO
P23

REVISION	CHECKED	DRAWN
1.0	FB	mdf



EAST ELEVATION

1:200 @ A1



WEST ELEVATION

1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODIOSED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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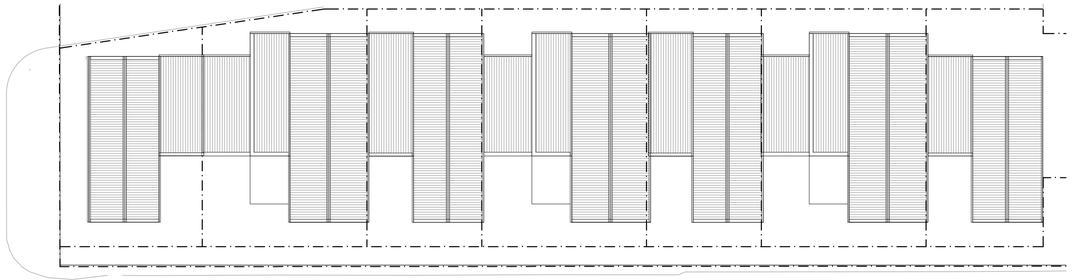
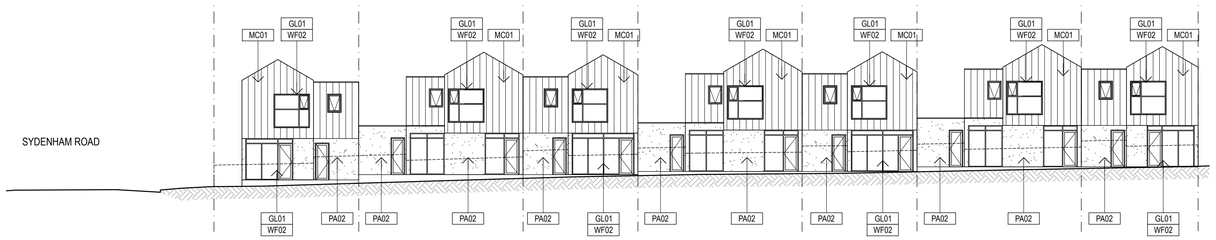
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: ELEVATIONS APARTMENTS
SCALE: AS SHOWN
DATE: AUGUST 2018
NORTH

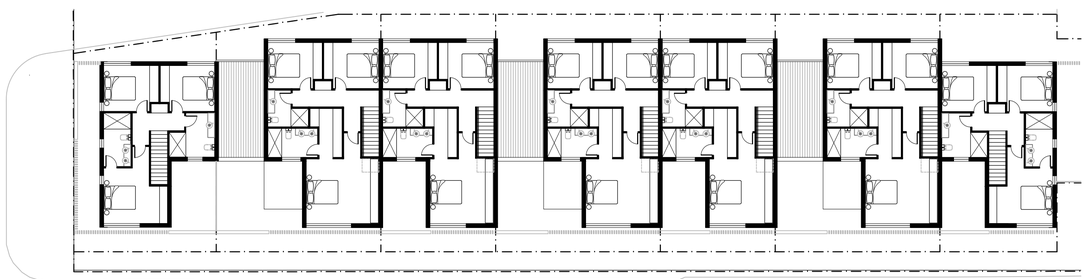
PROJECT NO: 28055
DWG NO: P24
REVISION: 1.0
CHECKED: FB
DRAWN: mdf



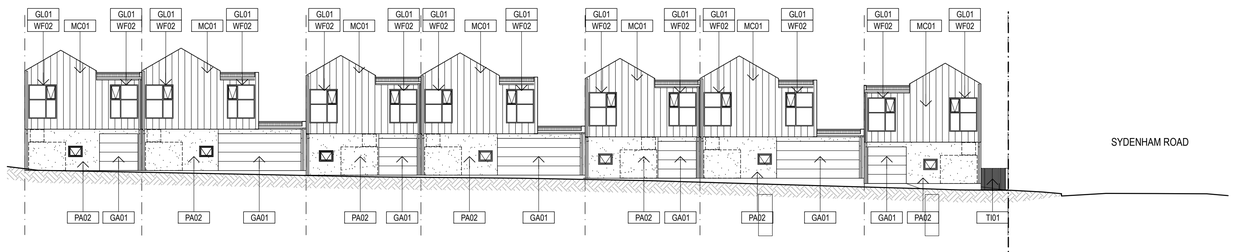
ROOF PLAN
1:200 @ A1



SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1

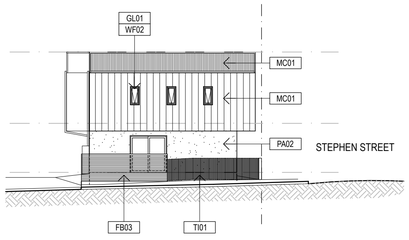


LEVEL 1 FLOOR PLAN
1:200 @ A1

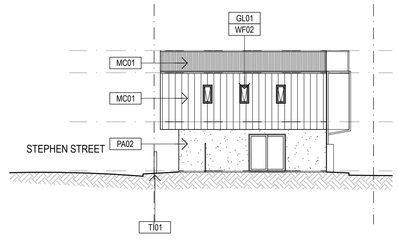


NORTH ELEVATION
1:200 @ A1

GROUND FLOOR PLAN
1:200 @ A1



WEST ELEVATION (SYDENHAM ROAD)
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
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GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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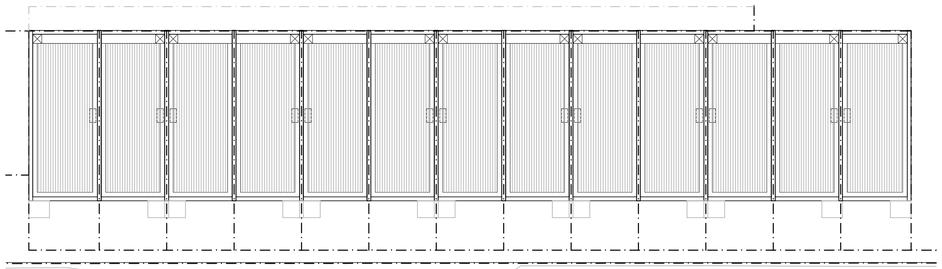
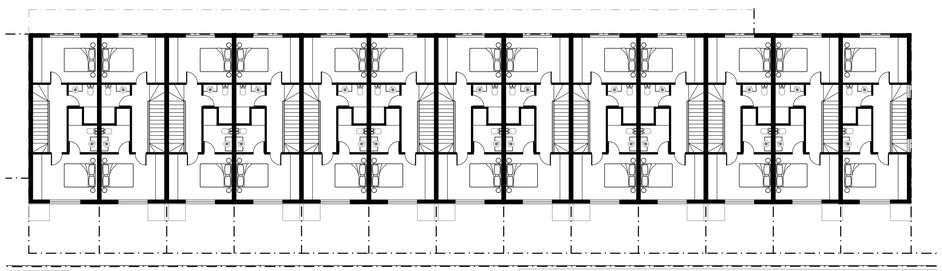
PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
TYPE A
TOWNHOUSES
SCALE
AS SHOWN
DATE
AUGUST 2018
NORTH

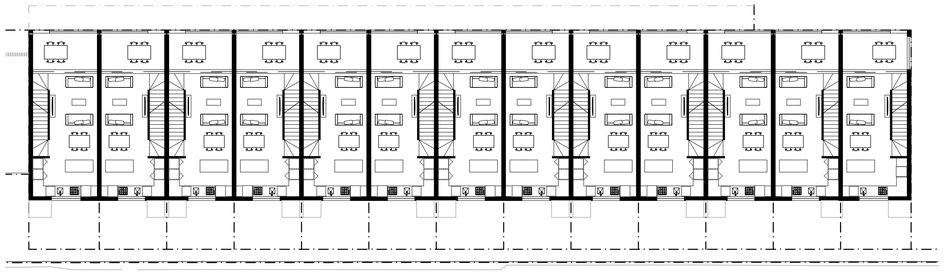
PROJECT NO
28055
DWG NO
P25
REVISION
1.0
CHECKED
FB
DRAWN
mdf



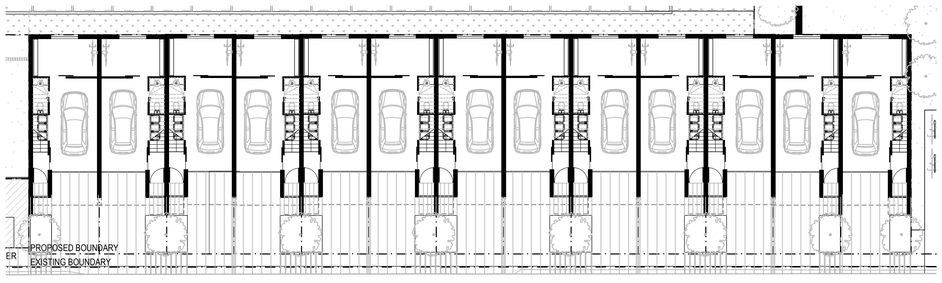
ROOF PLAN
1:200 @ A1



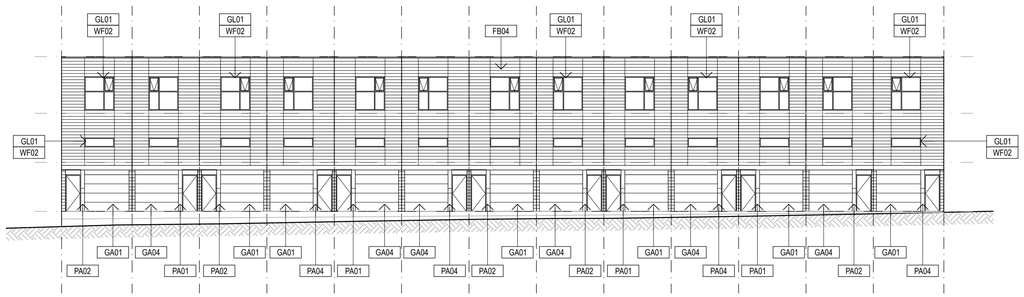
LEVEL 2 FLOOR PLAN
1:200 @ A1



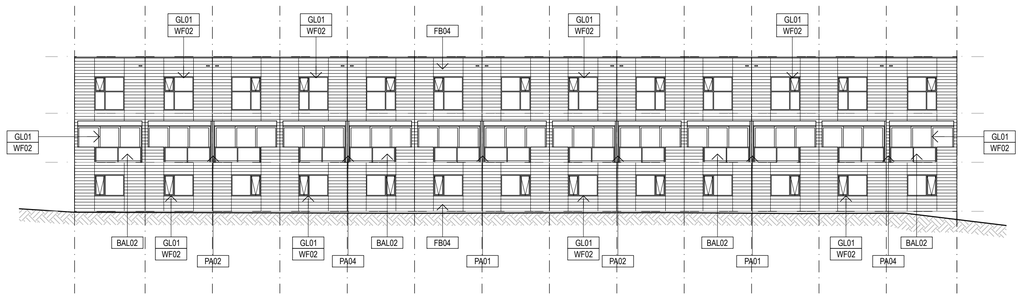
LEVEL 1 FLOOR PLAN
1:200 @ A1



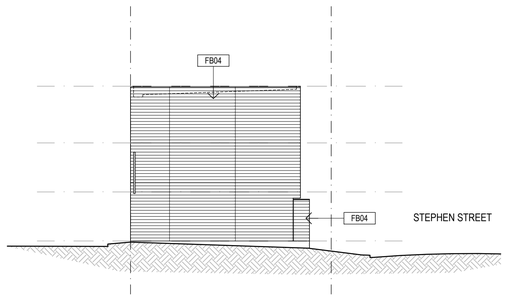
GROUND FLOOR PLAN
1:200 @ A1



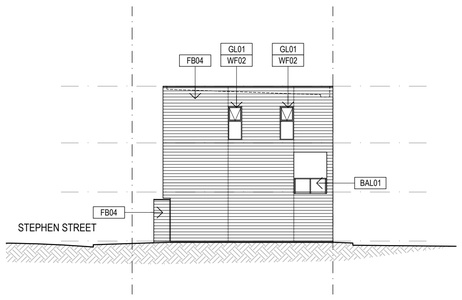
SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1



NORTH ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

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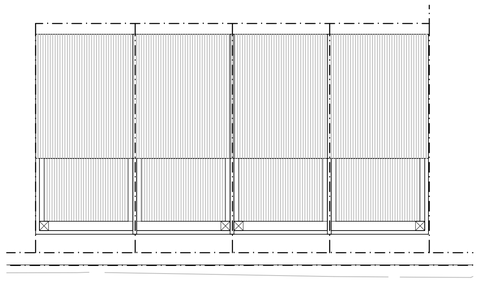
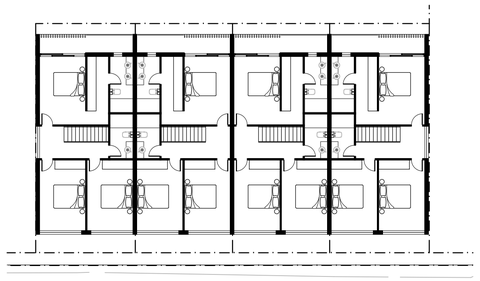
PROJECT
NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT
ALDI | CA CA

DRAWING
TYPE B
TOWNHOUSES
SCALE
AS SHOWN
DATE
AUGUST 2018
NORTH

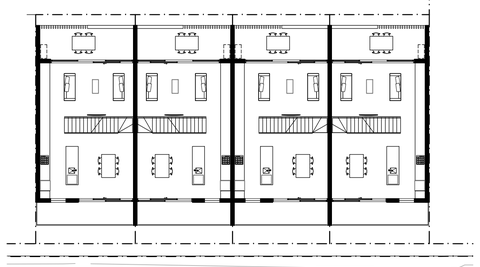
PROJECT NO
28055
DWG NO
P26
REVISION
1.0
CHECKED
FB
DRAWN
mdf



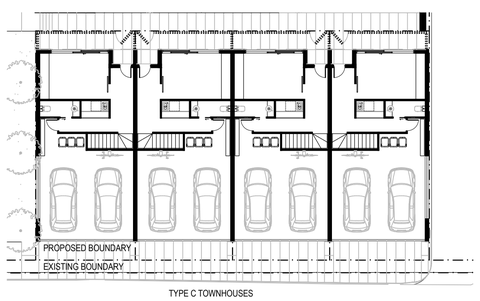
ROOF FLOOR PLAN
1:200 @ A1



LEVEL 2 FLOOR PLAN
1:200 @ A1



LEVEL 1 FLOOR PLAN
1:200 @ A1

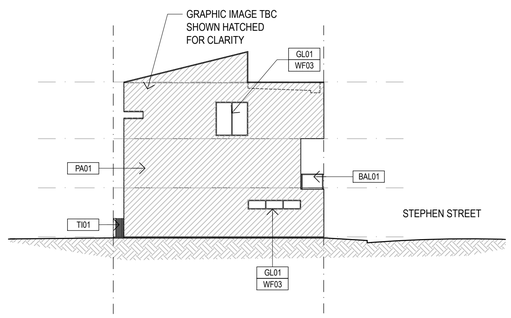


TYPE C TOWNHOUSES

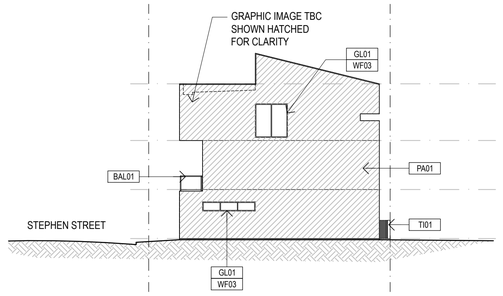
GROUND FLOOR PLAN
1:200 @ A1

SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1

NORTH ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
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GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
BAL02	BALUSTRADE 2 (GREY GLASS)
BAL03	BALUSTRADE 3 (OPAQUE PANEL)
BAL04	BALUSTRADE 4 (METAL SCREEN)
MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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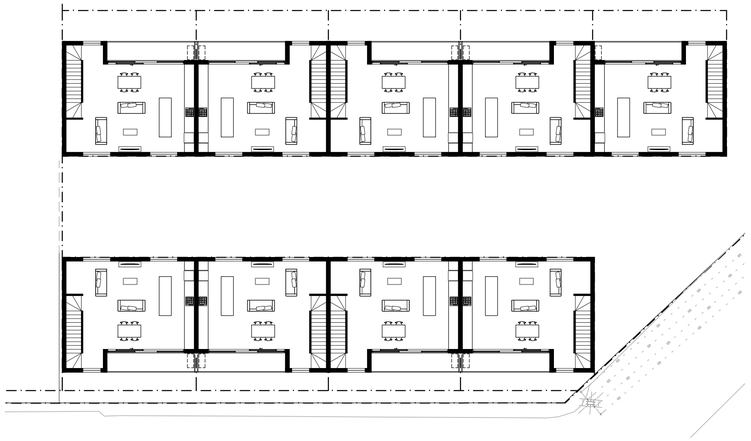
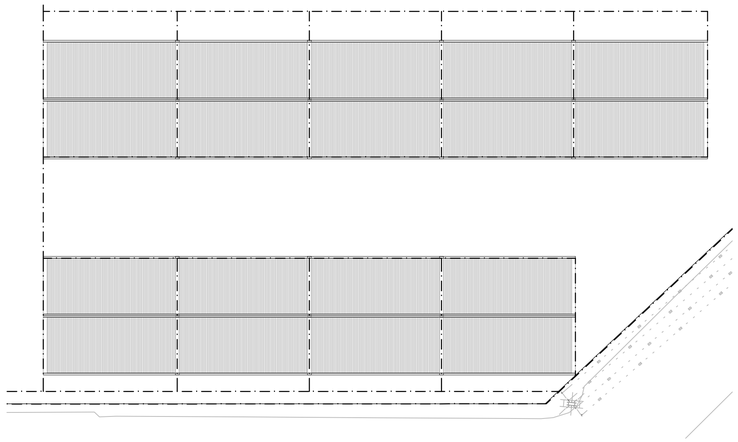
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA
DRAWING: TYPE C TOWNHOUSES
SCALE: AS SHOWN
DATE: AUGUST 2018
NORTH
PROJECT NO: 28055
DWG NO: P27
REVISION: 1.0
CHECKED: FB
DRAWN: mdf

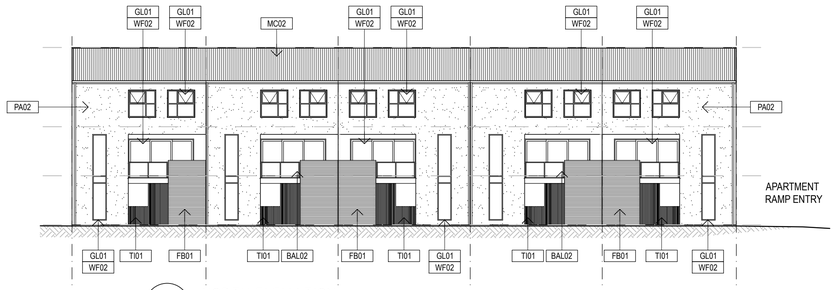


LEVEL 1 FLOOR PLAN
1:200 @ A1

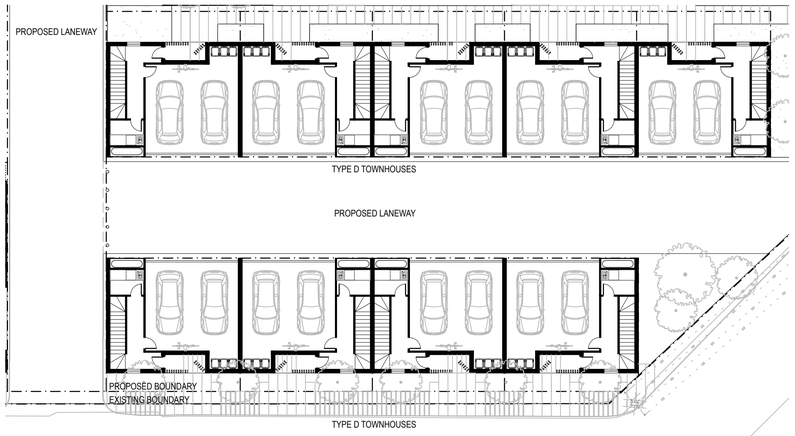


ROOF FLOOR PLAN
1:200 @ A1

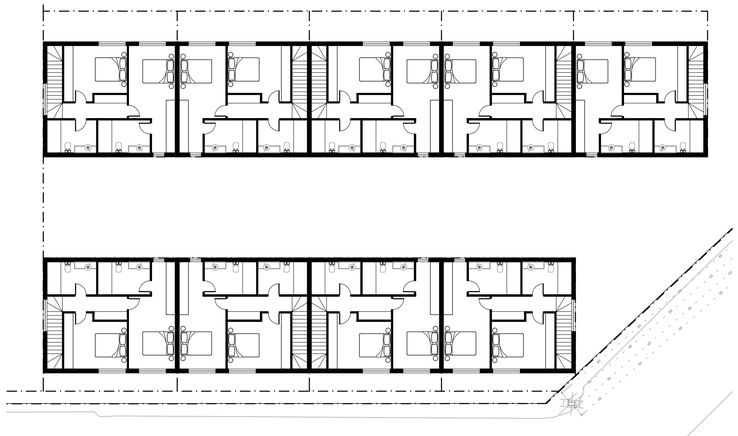
SOUTH ELEVATION (STEPHEN STREET)
1:200 @ A1



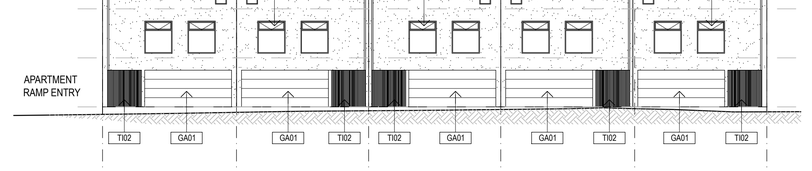
NORTH ELEVATION
1:200 @ A1



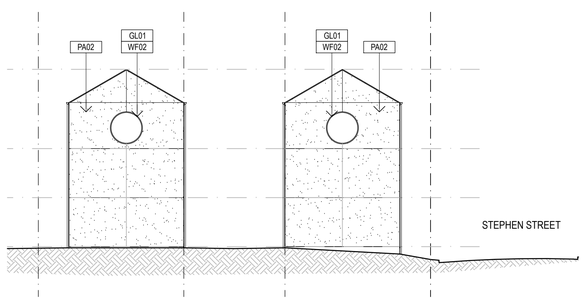
GROUND FLOOR PLAN
1:200 @ A1



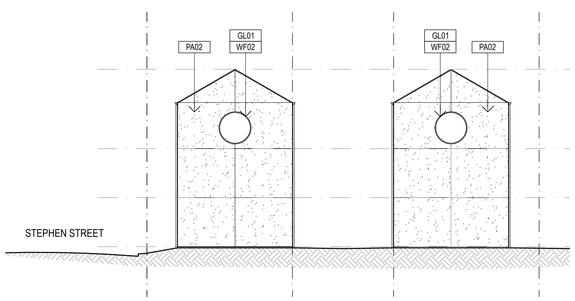
LEVEL 2 FLOOR PLAN
1:200 @ A1



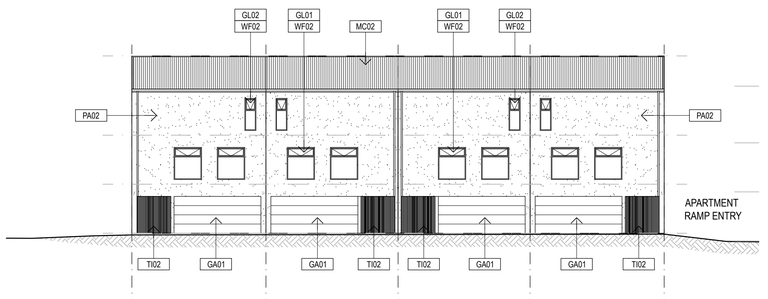
SOUTH INTERNAL ELEVATION
1:200 @ A1



WEST ELEVATION
1:200 @ A1



EAST ELEVATION
1:200 @ A1



NORTH INTERNAL ELEVATION
1:200 @ A1

ELEVATIONS LEGEND

PC01	TREATED PRECAST (OFF WHITE)
PA01	PAINT FINISH TYPE 1 (BLACK MAGIC)
PA02	PAINT FINISH TYPE 2 (CHINA WHITE)
PA03	PAINT FINISH TYPE 3 (QUAGMIRE)
PA04	PAINT FINISH TYPE 4 (BURNISHED RUSSET)
PA05	PAINT FINISH TYPE 5 (ARID LAND)
FB01	FACE BRICK TYPE 1 (CHARCOAL)
FB02	FACE BRICK TYPE 2 (WHITE)
FB03	FACE BRICK TYPE 3 (RED)
FB04	FACE BLOCK TYPE 4 (GREY)
GL01	GLASS TYPE 1 (CLEAR)
GL02	GLASS TYPE 2 (GREY)
GL03	GLASS TYPE 3 (TRANSLUCENT)
WF01	WINDOW FRAME 1 (ANODISED)
WF02	WINDOW FRAME 2 (BLACK)
WF03	WINDOW FRAME 3 (WHITE)
BAL01	BALUSTRADE 1 (CLEAR GLASS)
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MC01	METAL CLADDING 1 (MONUMENT)
MC02	METAL CLADDING 2 (SURFMIST)
MC03	METAL CLADDING 2 (HERITAGE GALV)
MC04	METAL CLADDING 3 (ZINCALUME)
GA01	GARAGE DOOR 1 (MONUMENT)
GA02	GARAGE DOOR 2 (SURFMIST)
GA03	GARAGE DOOR 3 (POLYCARBONATE)
GA04	GARAGE DOOR 4 (TIMBER)
TI01	TIMBER 1 (SPOTTED GUM)
TI02	TIMBER 2 (PAINTED)

NOTE: LANDSCAPING OMITTED FOR CLARITY

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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PROJECT: NORWOOD GREEN
76 MAGILL ROAD
NORWOOD
CLIENT: ALDI | CA CA

DRAWING: TYPE D TOWNHOUSES
SCALE: AS SHOWN
DATE: AUGUST 2018
NORTH

PROJECT NO: 28055
DWG NO: P28
REVISION: 1.0
CHECKED: FB
DRAWN: mdf

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m²
NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

1 LOCATION PLAN
1 : 500

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REV	DATE	DESCRIPTION
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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: ALDI - LOCATION PLAN
NORTH
SCALE: 1 : 500
DATE: 13/07/18

PROJECT NO: 28055
DWG NO: P29

REVISION	CHECKED	DRAWN
1.0	BE	DA

MAGILL ROAD

SYDENHAM ROAD

ALMA HOTEL

ALMA HOTEL CARPARK

ALMA HOTEL CARPARK

SITE BOUNDARY

SERVICE ROAD

COLORBOND FENCING

TRUCK ENTRY ONLY

HIGH LEVEL WINDOWS

CANOPY OVER

EXISTING STOBIE POLE

ENTRY / EXIT

TRANSFORMER + EASEMENT

LANDSCAPE ZONE

LANDSCAPE ZONE

LANDSCAPE ZONE

LANDSCAPE ZONE

GABLE SIGNS

GABLE SIGNS

UP

2000

5700

1090

EXTENT OF SOLAR PANELS ON ROOF

PROPOSED ALDI STORE

RL 49.1

5500

8610

5500

COLONNADE

74

73

ALDI CARPARK

SUNSHADE OVER

HIGH LEVEL WINDOWS

3600

LOADING DOCK SCREEN WALL

19m TRUCK

COMPACTOR

INTEGRATED GRADING OF RAMP

LOADING BAY

2800

7970

89

58

57

EXISTING EASEMENT

SITE BOUNDARY

1

6

5500

44

47

5500

ROLL OVER KERB

GABLE SIGNS

7000

ALDI CARPARK

7310

SITE BOUNDARY

3700

8500

43

32

7000

5500

7

11

12

14

5500

7000

ALDI CARPARK

SITE BOUNDARY

48

ENTRY / EXIT

EASEMENT

8400

15

5500

31

RIGHT OF LIGHT EASEMENT

1520

SITE BOUNDARY

SITE BOUNDARY

DEVELOPMENT SITE

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
PARK / TRAFFICE AREA	3,675m²
NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

1 SITE PLAN
1 : 200

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REV	DATE	DESCRIPTION
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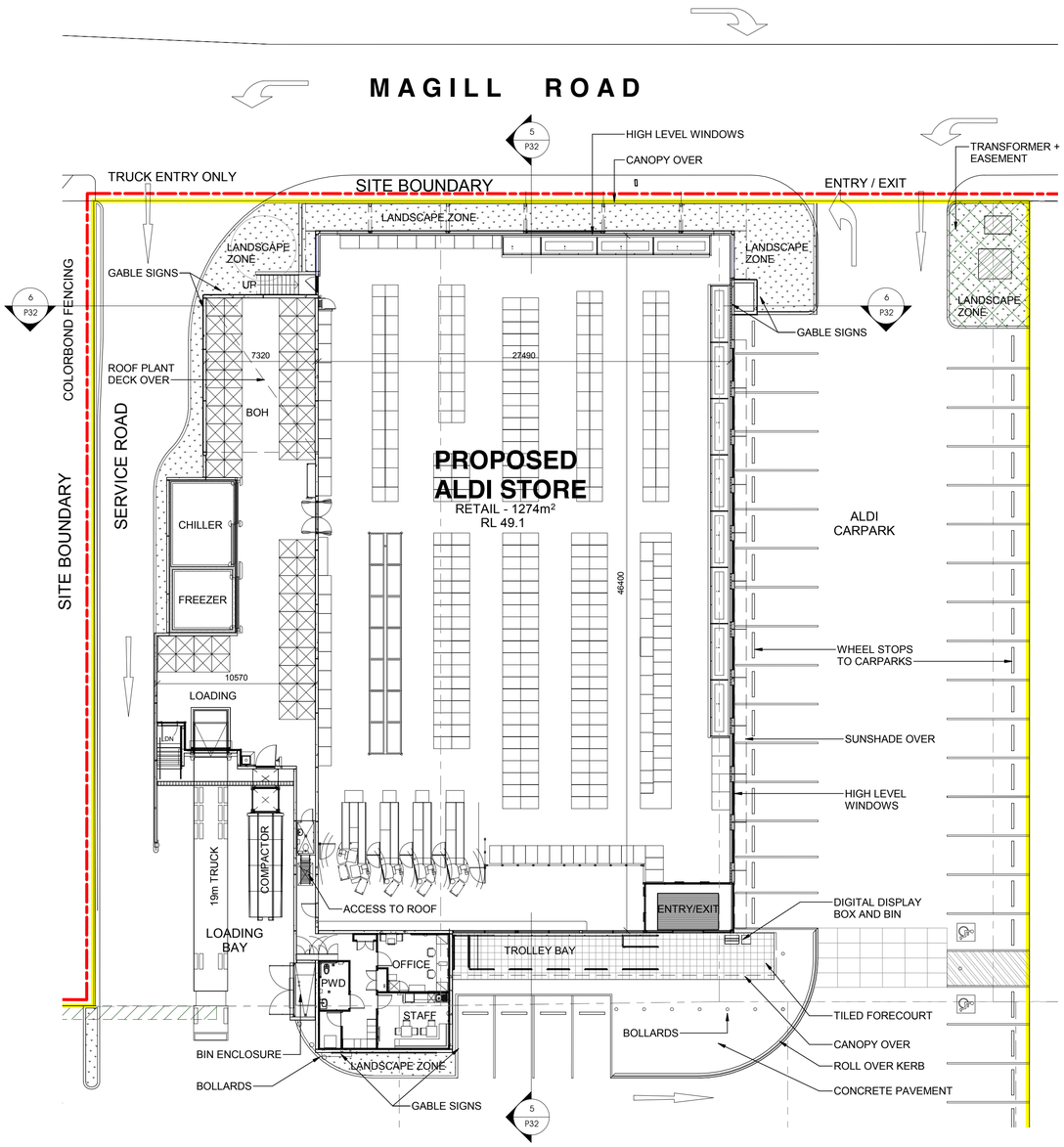
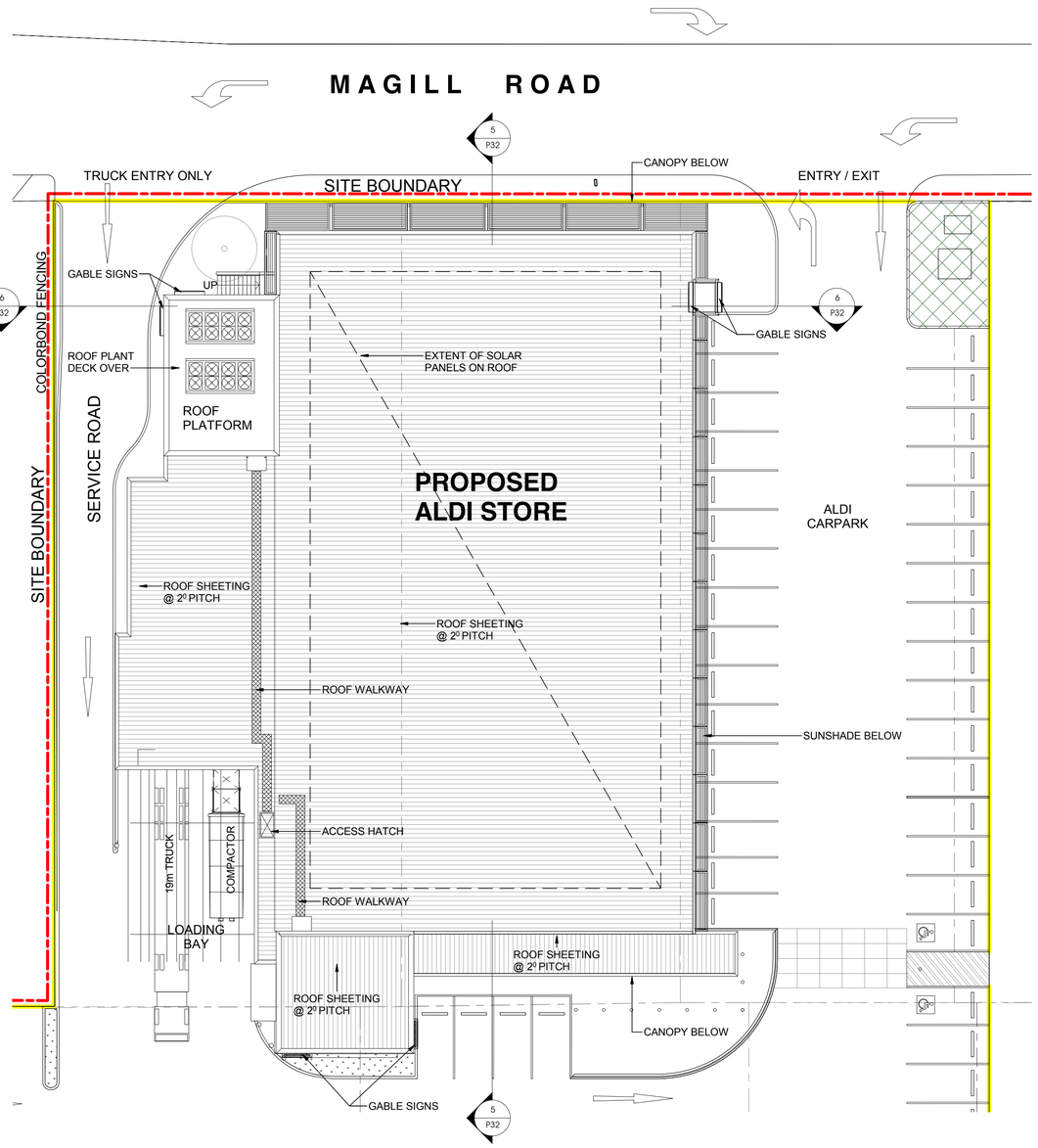
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: ADLI - SITE PLAN
SCALE: 1 : 200
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P30
REVISION: 1.0
CHECKED: BE
DRAWN: DA



1 GROUND FLOOR PLAN
1 : 200



2 ROOF PLAN
1 : 200

PROPERTY DESCRIPTION	
TOTAL SITE AREA	18,978m²
TOTAL ALDI SITE AREA	6,201m²
ALDI BUILDING GROSS AREA	1,663m²
ALDI BUILDING NETT AREA	1,634m²
ALDI RETAIL NETT AREA	1,274m²
ALDI BOH NETT AREA	286m²
ALDI AMENITIES NETT AREA	78m²
ALDI REMAINING NETT AREA	364m²
RESERVE AREA	-
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NUMBER OF CARPARKS	89
NUMBER OF BOH PALLETS	66
CAR SPACES REQUIRED BY COUNCIL	-
LANDSCAPED AREA	
EASEMENT (EXISTING)	
EASEMENT (NEW)	
RIGHT OF WAY	
CONCRETE PAVEMENT (TRUCK PATH)	
ALDI SITE BOUNDARY	
SITE BOUNDARY	

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REV	DATE	DESCRIPTION
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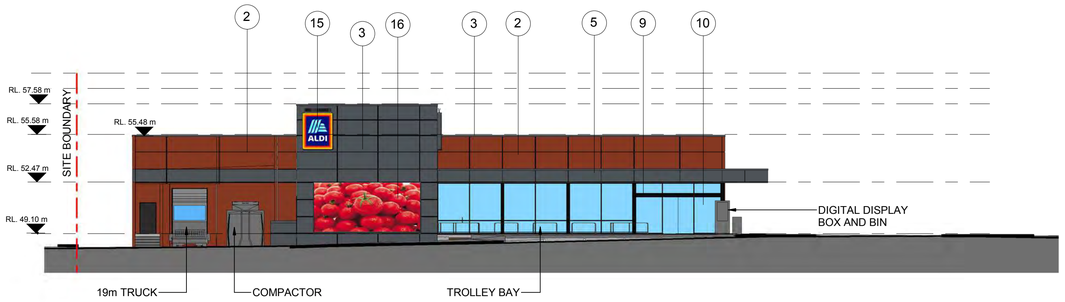
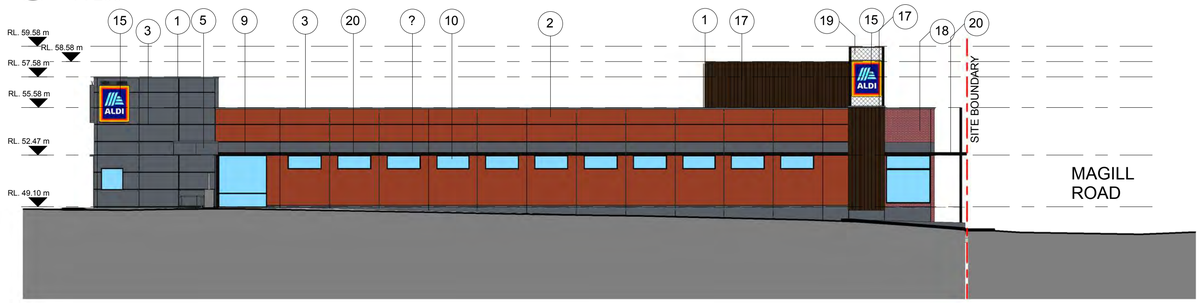
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: ADLI - FLOOR PLANS
SCALE: 1 : 200
DATE: 13/07/18
NORTH

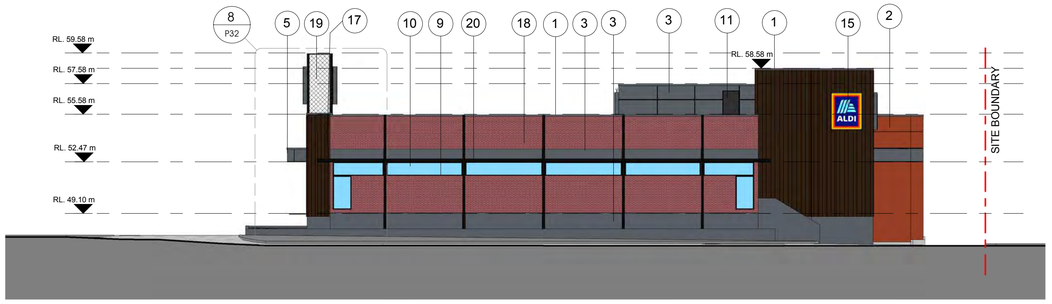
PROJECT NO	DWG NO	REVISION	CHECKED	DRAWN
28055	P31	1.0	BE	DA



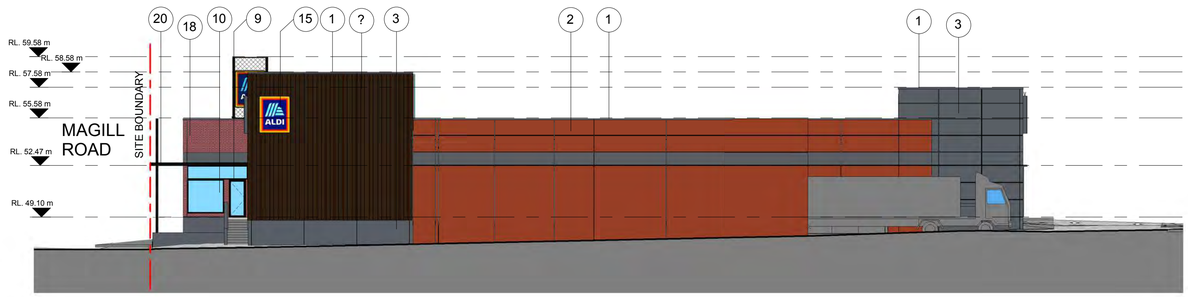
1 SOUTH ELEVATION
1 : 200



2 EAST ELEVATION
1 : 200

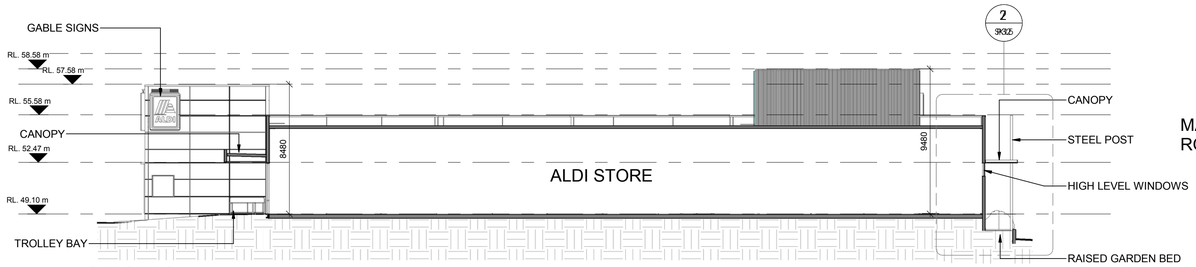


3 NORTH ELEVATION
1 : 200



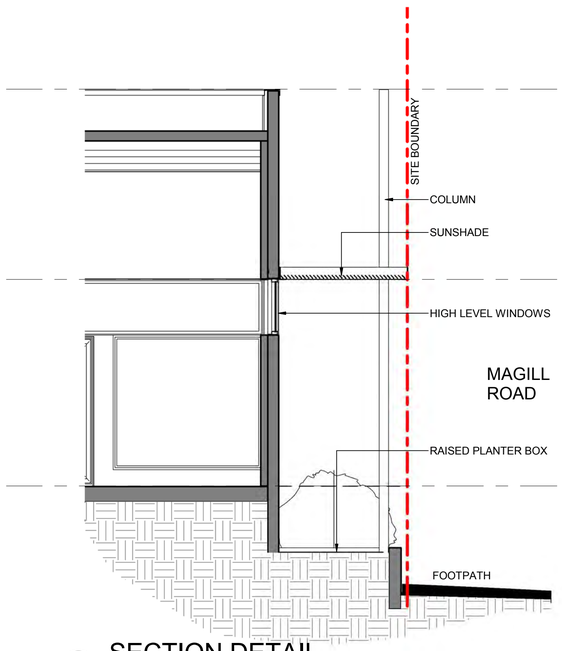
4 WEST ELEVATION
1 : 200

REFER TO SHEET P34 FOR METERIALS SCHEDULE

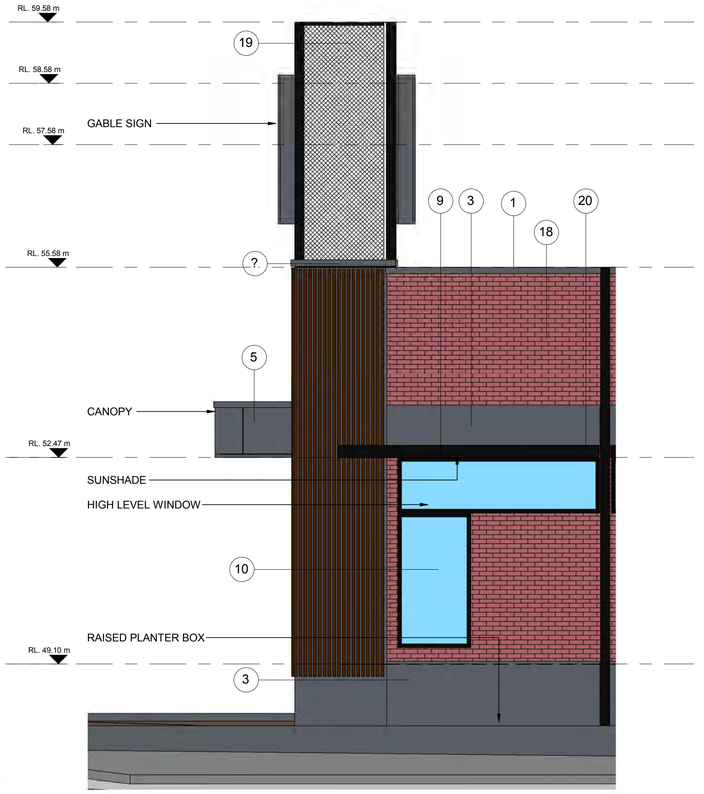


5 SECTION A - A
1 : 200

6 SECTION B - B
1 : 200



7 SECTION DETAIL
1 : 50



8 ELEVATION DETAIL
1 : 50

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REV	DATE	DESCRIPTION
1.0	23/08/18	ISSUED FOR DPC

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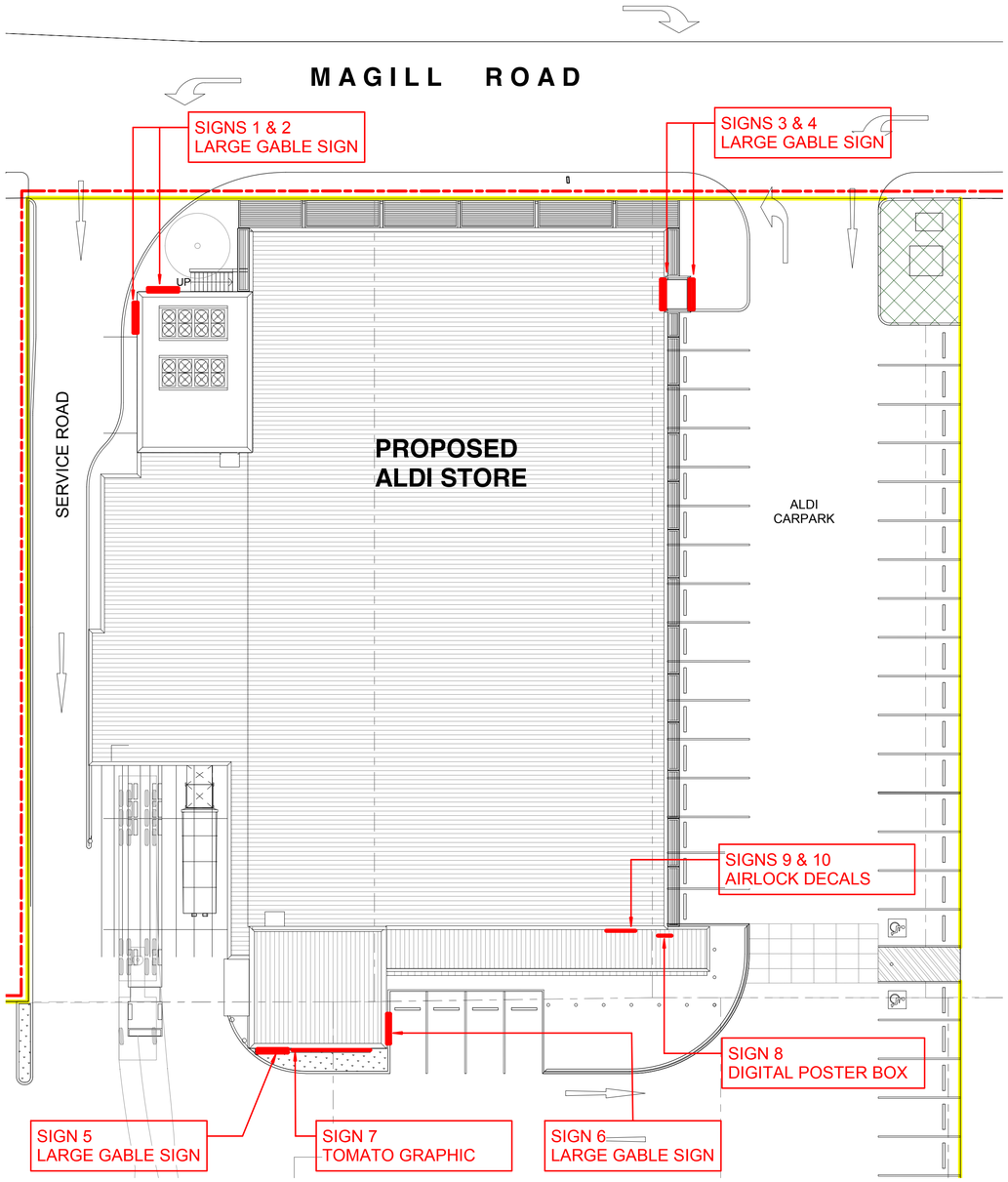
PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

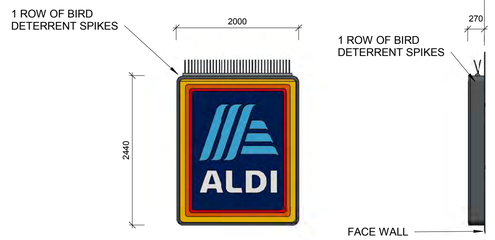
DRAWING: ALDI - ELEVATIONS
NORTH
SCALE: As indicated
DATE: JULY 2018

PROJECT NO: 28055
DWG NO: P32

REVISION	CHECKED	DRAWN
1.0	BE	DA

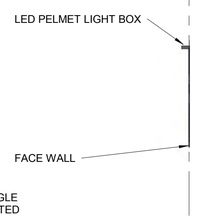


1 SIGNAGE PLAN
1 : 200



LIGHTBOX
2400 x 2000 x 270mm SINGLE SIDED FLEX FACE BOX
INTERNAL ALUMINIUM FRAMW
1.6mm ALUMINIUM CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MULFORDS SX 3M SELF-ADHESIVE VINYL
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
LIGHT OUTPUT; CALVIN - 40,000 LUMINS 16,500

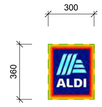
2 LARGE GABLE SIGN (SIGNS 1, 2, 3, 4, 5 & 6)
1 : 50



NOM 7000mm X 3310mm HIGH X 36mm DEEP SINGLE SIDED EXTERNALLY ILLUMINATED DIGITAL PRINTED BANNER.
BANNER MATERIAL IS AVERY MP14120 GLOSS BILLBOARD 400gsm FRONTLIT BANNER WITH 'ECO TUFF' ANTI GRAFFITI

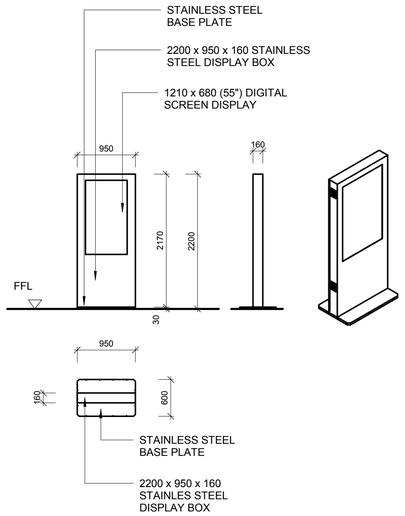
ILLUMINATION: LED PELMET DOWNLIGHTING BUILT INTO PELMET ABOVE.

3 WALL MOUNTED SIGN (SIGN 7)
1 : 100



DOUBLE SIDED SCREENPRINTED DECAL 300mm x 360mm
APPLIED TO REVERSE SIDE OF ENTRY DOORS

5 AIRLOCK DECAL SIGN (SIGN 9 & 10)
1 : 20



4 DIGITAL POSTER BOX (SIGN 8)
1 : 50

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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: SIGNAGE DETAILS
SCALE: As indicated
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P33
REVISION: 1.0
CHECKED: BE
DRAWN: DA

1 PERSPECTIVE 1
1 : 50

3 PERSPECTIVE 3
1 : 50

MATERIAL SCHEDULE

1	CAPPING - COLORBOND 'BASALT'	11	DOOR & FRAME - 'BASALT'
2	PRECAST CONCRETE PANEL 'FLUORESCENT FIRE'	12	DOOR & FRAME - 'FLUORESCENT FIRE'
3	PRECAST CONCRETE PANEL 'DRIVE TIME'	13	ROOF - ZINCULAME SHEETING 'SURFMIST'
4	FIBRE CEMENT PANEL WITH EXPRESS JOINTS 'FLUORESCENT FIRE'	14	PANEL LIFT DOOR - COLORBOND 'BASALT'
5	FIBRE CEMENT PANEL WITH EXPRESS JOINTS 'DRIVE TIME'	15	ALDI ILLUMINATED SIGN
6	DOWNPIPE - COLORBOND 'BASALT'	16	GRAPHIC IMAGE
7	GUTTER - COLORBOND 'BASALT'	17	TIMBER BATTENS
8	WINDOWS - COLORBOND 'NIGHT SKY'	18	FACE BRICK - SELECTED RED BRICK
9	SHOPFRONT - COLORBOND 'NIGHT SKY'	19	MESH SCREEN - COLORBOND 'NIGHT SKY'
10	CLEAR GALZING	20	METAL WORK - COLORBOND 'NIGHT SKY'

2 PERSPECTIVE 2
1 : 50

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PROJECT: NORWOOD GREEN, 76 MAGILL ROAD, NORWOOD
CLIENT: ALDI | CA CA

DRAWING: PERSPECTIVE
SCALE: As indicated
DATE: 13/07/18
NORTH

PROJECT NO: 28055
DWG NO: P34

REVISION	CHECKED	DRAWN
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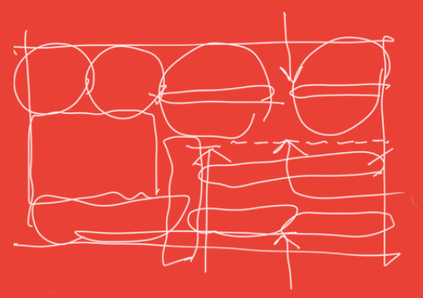

Architecture
Interior Design
Landscape Architecture
Planning
Urban Design

Australia
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Hong Kong
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United States of America

CAROMA DEVELOPMENT
76 MAGILL ROAD
NORWOOD

Landscape Architecture Master Plan

Prepared for CA CA Nominees / ALDI
21 August 2018

HASSELL

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Front cover image: Google Maps

Contact
Nick Pearson Senior Associate
npearson@hassellstudio.com
Mark Haycox Principal
mhaycox@hassellstudio.com

HASSELL
Adelaide Studio
Level 1, 82 Waymouth Street
Adelaide SA
Australia 5000
T +61 4 8220 5000
hassellstudio.com
@HASSELL_Studio
HASSELL Limited
24 007 711 435

Document control

Rev	Date	Approved by	Description
01	20 July 2018	N Pearson	Draft for review
02	27 July 2018	N Pearson	Draft for review
03	31 July 2018	N Pearson	Issue for PLP#4
04	21 August 2018	N Pearson	Issue for SCAP Lodgement

01 Design Statement

Our design vision is to create a hard working urban park, which sets a new benchmark in Adelaide for private open space within large scale multi - use developments. A public realm which supports a flexible indoor - outdoor lifestyle to create a community within a community.

Our design narrative responds to the unique context and heritage of the site - its past usage as a box factory, before becoming the Caroma factory as it remains today, as well as the surrounding neighbourhood history as brickworks in the early settlement days of Adelaide. The design concept draws inspiration from the shape, form and stacking nature of boxes and brickwork. The proposed materiality balances requirements for robust and resilient materials which consider long term maintenance with the finer grain detailing which brings a richness to the public realm.

The landscape master plan provides a home and community that integrates within an existing neighbourhood context and open space network that is key to lifestyle, health and happiness.

The developed landscape master plan maximises opportunities for a pedestrian permeable and landscape focussed ground plane which unifies the development within the surrounding neighbourhood context and establishes a healthy communal offer.

The layered programme that links internal and external living with passive and active lifestyle activity encourages incidental contact and connection – fundamental to a sense of community.

An open and permeable site allows for connection and interaction between:
_Existing neighbours/residents
_Apartment residents
_Townhouse residents
_ALDI and retail shoppers

Providing a connected and integrated place for living that brings together the residents groups and provides a catalyst for positive interaction, a place for social and cultural exchange, and is an underlying premise for the landscape master plan.

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RIVER TORRENS
PAYNEHAM ROAD
STEPNEY
MAGILL ROAD
SITE
NORTH TERRACE
THE PARADE
500M
NORWOOD
FULLARTON ROAD
ADELAIDE CBD
EAST
PARK LANDS
1000M
1500M

MAGILL ROAD
76 MAGILL ROAD
STEPHEN STREET
OSMOND TERRACE
SYDENHAM ROAD

© 2018

76 Magill Road was originally the homeland of the Kaurna people the land has now become known as the City of Norwood Payneham & St Peters. The Kaurna lived around the four creeks which traverse the City, gathering for ceremony and cultural activities prior to European settlement in the 1830's.

Second creek
Photo taken in 1870's shows second creek as cleared land once a magnificent gum forest, with an undergrowth of kangaroo grass along the creek.

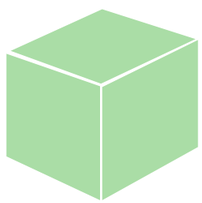
1939-1950's
Charles Rothaurser and his wife Christine began a doll making business called ' Quality Toy Company'. It was Charles interest to find a material for an unbreakable dolls face which led to their later global success in bathroom fittings.

Mr Rothauser

1941-2017
In the 1940's the site began manufacturing plastic bathroom fittings. In 1956 Rothauser renamed the company 'Caroma' and the business began manufacturing toilets and bathroom fittings and has since contributed to serval innovative inventions transforming the market globally in particularly with the pioneering flushing system.

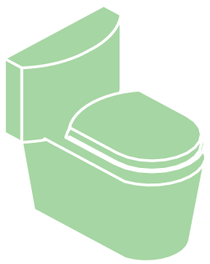
What's Next ?

1849-1912
Early industries outside the city of Adelaide included brickworks and breweries.
This industrial site was the base of Cox's Brickworks and represents an era of successful industrial progress and invaluable development of Adelaide. The Chimney still remains today at Chimney Park.



1900-1930's
The environmental site assessment indicates paper bags and box manufacturers, Silver & Co Ltd, were located on Chapel Street, Norwood also showed evidence used on the site of 76 Magill Road

1997
Township councils Norwood, St Peters and Payneham were amalgamated in 1997 which unified a richly multicultural community now called City of Norwood Payneham & St Peters.



02 Site Analysis
Existing context

The existing site is bounded by Magill Road to the North, development to the east, Stephen St to the south and Sydneham Rd to the West.

The Magill Rd frontage can be characterised by narrow verges, limited street trees on the southern aide and overhead powerlines. Combined with high traffic volumes this makes for an undesirable pedestrian environment with low amenity.

Stephen Street is a narrow one way roadway with laneway characteristics, which are exemplified with the high prevalences of garages interfacing with the streetscape. There is limited space for pedestrians and very little amenity by way of street trees or streetscape, apart from where Chimney Park fronts Stephen Street.

Chimney Park is a large parcel of open space, predominantly featuring grass and a mature tree canopy and is home to the historic incinerator. There is limited amenity provided within the open space except for a couple of park benches and pathway circulation through the space. A number of townhouse on the western edge address the open space.

The surrounding neighbourhood context is one of a mix of heritage buildings, workers cottages and new townhouse developments. Located on narrow green leafy streets.

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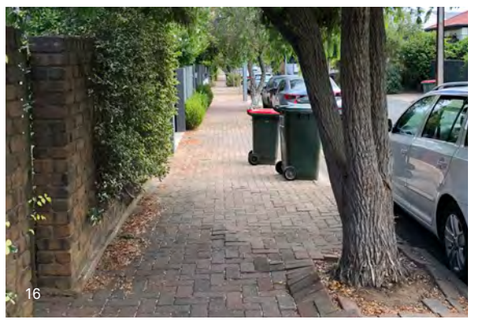
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01 Appelbee Crescent tree lined streetscape

02 Typical residential townhouses

03 Caroma frontage on Magill Road

04 Garage frontages on Stephen Street

05 Osmond Terrace

06 Caroma frontage on Magill Road

07 Adjacent commercial tenancies

08 Alma Tavern

09 Stephen Street address to Chimney Park

10 Pedestrian linkage to Stephen Street connecting to Eastern boundary of site

11 Chapel St Streetscape

12 Chimney Park

13 Magill Road streetscape along Caroma frontage

14 Western end of Stephen Street

15 Open space on Applebee Crescent

16 Typical surrounding footpath and verge

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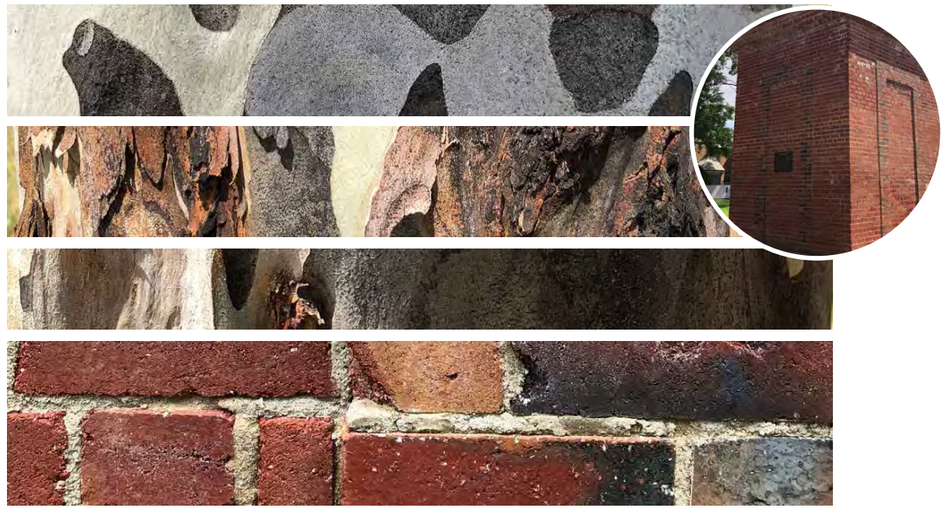
02 Site Analysis
Neighbourhood & Site Materiality

The neighbourhood character features a high proportion of brick and stone building facades, with pockets of newer development and materials.

The brick and stone character provide a fine grain tapestry which is complimented by the presence of mature tree plantings, and an interconnected open space network.

The emerging Magill Road precinct near the corner of Osmond Terrace features a variety of retail shop fronts, with architecture featuring street awnings and decorative glazed bricks and other facade embellishments.

The Caroma frontages features a brick facade which is continuous across the project site frontage, but with limited engagement or activation to this frontage.



02 Site Analysis
Neighbourhood Fabric

The existing neighbourhood fabric presents a tapestry of small interconnected open spaces, which run from west to east, from the project site to Osmond Terrace and Richards Park.

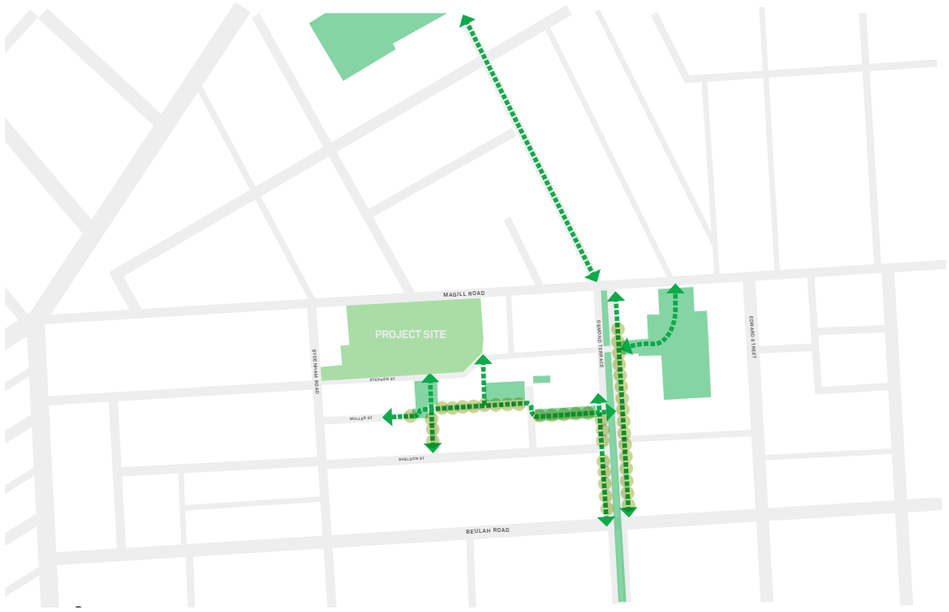
To the south of Stephen St, the general streetscape character is narrow tree lined residential streets with narrow, but appropriate footpaths.

The combination of interconnected open space and pedestrian network creates a high level of pedestrian permeability.

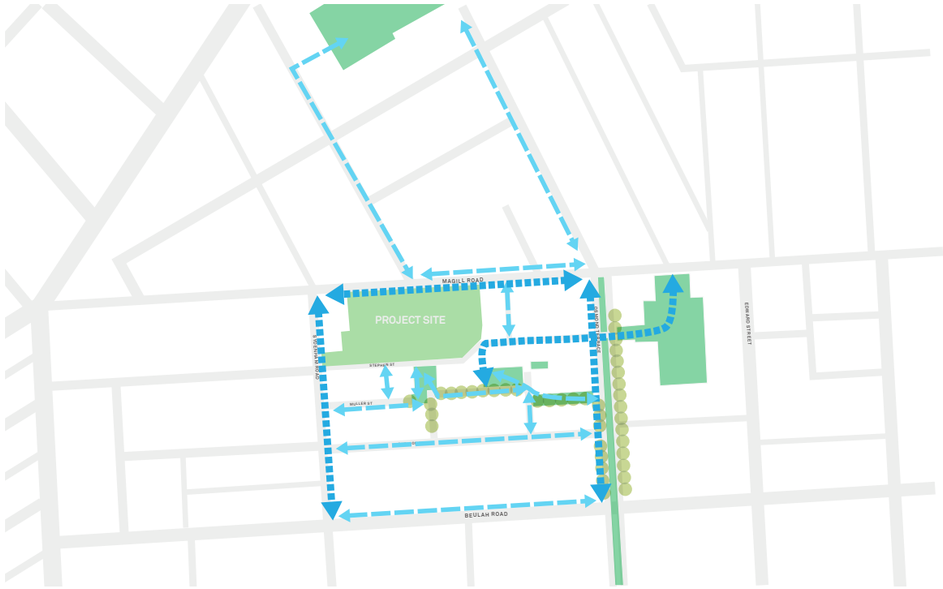
The project site represents a large parcel with wide frontage to Magill Road. This represents a unique scenario with the predominant frontage of blocks along the Urban Corridor Zone of Magill Road been significantly smaller.

The landscape master plan arrangement addresses the likely future built form by creating three separate apartment towers which front Magill Rd.

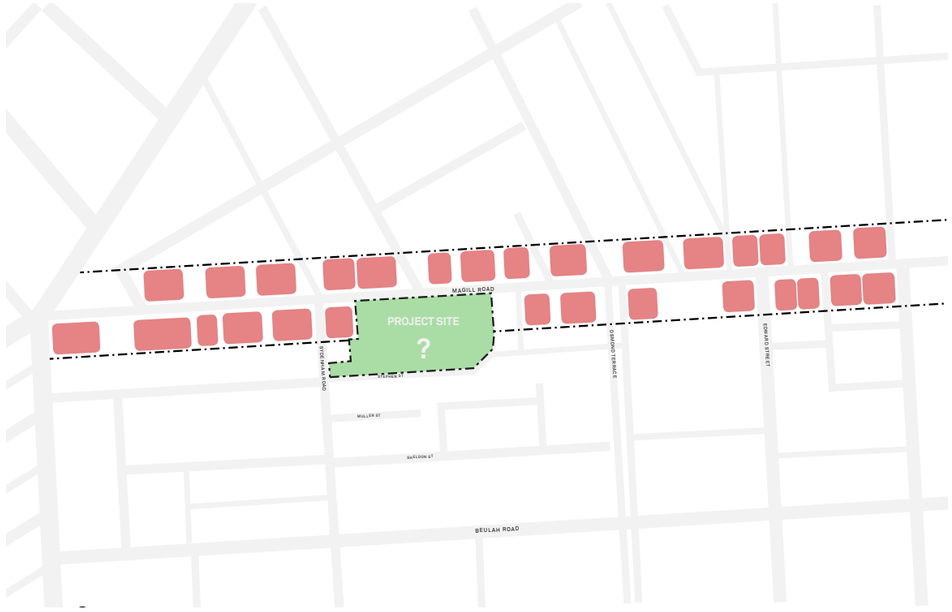
Green space network



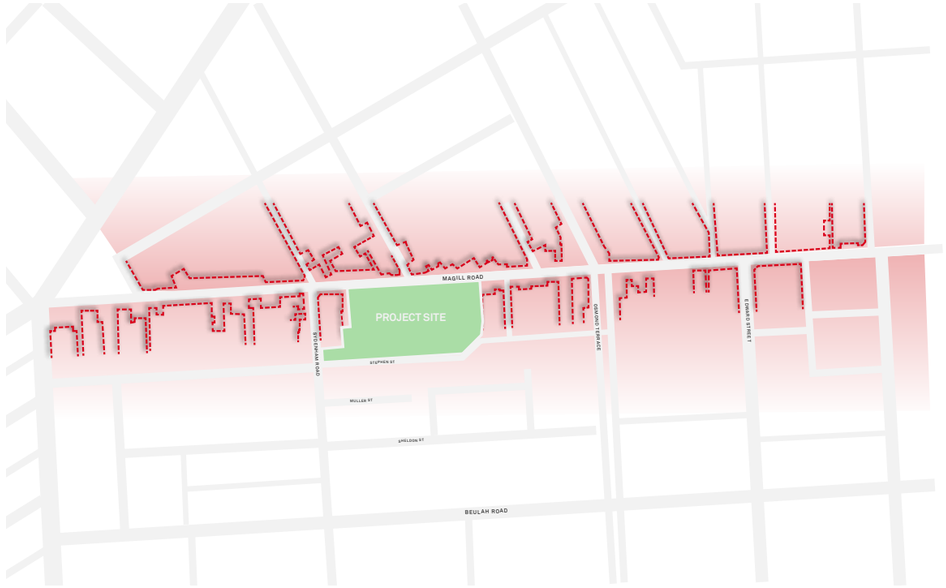
Existing pedestrian network



A developing urban corridor form



Existing building setbacks



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02 Site Analysis
Environmental Considerations

The project site stretches East - West with primary frontage to the North onto Magill Road, and secondary frontage onto Stephen St to the South.

The Urban Corridor Zone allows for 7 storey development at Magill Road transitioning to 3 storeys to the South. This arrangement of built form will provide some protection to open space users by shielding the strong winter SW winds and the hot Northerly Summer winds.

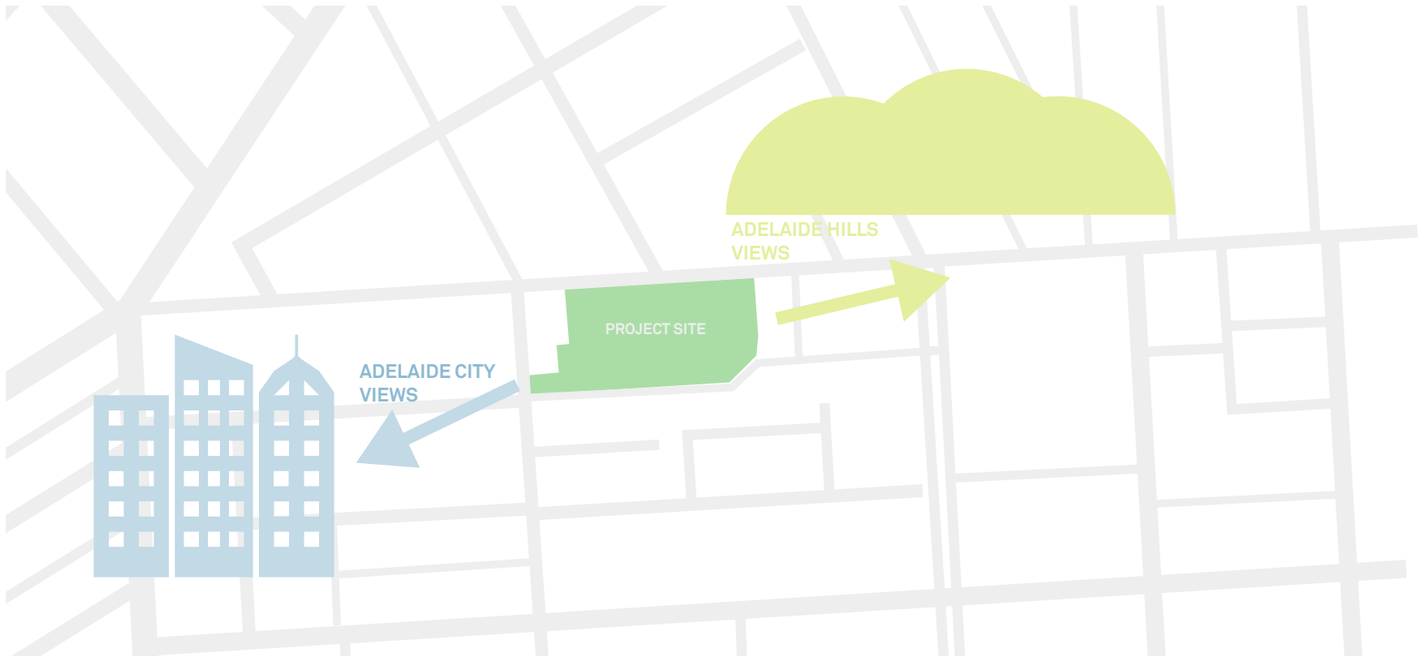
The built form will also provide overshadowing to the open space which stretches east - west centrally within the development, both at ground level and at level 1 between the apartment towers.

The open space configuration will need to carefully consider the placement of activity zones within it to ensure that access to winter sun and shading of hot summer sun is provided for users.

From apartments views to both the Adelaide Hills and the CBD skyline are afforded.

Environmental conditions

Vistas available from elevation within site



03 Opportunities

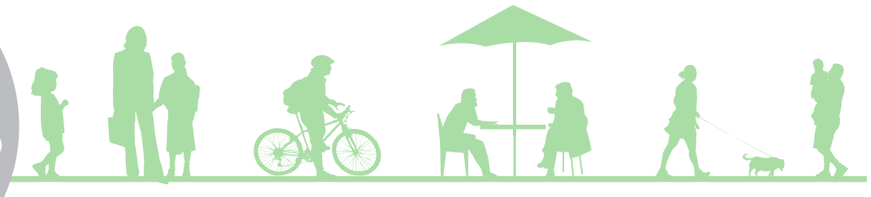
Westin Hotel, Perth, WA by HASSELL
Photography by Peter Bennetts

03

03 Opportunities
Who are the potential users?

WEEKDAYS

_Local Residents morning activities
_Local Shoppers (ALDI/Retail/F&B)
_Local Community and Development Residents (passive & active recreation)
_Lunch meetings
_Morning tea/afternoon tea
_School children after school



WEEKNIGHTS

_Late night shoppers ALDI / F&B
_Friends and couples for dinner
_Local Community and Development Residents (passive & active recreation)

WEEKENDS

_Morning people grabbing coffee/ brunch
_Friends/families grabbing lunch
_Local Community and Development Residents (passive & active recreation)
_Local residents shopping
_Local Shoppers (ALDI/Retail/F&B)

SPECIAL EVENTS

_Local community groups
_Residents beyond Council area
_Local residents shoppers
_people grabbing food and beverages

WEEKENDS NIGHTS

_Families/friends grabbing dinner
_Local residents leisure walks
_Evening socialising (dinners / drinks)
_Local Community and Development Residents
(passive & active recreation)

03 Opportunities
Activity and Experiences

The landscape master plan creates an open space with opportunities to provide a layered programme that links internal and external living with passive and active lifestyle activity which encourages incidental contact and connection – fundamental to a sense of community.

The landscape master plan creates an open and permeable site which allows for connection and interaction between residents, shoppers and the local community. Providing a connected and integrated place for living that brings together the residents groups and provides a catalyst for positive interaction, a place for social and cultural exchange, and is an underlying premise for the landscape master plan.

The landscape master plan has shaped a series of spaces which provide opportunity for a variety of activities and experiences, as identified in the adjacent diagram, to be provided within the developments public realm.

The final configuration of experience and activities to be provided within the public realm will be shaped through further conversations with City of NPSP, in subsequent design phases.

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03 Opportunities
Urban Design Opportunities

1. Level 1 Courtyard
2. Communal Open Space
3. Laneway Setting
4. Existing Public Open Space
5. Urban Promenade
6. Streetscape Setting
7. Town Piazza
8. Carpark Setting

Attractor Nodes

Active Retail Frontages

Townhouse/ Apartment addressing

Street Address

Transition threshold

External linkages to site

The site master plan and building arrangement presents a number of opportunities to provide positive contributions to the surrounding urban environment.

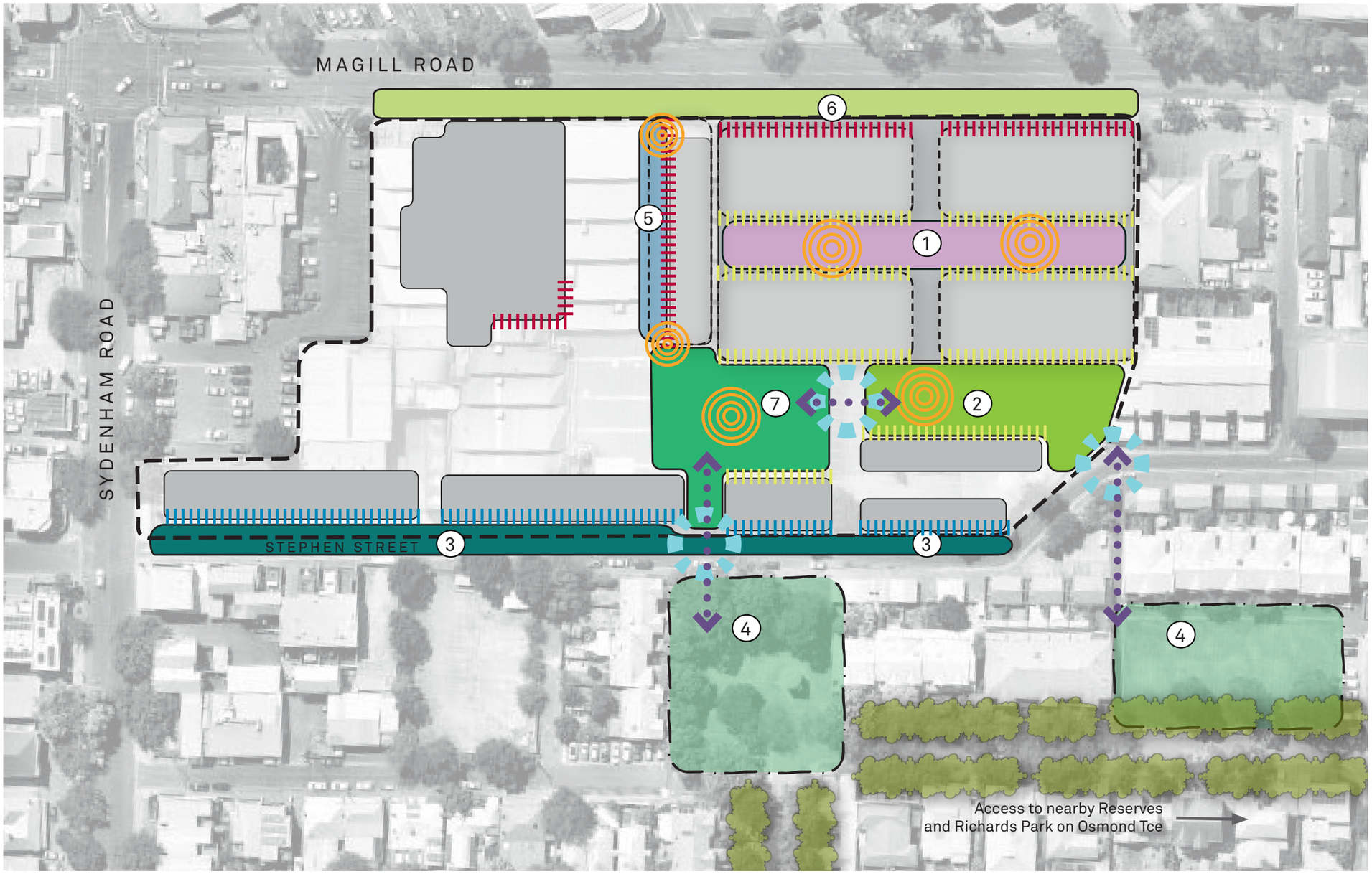
Connecting the development into the wider neighbourhood through pedestrian linkages into and through the site are critical to the success of the public realm. The green space network for the site facilitate access through the site and provides connection to the wider open space network which exists to the south of the project site. Access across Stephens Street can be improved through the provision of flush threshold roadway crossing points.

The Urban Promenade provides a north south linkage to Magill Road via a greened colonnade with active Retail and Food & Beverage frontages.

The setback of the ground floor commercial premises fronting Magill Road provides an opportunity to green the Magill road frontage with low level planters which compliment the existing street tree plantings. The setback also provides a more open, comfortable and inviting street frontage than the existing Caroma frontage which has built form to the boundary line, in conjunction with an existing narrow verge width.

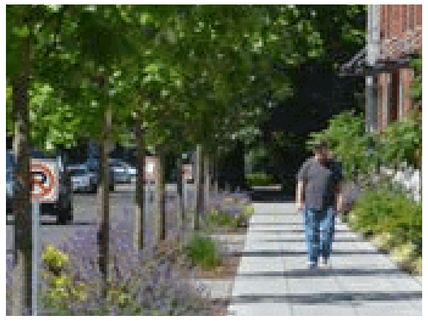
The positioning of both the town piazza and publicly accessible private open space provides opportunities to address and engage with the adjacent built form. Activation to the open space is provided through apartment balconies and direct access from the open space into both individual apartments, townhouses and into the apartment complex.

There are opportunities to change the character of Stephen Street through the addressing of townhouses onto Stephen Street, removing the presences of garages, which is complimented by the provision of footpaths and streetscape treatments in the form of street tree plantings and low level garden beds.



03 Opportunities
Experience Precedents

Green Laneway



Retail Laneway Experience

Residential Courtyard Outlook

Passive - circulation, addressing out-look and small group gathering

Functional Amenity and Large Group Gathering

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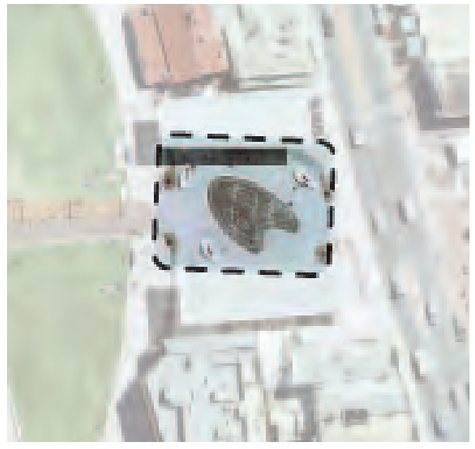
03 Opportunities
Scale Study

Town Piazza & Public Open Space

_combined the Town Piazza & Publicly accessible Private open space represent a significant contribution of more than 2500 m2 to the public realm of the proposed development

_the individual spaces represent significant offerings of space equivalent to some of the Adelaide's most well known and utilised public spaces.

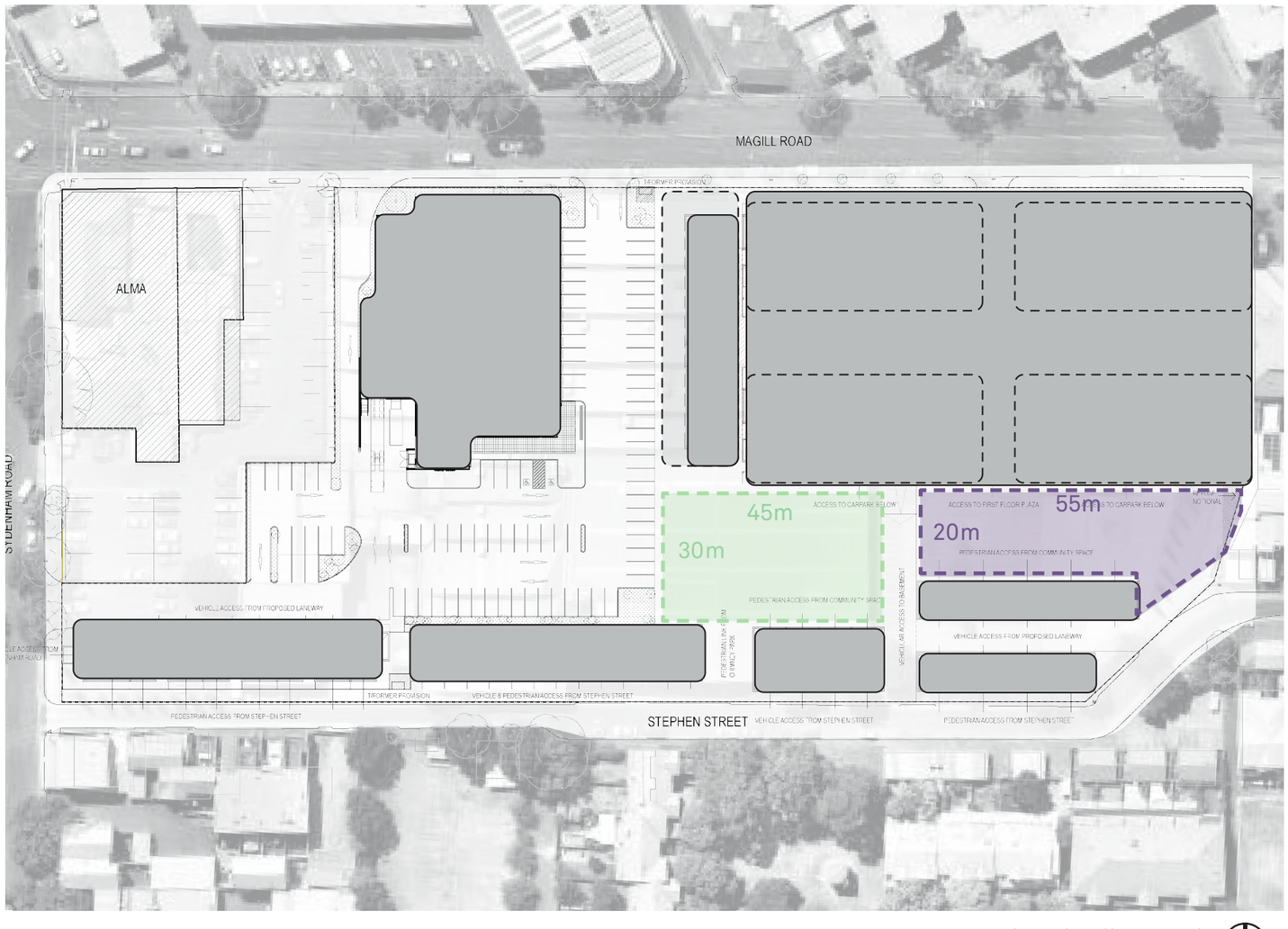
Henley Square, Henley Beach



Bowden Town Square, Bowden

Moseley Square, Glenelg

Museum Frontage North Terrace



03 Opportunities
Scale Study

Urban Promenade

_6m width enables outdoor dining opportunities in line with City of NPSP Outdoor Dining Policy

_Enables shop front / verge trading displays without interrupting pedestrian circulation space

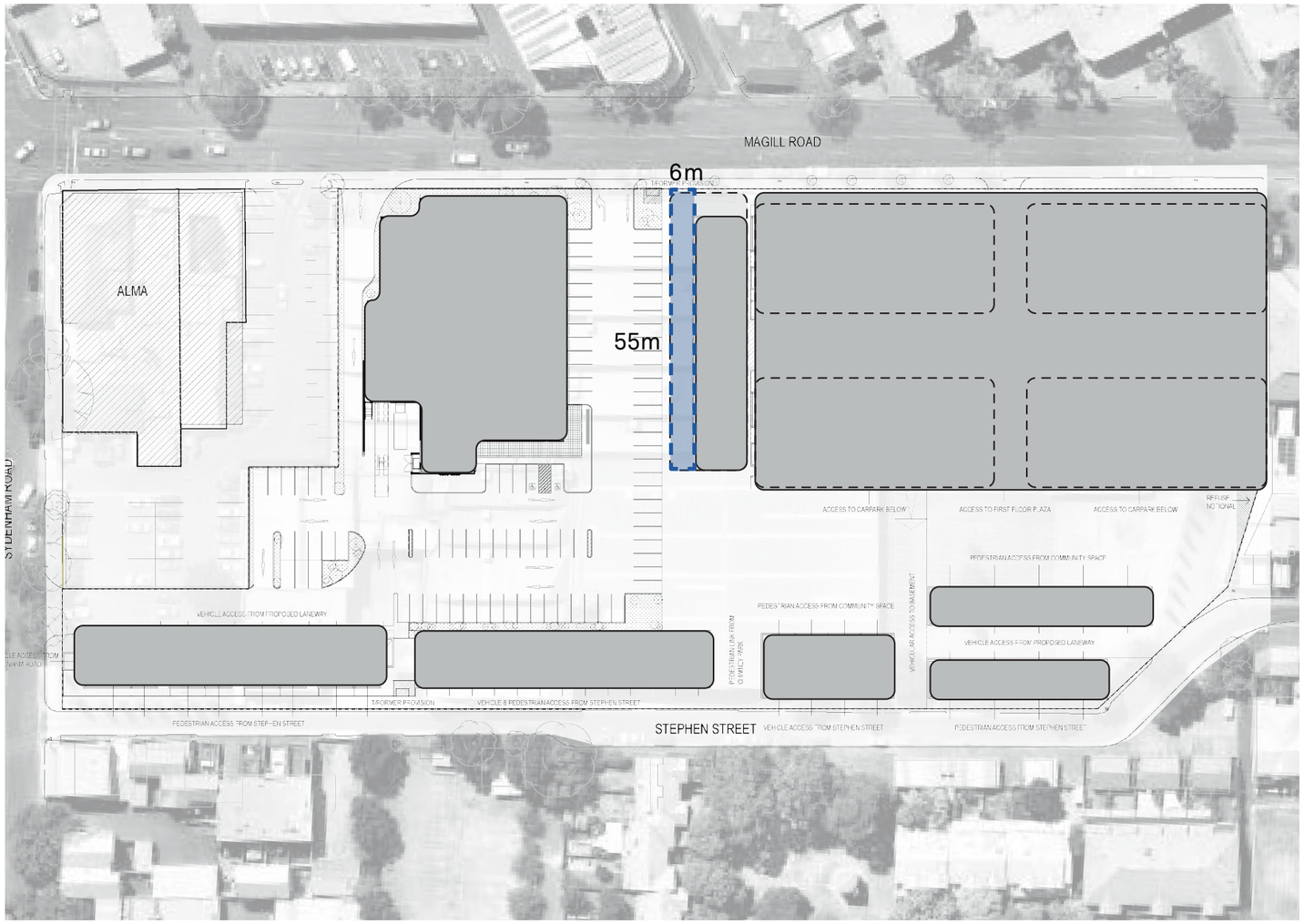
_Active frontages and transparency will contribute further to the vibrancy of this space

Chesser Street - 6.5m width

Peel Street - 6m width

Rundle Street - 5.0 - 6.0m

Norwood Parade - varies between 4.0m to 6.0m



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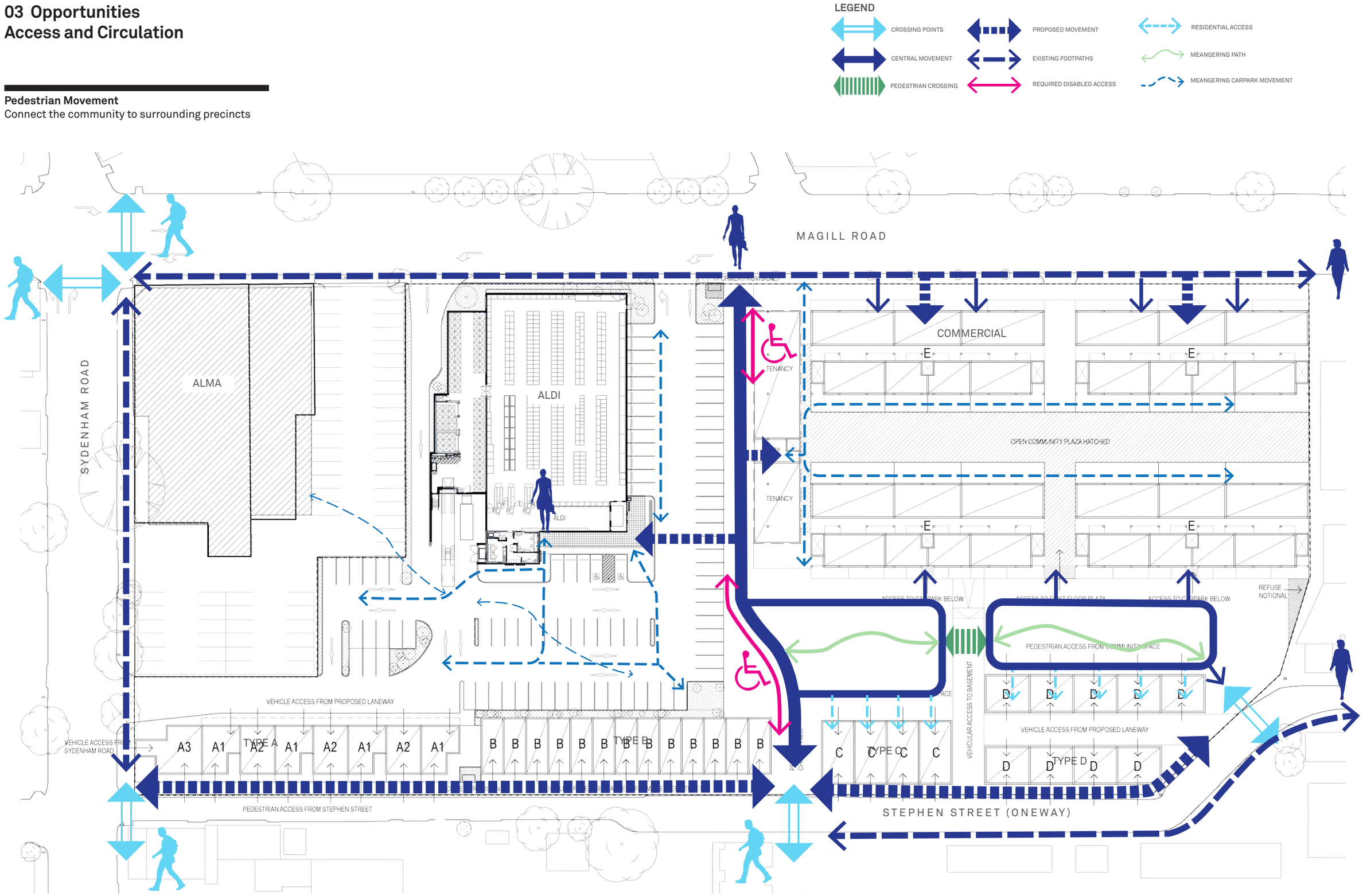
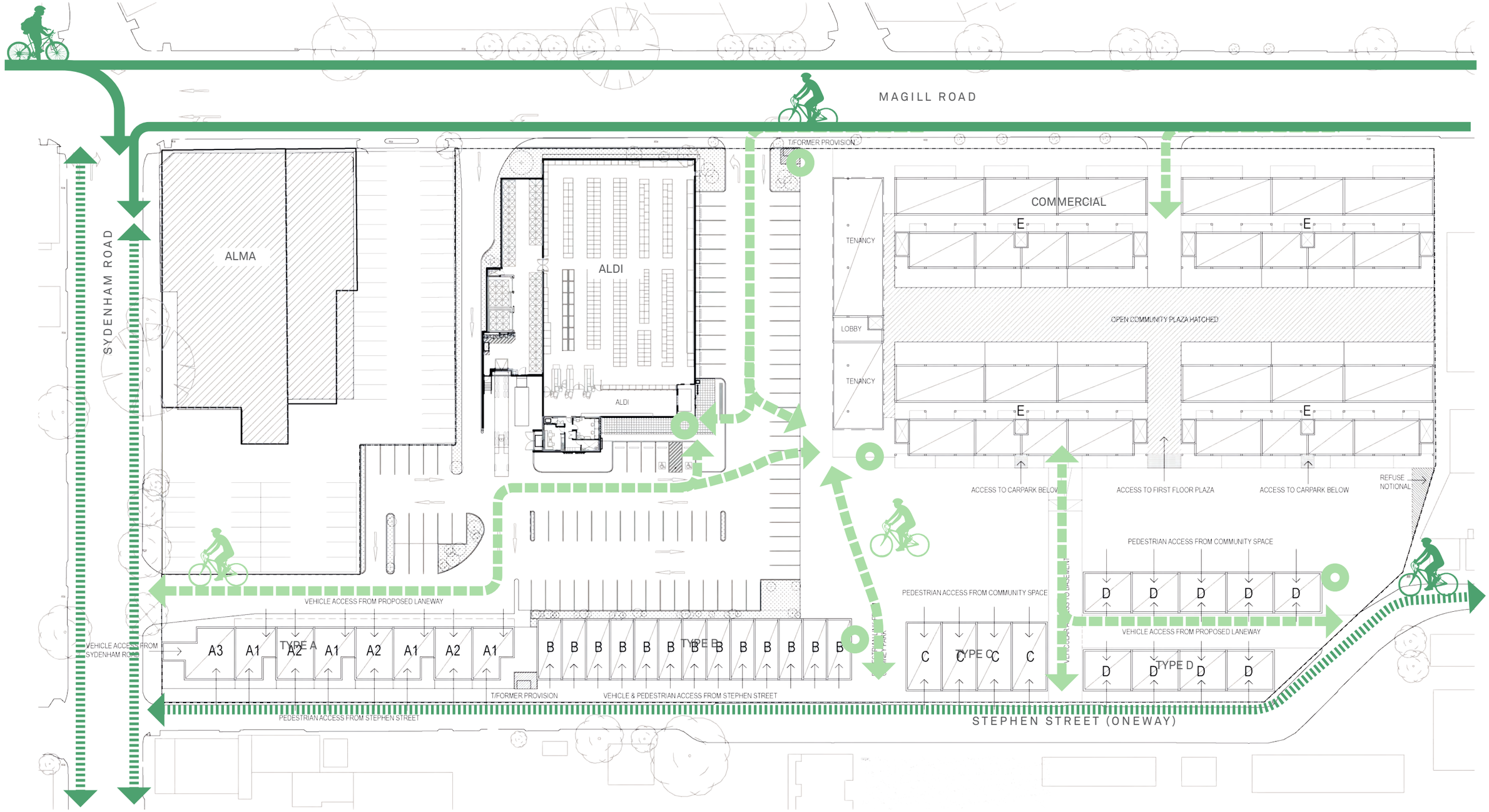
03 Opportunities
Access and Circulation

Pedestrian Movement
Connect the community to surrounding precincts



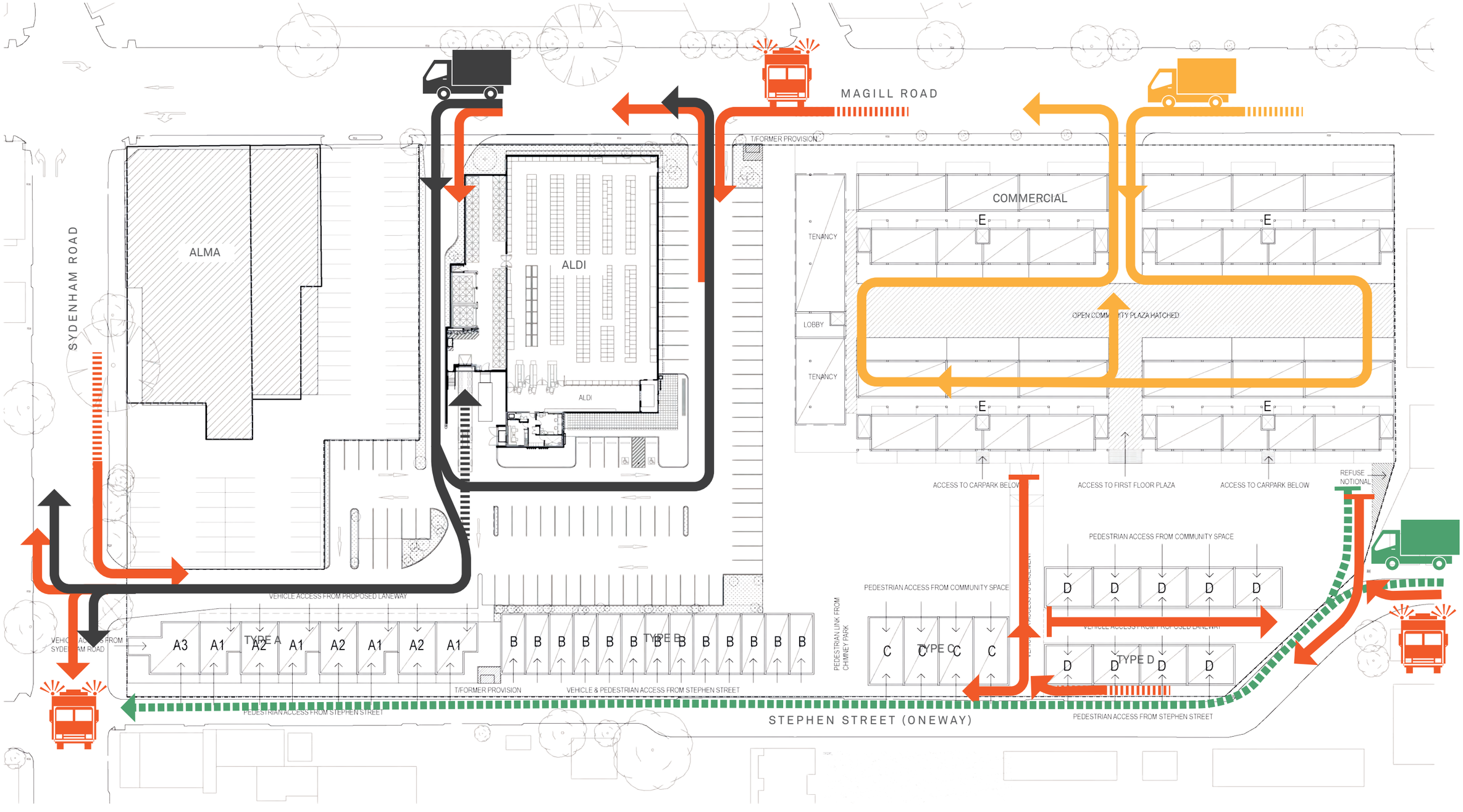
03 Opportunities
Access and Circulation

Cyclist Movement
Connect the community to surrounding precincts



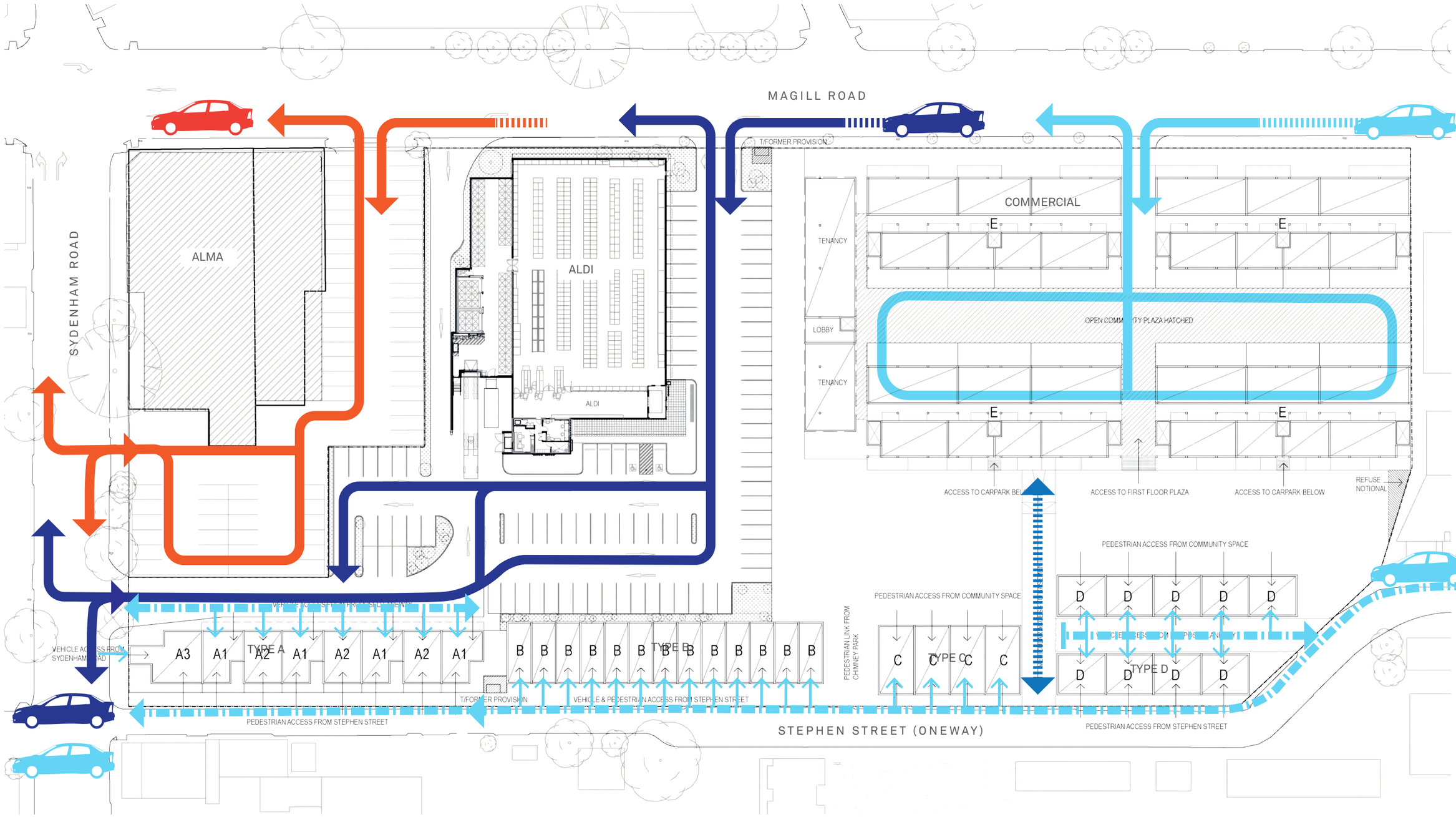
03 Opportunities
Access and Circulation

Loading and Vehicle Movement
Connect the community to surrounding precincts



03 Opportunities
Access and Circulation

Motor Vehicle Movement
Connect the community to surrounding precincts



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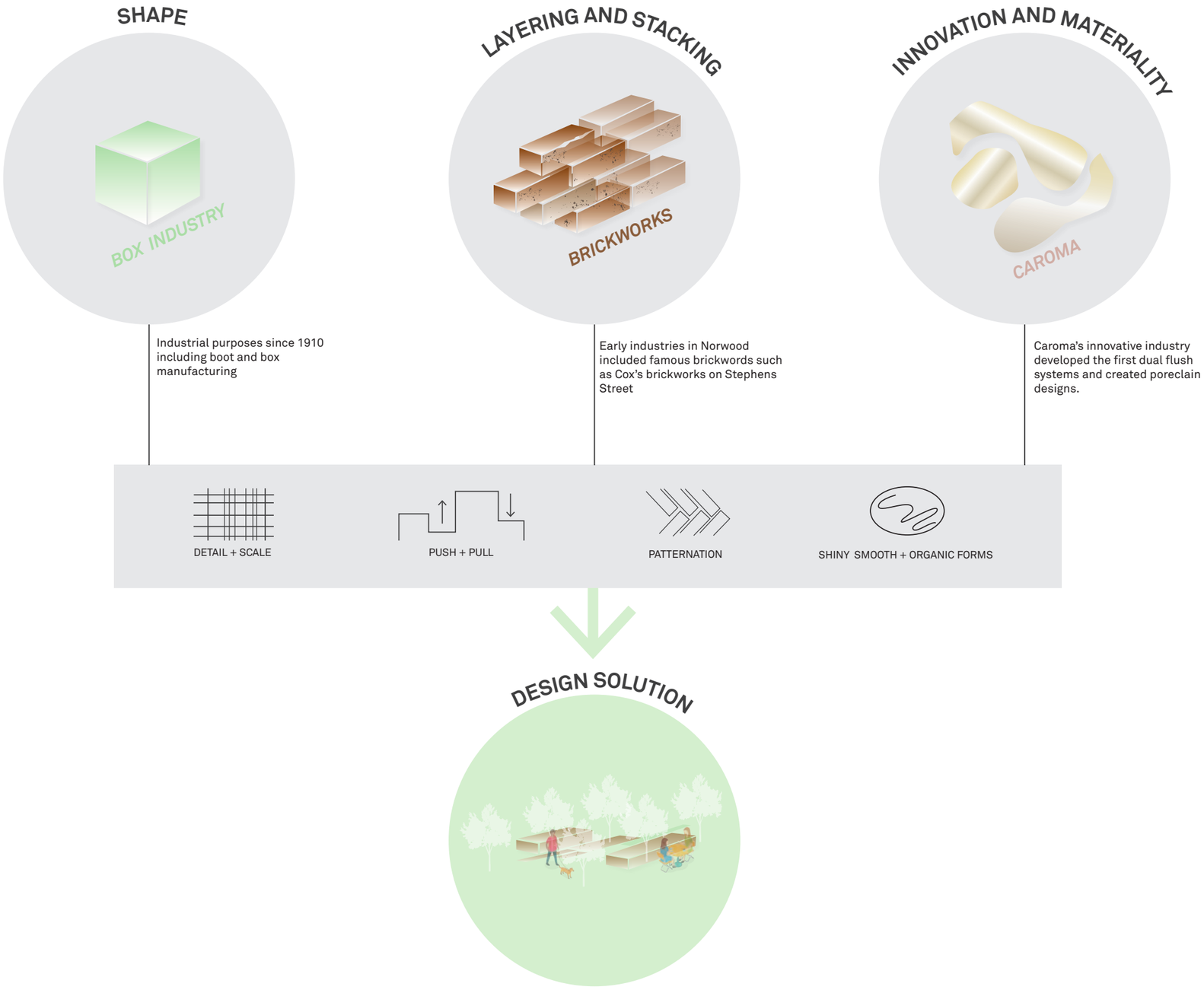
Brookfield Place, Perth, WA by HASSELL
Photography by Peter Bennetts

Vision

A hard working inner urban park. A green heart, a place for social and cultural exchange for residents and the local community.

Design Narrative

Drawing inspiration from the historical context of the site a design narrative has been established to inform the development of the concept designs for the public realm, influencing the shape and form of the space as well as the materiality and plant palettes.

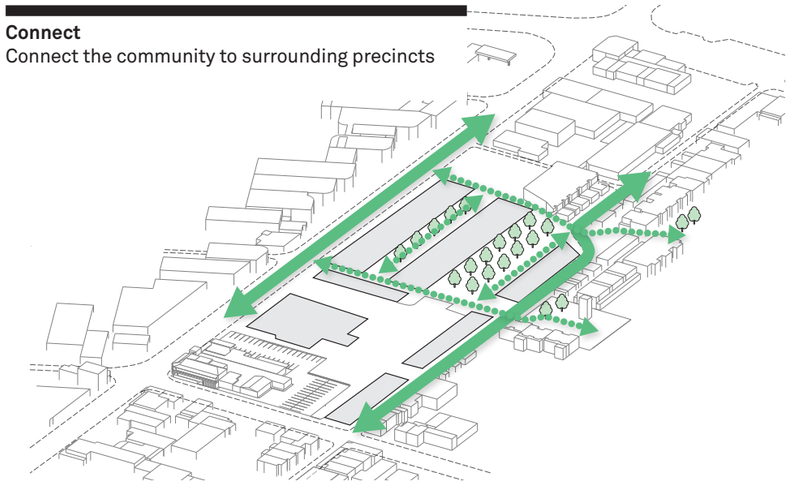


04 Landscape Master Plan
Key Moves

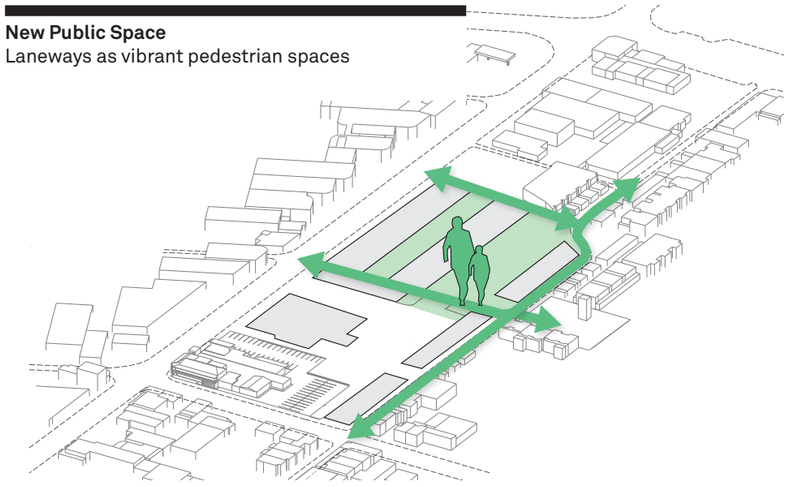
Key Moves

A series of key moves were established to assist in the development of the landscape master plan for the site, which looked at connecting and integrating the proposed development into the existing fabric of the neighbourhood and to drawing inspiration from and celebrating the local historical context.

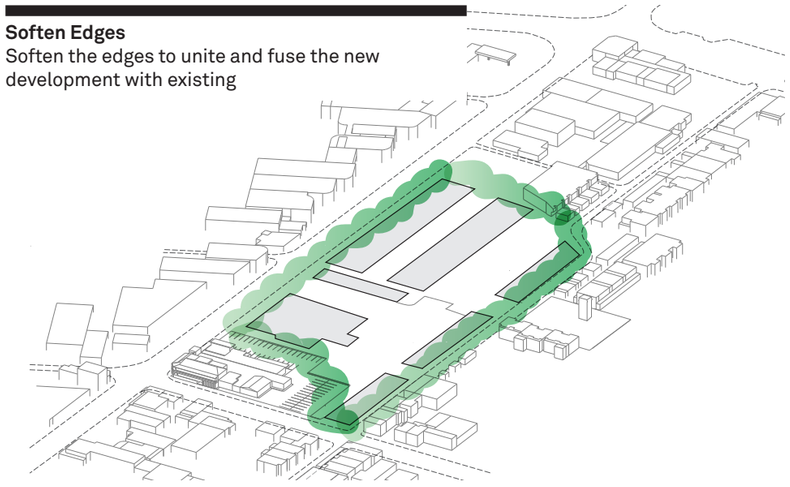
Connect
Connect the community to surrounding precincts



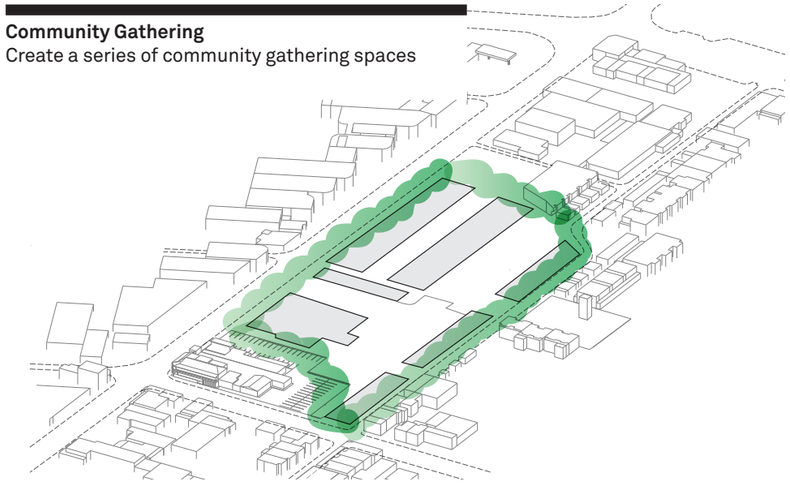
New Public Space
Laneways as vibrant pedestrian spaces



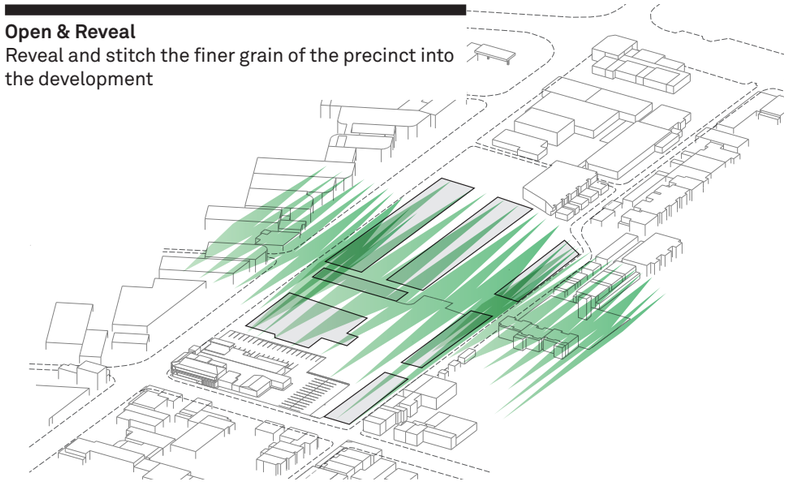
Soften Edges
Soften the edges to unite and fuse the new development with existing



Community Gathering
Create a series of community gathering spaces



Open & Reveal
Reveal and stitch the finer grain of the precinct into the development



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04 Landscape Master Plan
Ground Level

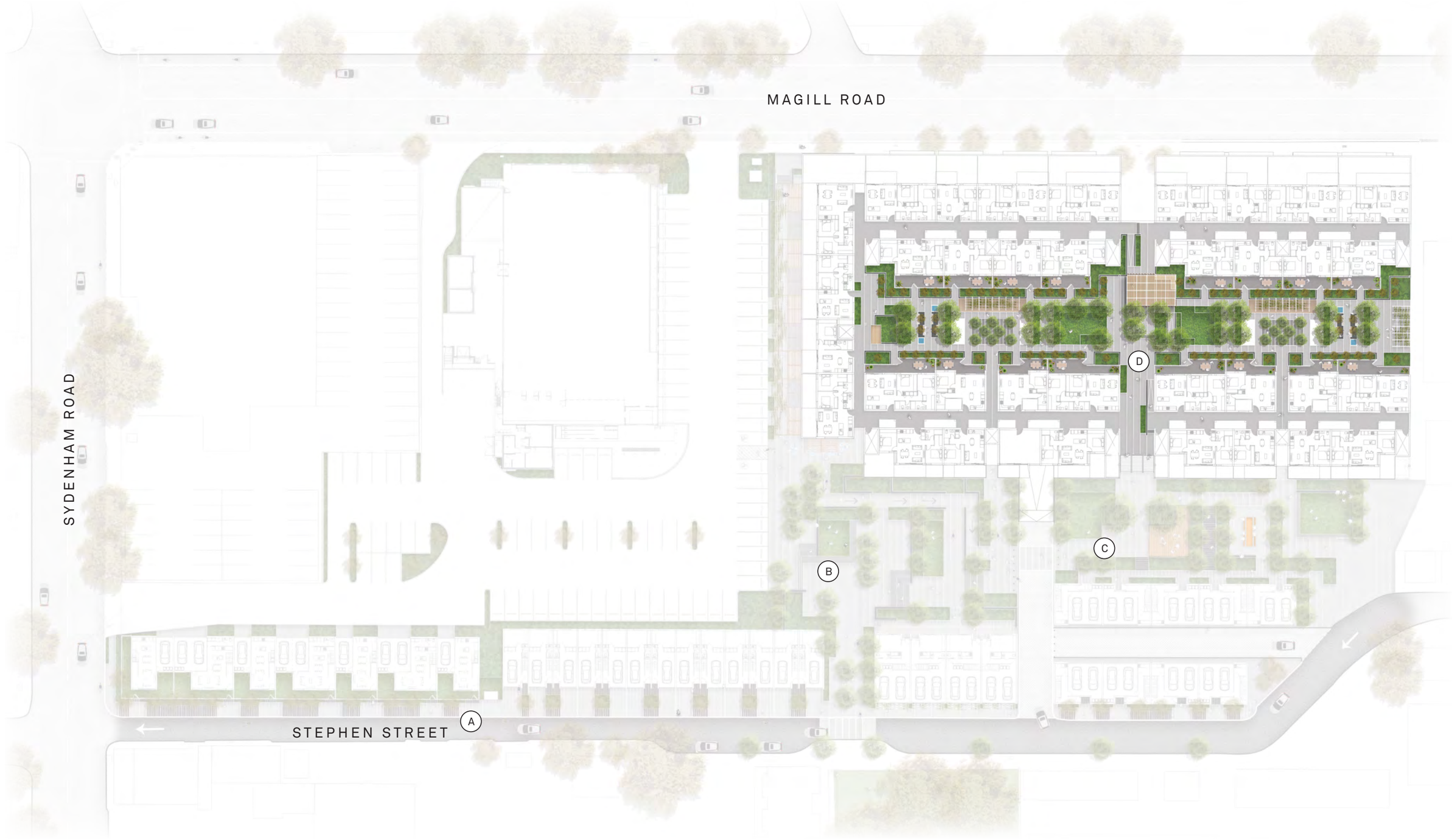
LEGEND

- (A) STEPHEN STREET STREETSCAPE
- (B) TOWN PIAZZA
- (C) COMMUNAL OPEN SPACE
- (D) LEVEL 1 PLAZA

04 Landscape Master Plan
Level 1

LEGEND

- (A) STEPHEN STREET STREETSCAPE
- (B) TOWN PIAZZA
- (C) COMMUNAL OPEN SPACE
- (D) LEVEL 1 PLAZA



0 10 20 40m

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04 Landscape Master Plan
Public & Communal Open Space

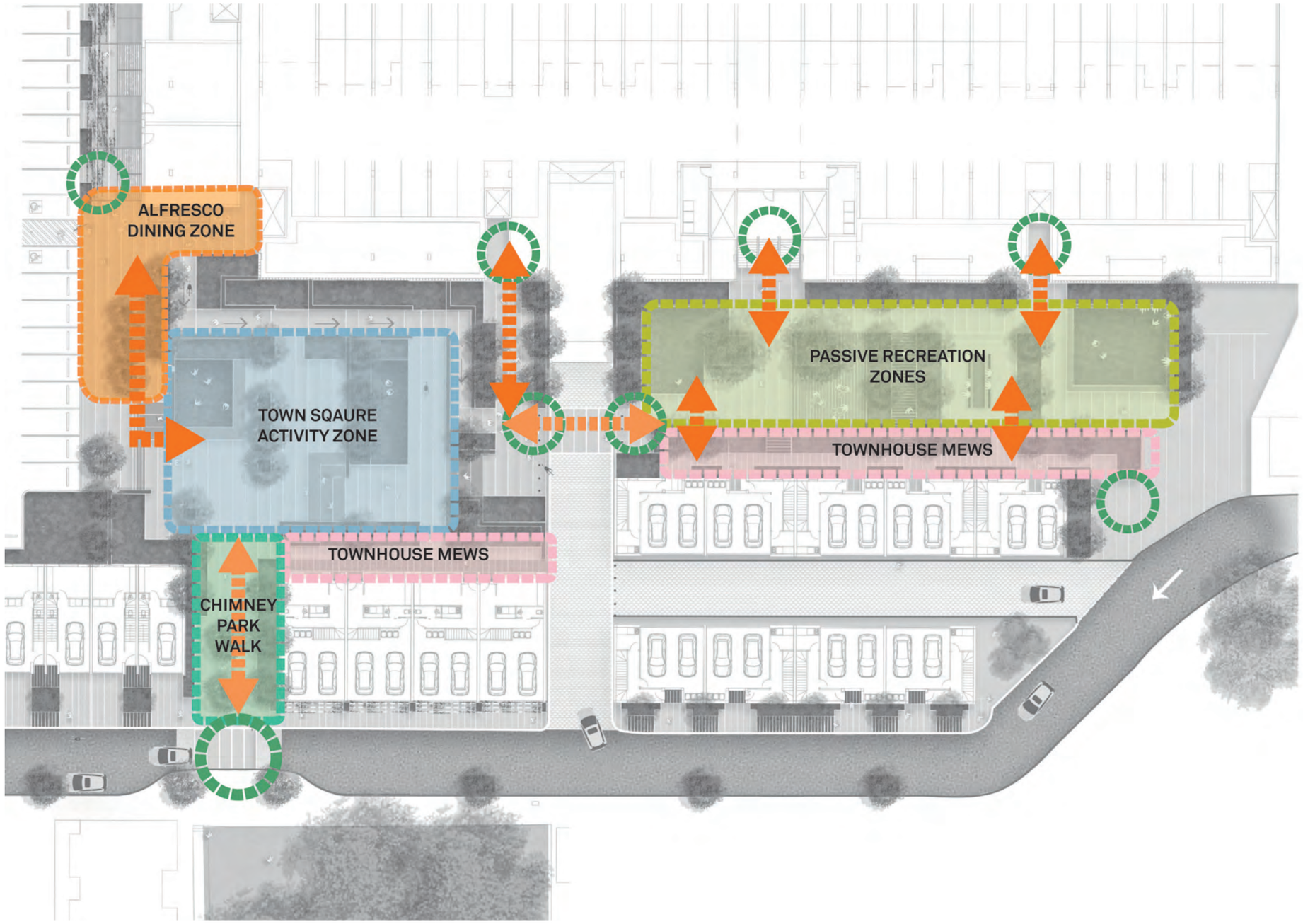
Public & Communal Open Space

The public open space consists of the Town Piazza and the publicly accessible communal open space, providing more than 2500m2 of accessible and usable open space for residents and the local community.

The intent is for the Town Piazza to be vested to the City of Norwood Payneham & St Peters and the Private Open Space to be owned and managed as part of the Community Title for the proposed development.

The shape and form draw inspiration from the design narrative, resulting in a hard working urban park. A park which creates a series of outdoor rooms and plateaus for social and cultural exchange to occur for residents and the local community.

Spatial Zoning



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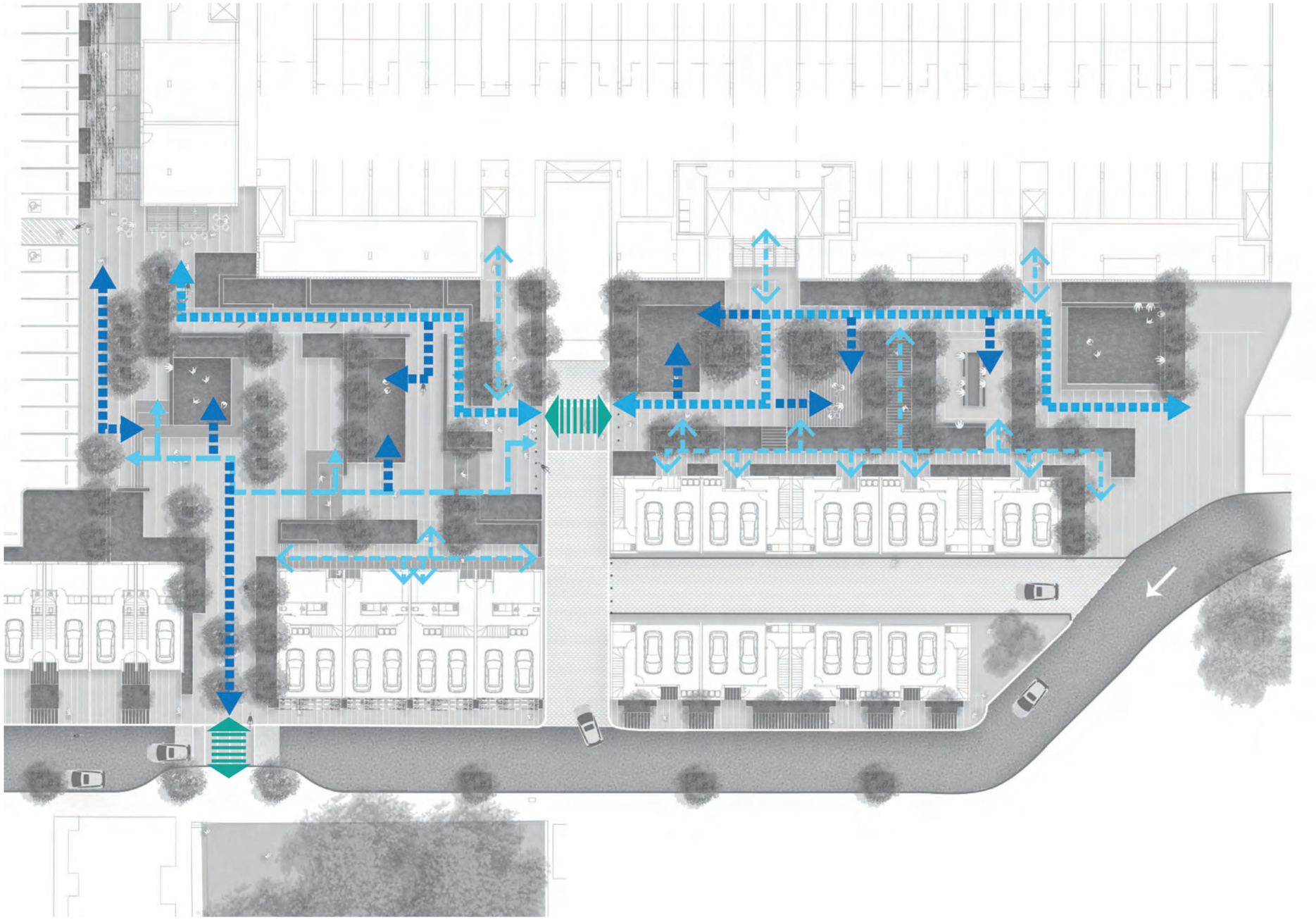
04 Landscape Master Plan
Public & Communal Open Space

Legend

- Roadway Crossing
- Roadway Crossing
- Destinations
- DDA Pathways
- Apartment & Townhouse access

Circulation



04 Landscape Master Plan
Public & Communal Open Space

Experience & Activities

The landscape master plan for the open space creates a series of outdoor rooms which can host a variety of activities and offer a variety of experiences.

The open space will provide an urban park which offers opportunities for passive and active recreation, for members of the community and residents of the development. The space caters for small and large groups, providing flexibility for users to find more private intimate spaces or open communal zones.

The diagram adjacent shows a variety of experiences, through precedent images, which can be provided within the space. The final mix of activities and experiences within the public realm will be shaped through conversations with the City of Norwood Payneham and St Peters, in subsequent design phases, to ensure that the offering within the developments proposed open space complements the existing adjacent open space network and NPSP's long term vision for their open space network.

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04 Landscape Master Plan
Public & Communal Open Space

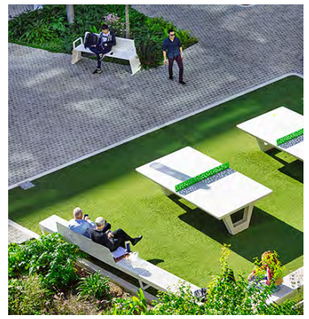
Town Piazza

The town piazza features approximately 2m of level difference from west to east, resulting in 4 distinct levels. Universal access is provided between levels by a 1:14 ramp located on the northern edge of the open space.
Direct access through the space is provided by a series of stairs, which transition into low height retaining walls, which also double as informal seats and ledges.

The lowest plateau closest to the carpark will provide outdoor dining opportunities in a hard paved environment with tree canopy above.

The second plateau which is the largest space in the town piazza provides flexibility to host events or to enable larger group gathering on the lawn area or beneath the trees.

The two eastern most plateaus are smaller than the western two spaces and predominantly provide circulation through the space, access to the apartments and more intimate settings for people to sit, read and engage with nature.

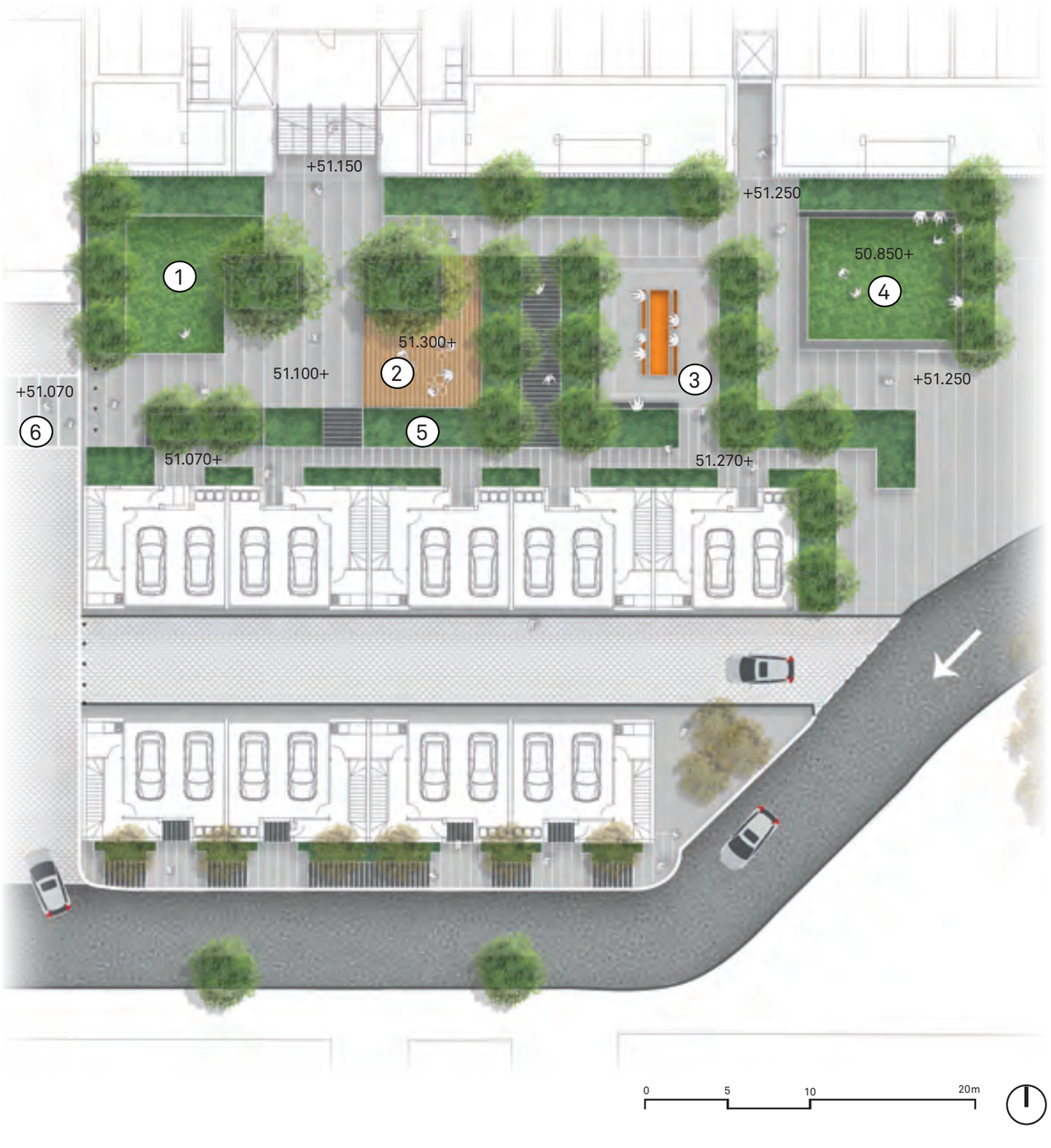


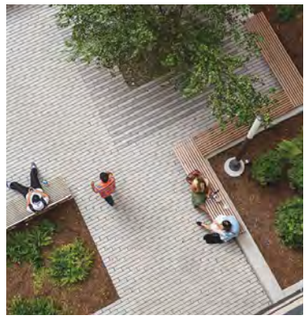
1. Turf areas for passive activities
2. Stairways to transition to level plateaus
3. Universal access via 1:14 ramps
4. Urban park landscape connection to chimney park via raised pedestrian threshold
5. Landscape screen to townhouse entrances
6. Flush pedestrian connection to communal open space. Material change and bollards to delineate driveway

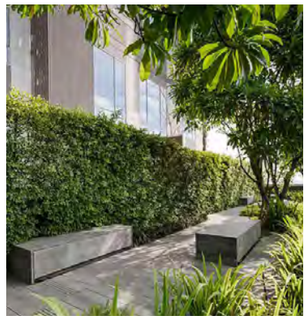
04 Landscape Master Plan
Public & Communal Open Space

Private Open Space (Publicly Accessible)

The publicly accessible Private Open space provides a series of small outdoor rooms. Each room caters for differing experiences and activities.
The rooms consist of an outdoor turf activity zone associated with the internal rec room, a raised timber deck alfresco area, a large communal table and a sunken turf lounge area with perimeter retaining wall.







1. Turf areas for passive activities
2. Raised timber deck alfresco area for small group gatherings
3. Large group gathering outdoor communal table
4. Sunken turf lounge with low seating wall
5. Landscape screen to townhouse entrances
6. Flush pedestrian connection to communal open space.

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04 Landscape Master Plan
Public & Communal Open Space

Long Section (East - West)

Town Piazza looking East

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04 Landscape Master Plan
Level 1 - Private Open Space

Level 1 Building Courtyard

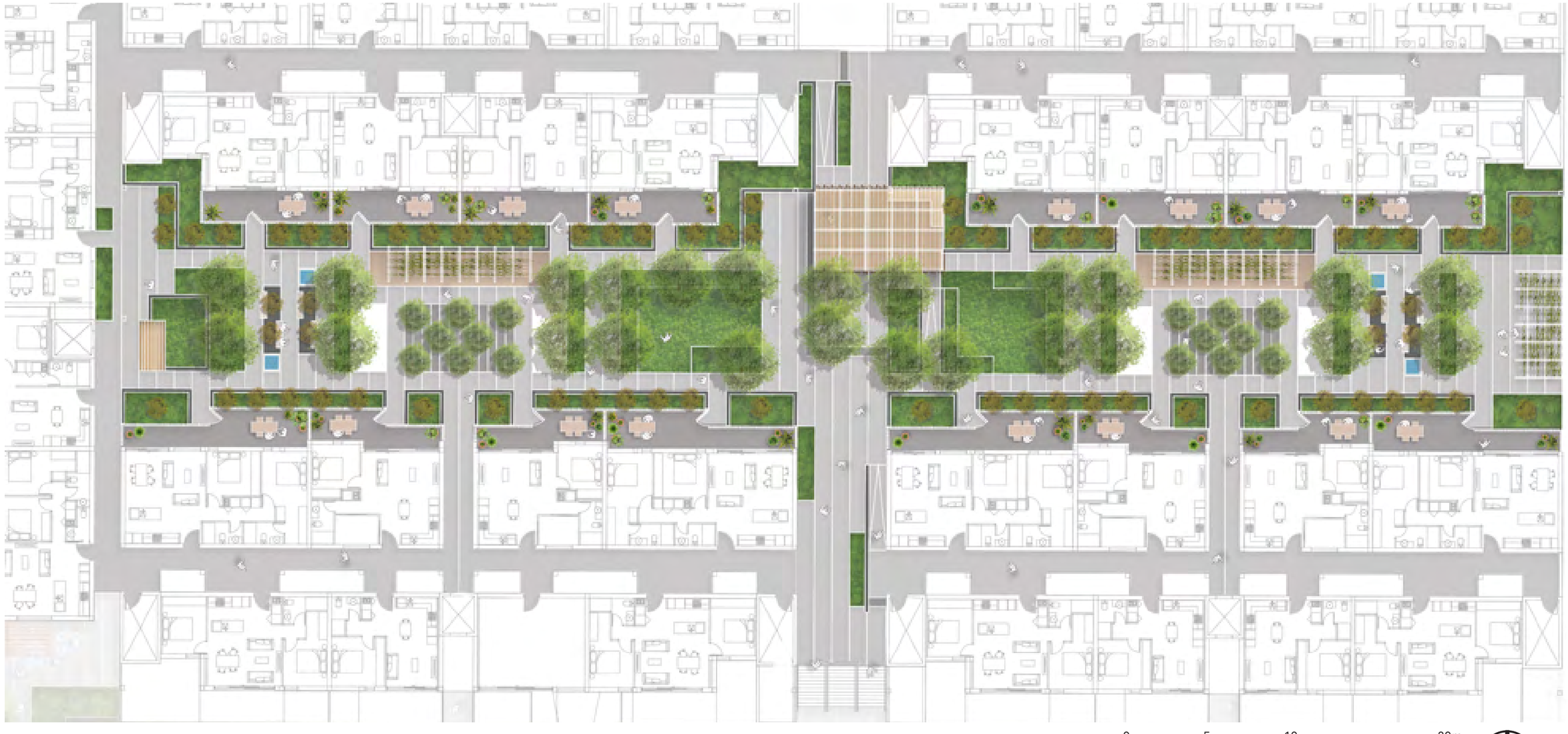
The Level 1 Building Courtyard space provides an open spaces accessible only to residents of the apartments.
Utilising the same design narrative and form as the public open space the building courtyard provides a series of outdoor rooms which provide users with opportunities to seek solace or socially engage with other residents. Spaces are sized from intimate small gathering spaces to large communal group gathering spaces.

Level 1 apartments which address the building courtyard have their own private spaces, which physically separated from the communal area with a palisade fence, which is scaled and softened with raised planters.

Large group gathering spaces are concentrated at the centre of the courtyard space, which is also aligned with the main access from the external public open space. This central space features a large pavilion and BBQ facilities, with a paved plaza and tree canopy supported by large turf areas directly adjacent, allowing residents to spill from the pavilion onto the turf areas.

The smaller rooms provide a variety of smaller communal seating environments enclosed with vegetation and a tree canopy above. Water features provide a background noise to help residents immerse themselves into the landscaped environment of the courtyard.

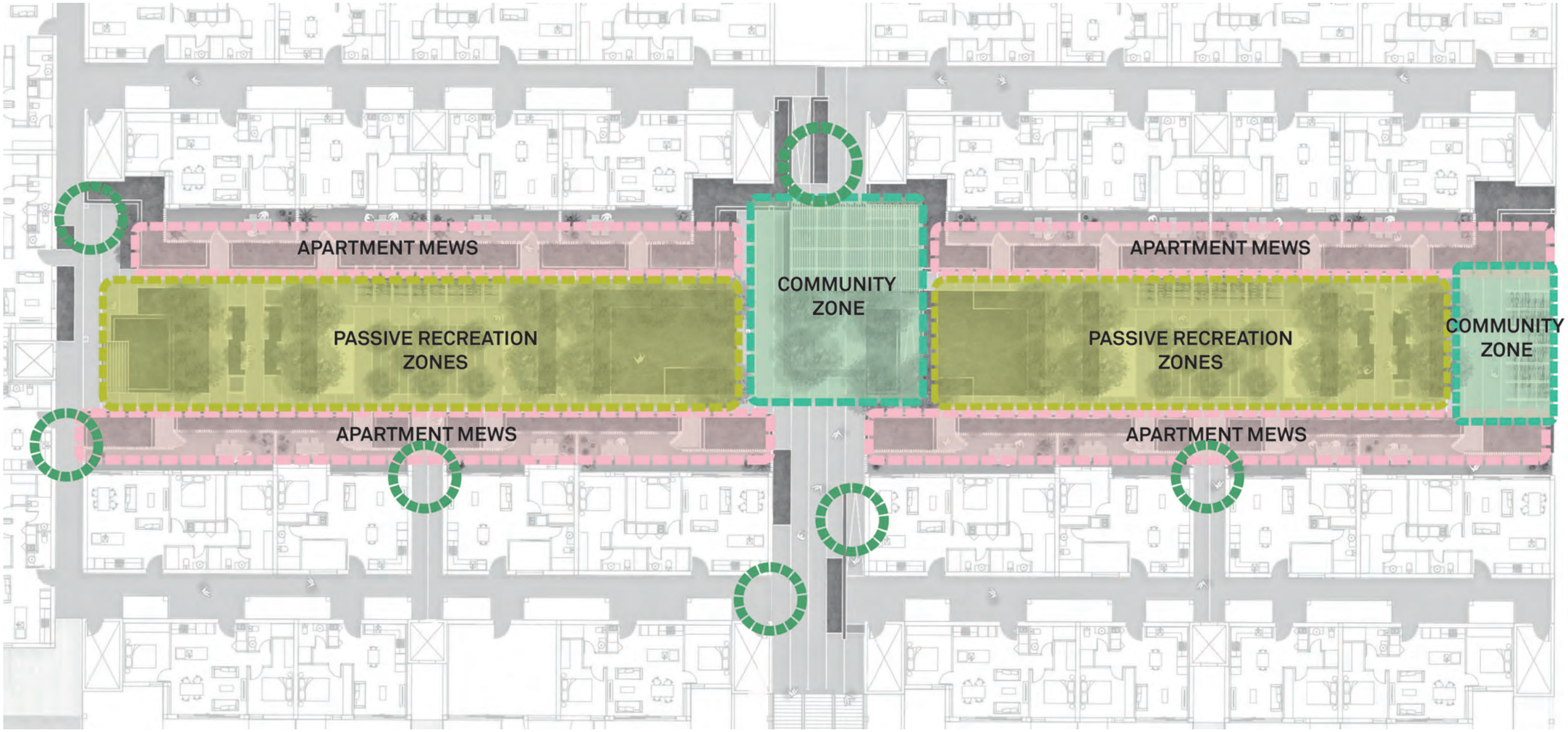
The outdoor rooms adjacent to the apartment entries form the lifts feature a paved bosque with informal seating arrangement.



0 5 10 20m

04 Landscape Master Plan
Level 1 - Private Open Space

Spatial Zoning



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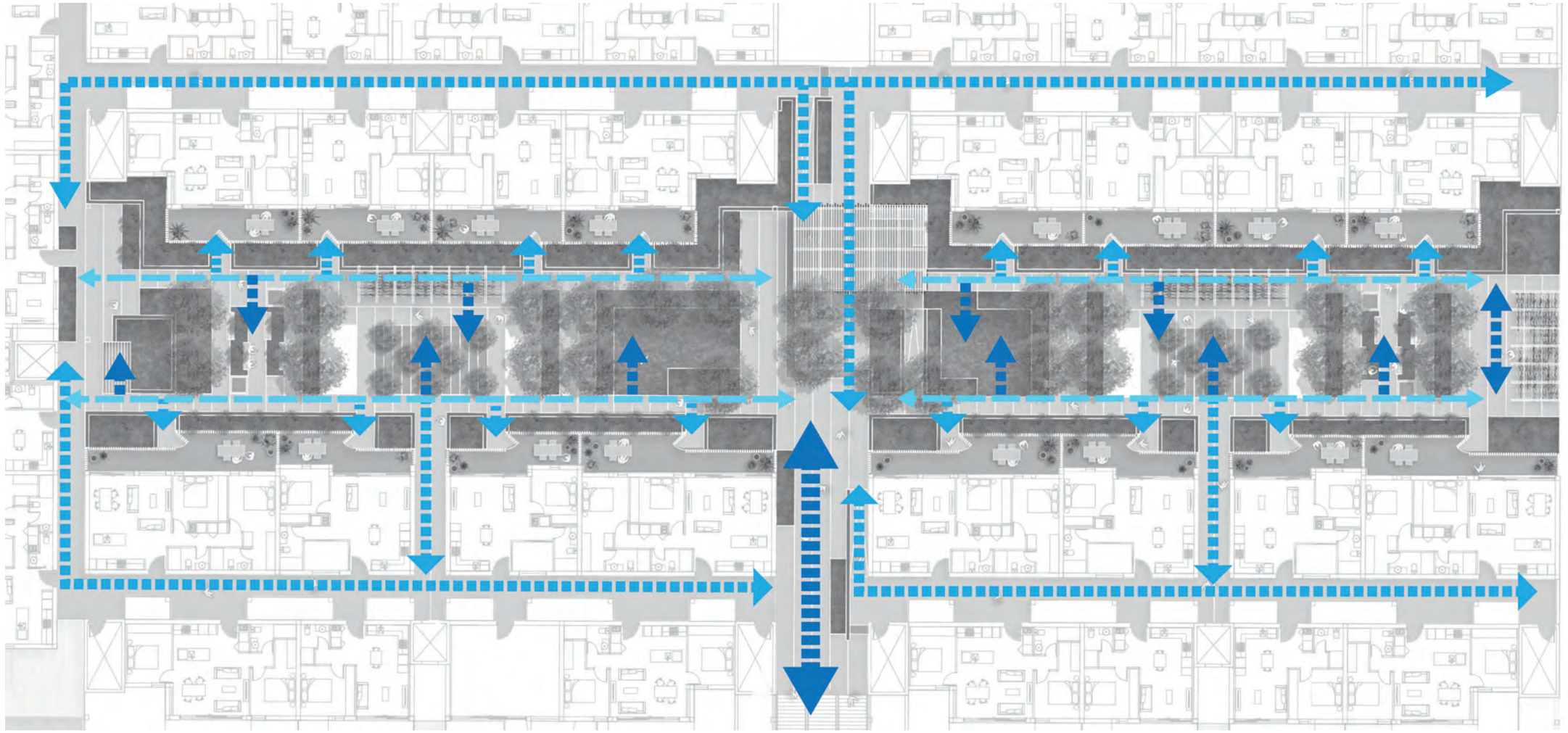
04 Landscape Master Plan
Level 1 - Private Open Space

Circulation



Legend

Primary access routes

Access to destinations

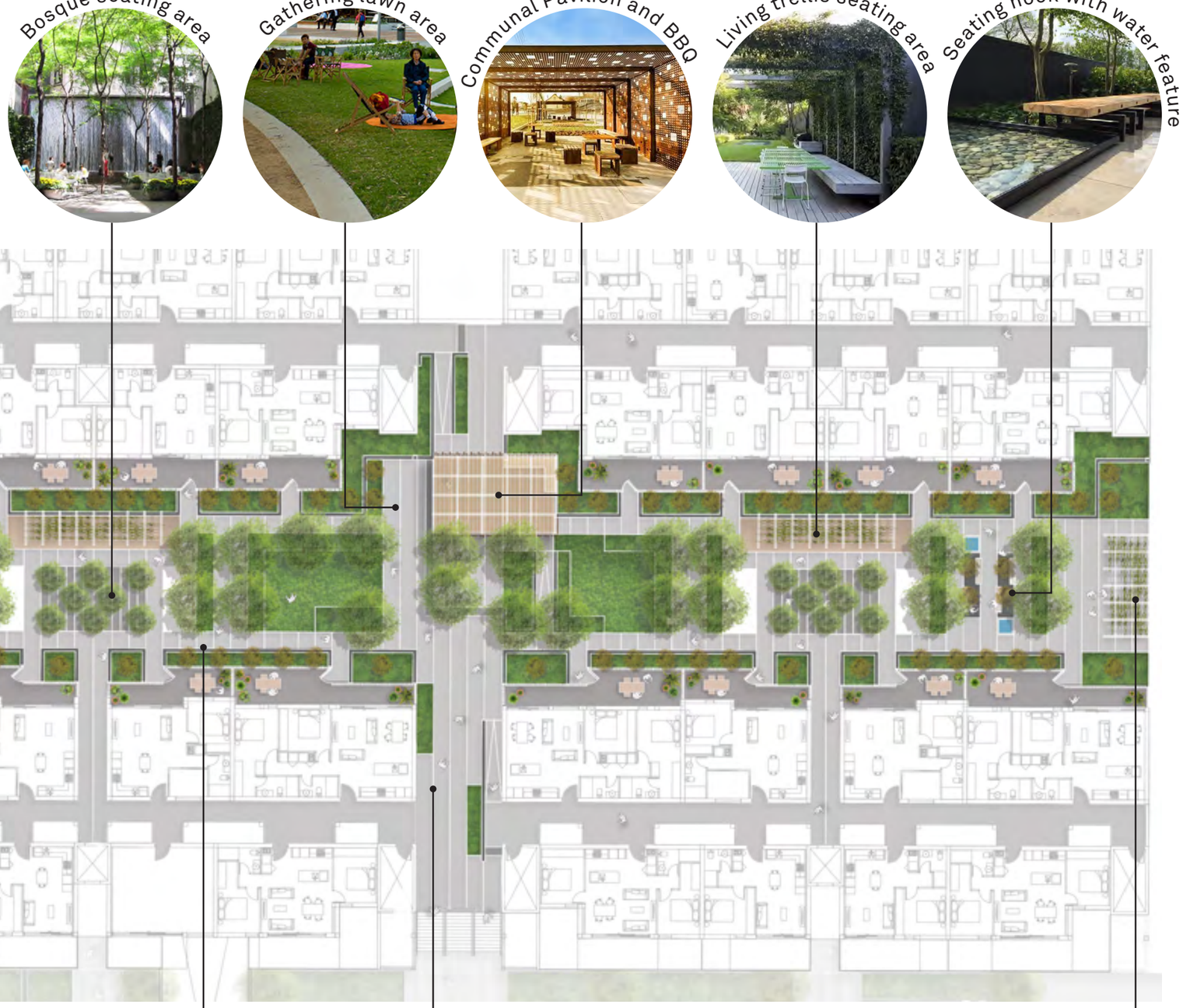
Apartment access

04 Landscape Master Plan
Level 1 - Private Open Space

Experience & Activities

The landscape master plan for the building courtyard space creates a series of outdoor rooms which can host a variety of activities and offer a variety of experiences.

The open space is a private extension to the external urban park, offering opportunities for passive and active recreation, for members of the community and residents of the development. The space caters for small and large groups of residents, their families and friends, providing flexibility for users to find more private intimate spaces or open communal zones.



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04 Landscape Master Plan
Level 1 - Private Open Space

Building Courtyard looking East from Lift

Streetscape Plan

Typology A | Typology B | Typology C | Typology D

Streetscape Elevation

Typology A | Typology B | Typology C | Typology D

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04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology A - Detail Plan

The approach to Stephen Street is to create a pedestrian friendly and green laneway environment.

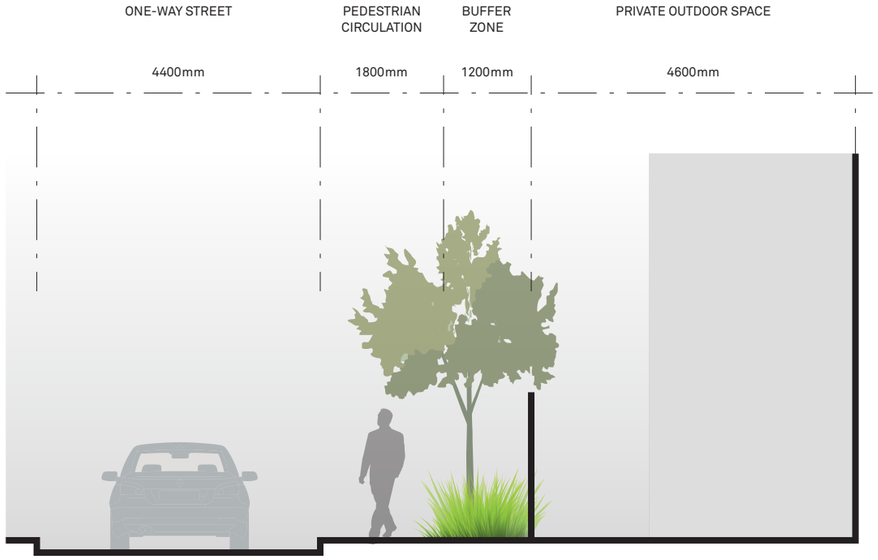
Maintaining the existing roadway width and one way configuration the project development aims to provide a landscape setting with street trees to cool the environment and provide scale and softening to the townhouse facades.

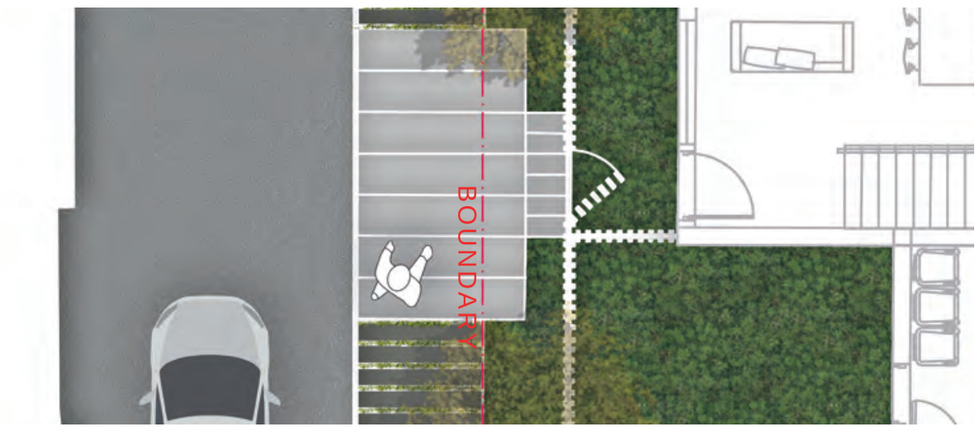
Drawing form the design narrative the footpath treatment plays up the strong banding, using scale changes to delineate between circulation zones and private residence entry points. Subtle material or textural changes will also be used to demarcate the property boundary for easy understanding of maintenance responsibilities between the Body Corporate and City of Norwood Payneham and St Peters.

Pavement treatments above the street tree root zone will be either a permeable paver of paving bands with infill of planting or resin bound gravel, to enable the tree root zone to breathe and for infiltration of moisture during the winter months. Final pavement materiality and treatment will be subject to further discussions and agreement with City of NPSP.

04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology A - Section





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04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology B - Detail Plan

The approach to Stephen Street is to create a pedestrian friendly and green laneway environment.

Maintaining the existing roadway width and one way configuration the project development aims to provide a landscape setting with street trees to cool the environment and provide scale and softening to the townhouse facades.

Drawing form the design narrative the footpath treatment plays up the strong banding, using scale changes to delineate between circulation zones and private residence entry points. Subtle material or textural changes will also be used to demarcate the property boundary for easy understanding of maintenance responsibilities between the Body Corporate and City of Norwood Payneham and St Peters.

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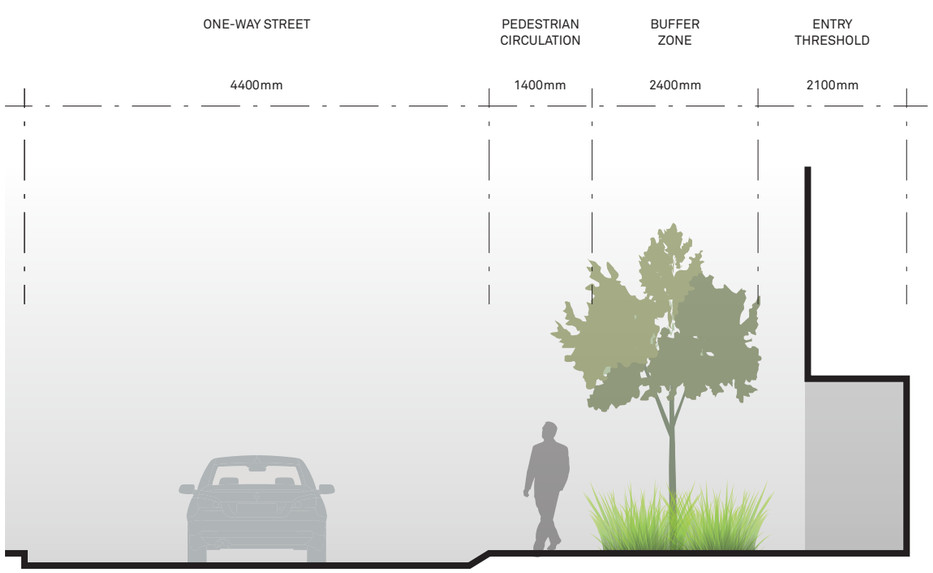
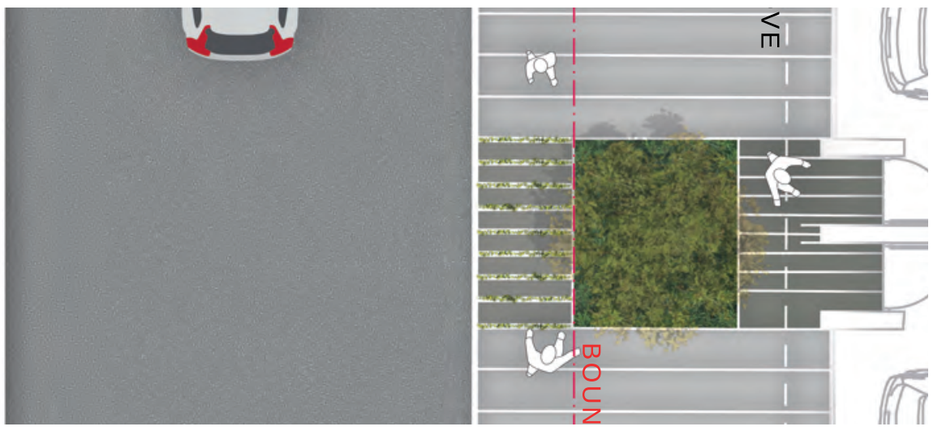
04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology B - Section





04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology C - Detail Plan

The approach to Stephen Street is to create a pedestrian friendly and green laneway environment.

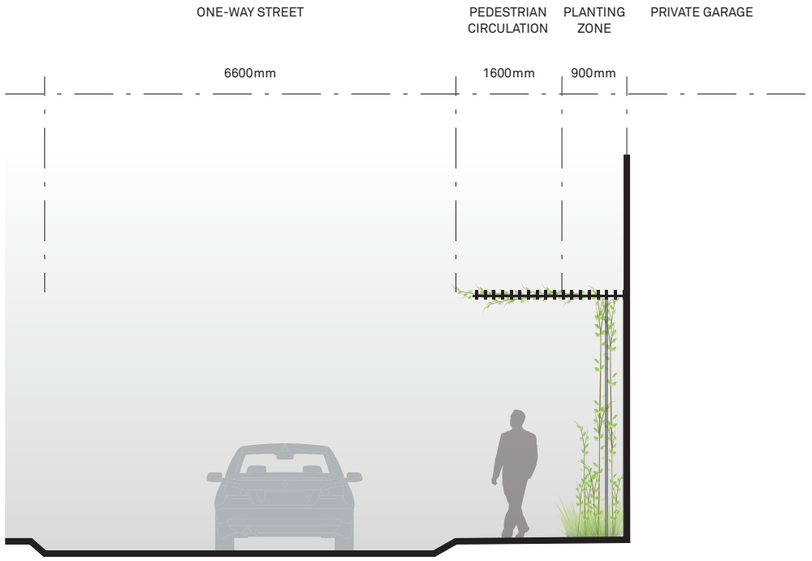
Maintaining the existing roadway width and one way configuration the project development aims to provide a landscape setting with street trees to cool the environment and provide scale and softening to the townhouse facades.

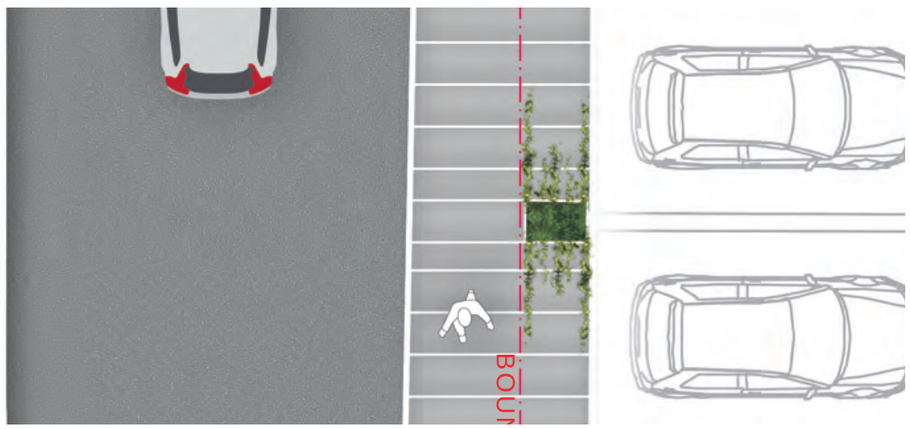
Drawing form the design narrative the footpath treatment plays up the strong banding, using scale changes to delineate between circulation zones and private residence entry points. Subtle material or textural changes will also be used to demarcate the property boundary for easy understanding of maintenance responsibilities between the Body Corporate and City of Norwood Payneham and St Peters.

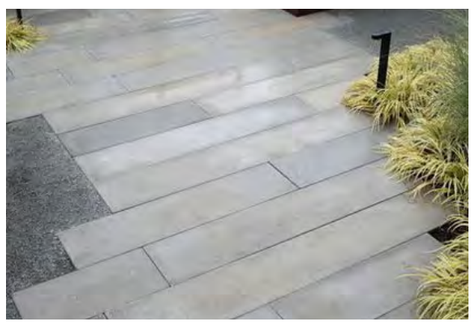
For this streetscape frontage there is no opportunity for street tree or understorey planting, due to the continuous run of garages. To continue the greened street presence across this frontage a living trellis awning will be provided off of the architectural facade.

04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology C - Section







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04 Landscape Master Plan
Stephen St Streetscape

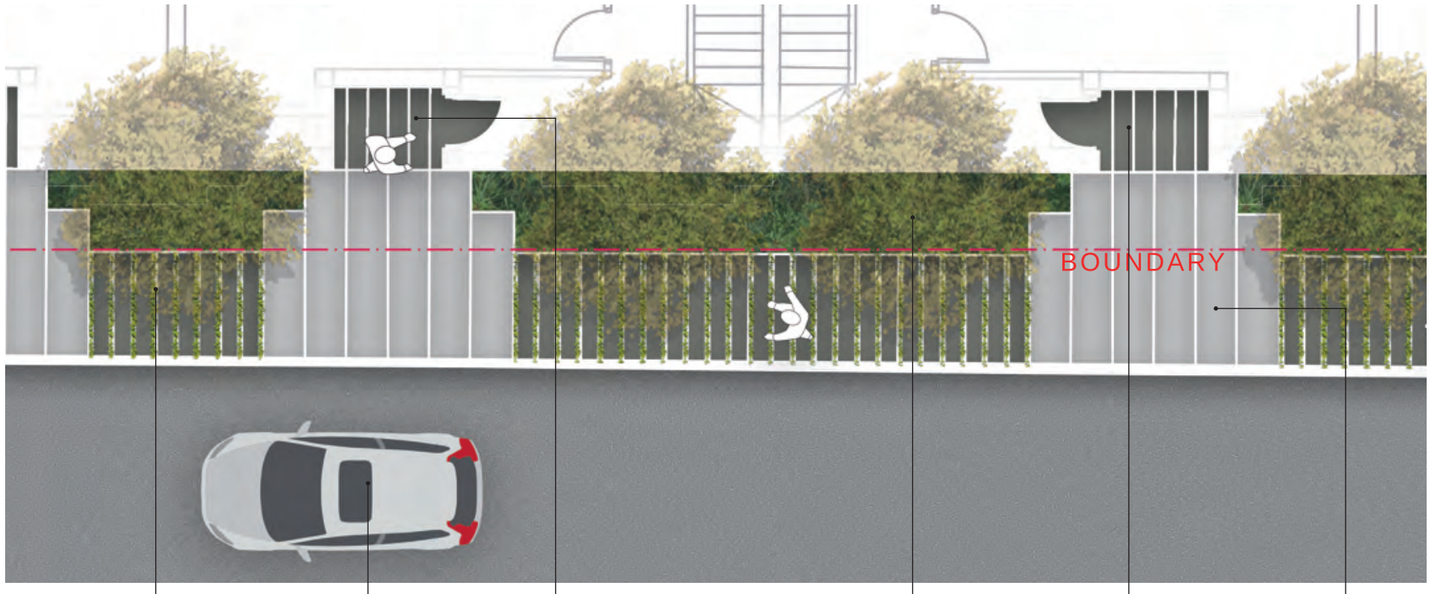
Streetscape Typology D - Detail Plan

The approach to Stephen Street is to create a pedestrian friendly and green laneway environment.

Maintaining the existing roadway width and one way configuration the project development aims to provide a landscape setting with street trees to cool the environment and provide scale and softening to the townhouse facades.

Drawing form the design narrative the footpath treatment plays up the strong banding, using scale changes to delineate between circulation zones and private residence entry points. Subtle material or textural changes will also be used to demarcate the property boundary for easy understanding of maintenance responsibilities between the Body Corporate and City of Norwood Payneham and St Peters.

Pavement treatments above the street tree root zone will be either a permeable paver of paving bands with infill of planting or resin bound gravel, to enable the tree root zone to breathe and for infiltration of moisture during the winter months. Final pavement materiality and treatment will be subject to further discussions and agreement with City of NPSP.



Permeable paving or planted strips above tree root zones

One-way vehicular traffic

Garden bed steps back at Property entries to provide zone for refuge off of circulation path

Street tree and understorey planting

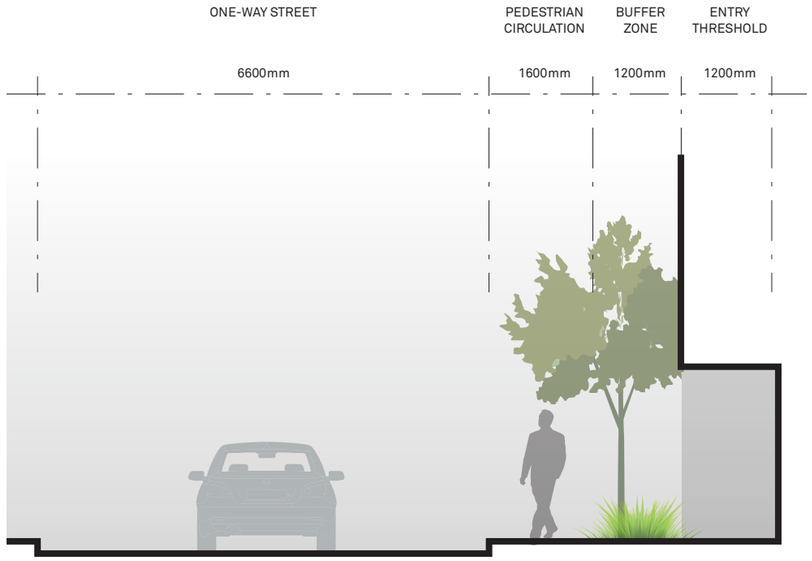
Intimate scale banded paving to entrance frontages

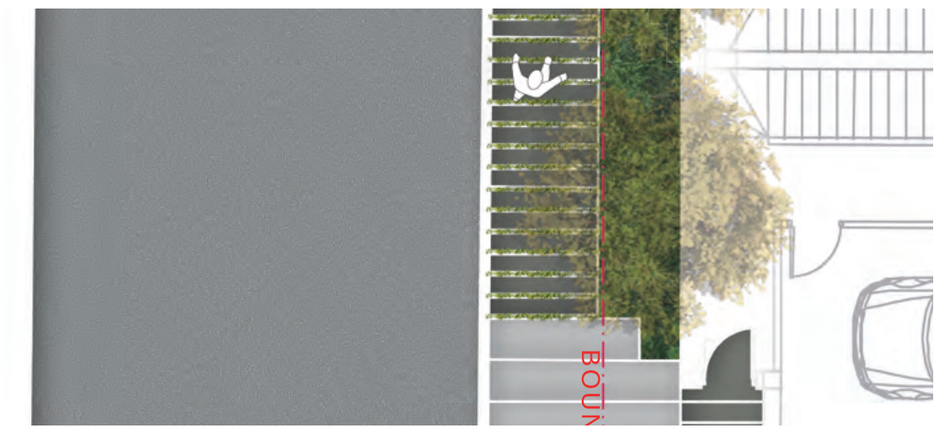
Banded pavement (exposed concrete or unit pavers)

0 1 2 4m

04 Landscape Master Plan
Stephen St Streetscape

Streetscape Typology D - Section





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04 Landscape Master Plan
Urban Promenade

Urban Promenade

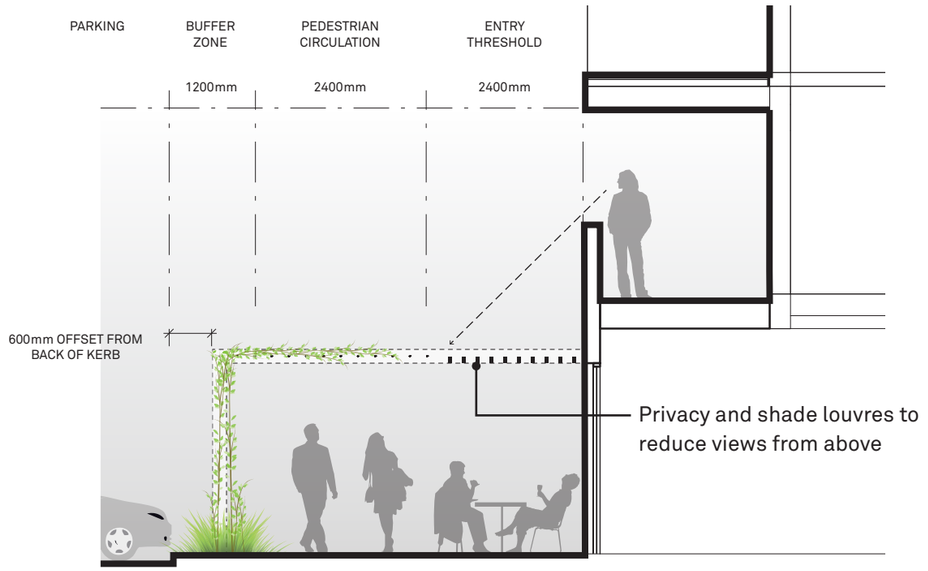
The urban promenade provides the main north south pedestrian connection through the site, connecting Stephen St, Chimney Park and community to Magill Road.

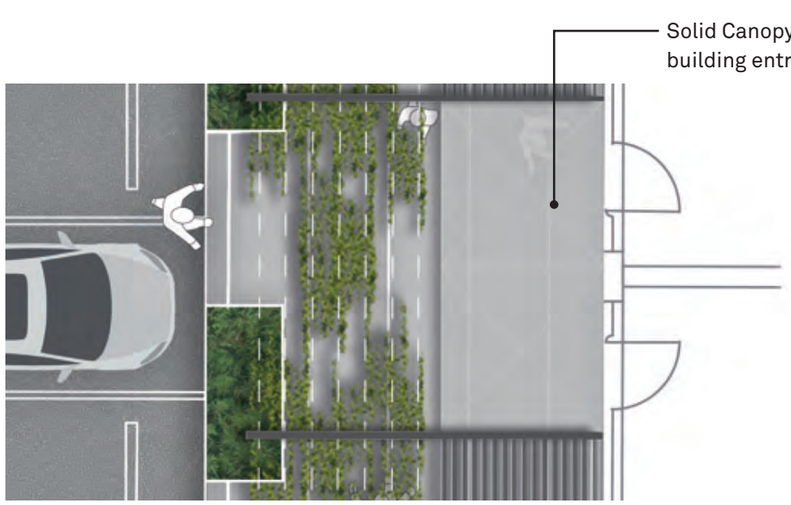
A generous 6m urban promenade is provided through a green colonnade consisting of living trellis, along a retail frontage. The space is broken down into a 2.4m wide dinning / street trading zone along the building edge, a 2.4m circulation zone in the centre and a 1.2m garden bed and carpark unloading zone kerb side.

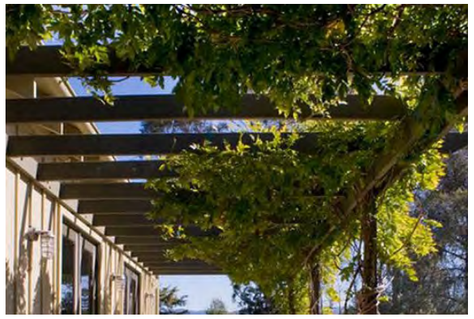
The living trellis system consist of a continuous awning to the retail frontage, featuring battens and solid panels at retail tenancy doorways. The outer portion of the portal structure provides opportunities for a living trellis, which has been arranged in a hit and miss style arrangement, creating a sense of enclosure but also providing visual connection to sky, carpark and retail tenancies.

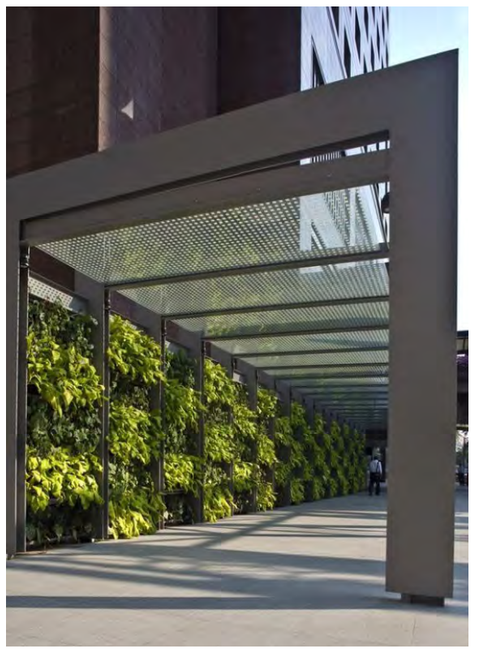
1. Key pedestrian entrance and Magill Road interface
2. Equal access opportunities
3. Vegetation buffer to adjacent car parking
4. Climbing trellis to provide softening and shade along pedestrian circulation zone and northern facade of retail offer
5. Sheltered alfresco dining
6. Interface with Public Plaza

Urban Promenade - Section









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04 Landscape Master Plan
Townhouse Type A rear laneway

Townhouse Type A rear lane addressing

The rear laneway address to Townhouse Type A consists of low level garden beds, between garages to assist in softening the hardness of the laneway.

The adjacent existing chain link fence to the north, which sits on the boundary between the development site and the Alma, will be planted with a climber. This is an intermediate solution to help green and soften this boundary interface until further understanding of the intentions of the Alma are understood.

Climbing plants trained to existing chain link fence to create a green screen on the boundary between the Alma and the development site.

Low level garden bed planting between townhouse garages to help soften interface with laneway

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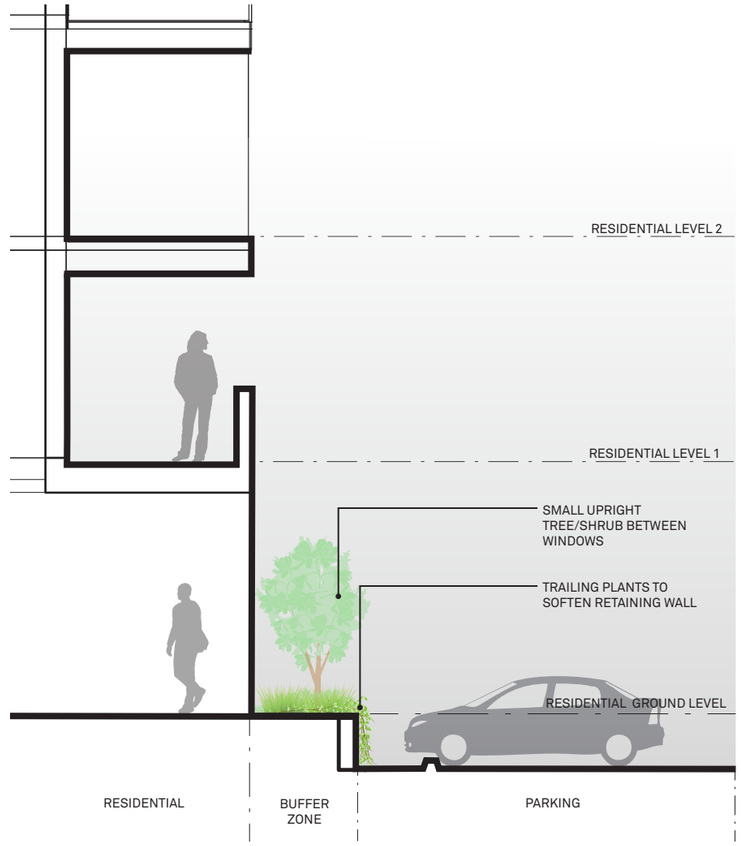
04 Landscape Master Plan
Townhouse Type B carpark interface

Townhouse Type B carpark interface

The northern interface between the at grade carpark and Townhouse Type B's consists of a 1m high retaining wall and raised garden bed to scale between the garden bed and townhouse elevation.

The raised garden bed will feature cascading and trailing plant mix to soften retaining wall face when viewed from carpark, as well as upright shrubs / small trees, cited between ground level windows, to help soften the townhouse elevation.

Raised planter bed to scale and soften the northern facade of Townhouse Type B and the interface with the at grade carpark



04 Landscape Concept
Plant and Materials Palette

Tree Planting

Plant & Material Palette

The imagery provided on this page is indicative of the proposed look and feel for the proposed landscaping to the streetscape, carpark and the public, communal and private open space.

Further refinement and final selections of plant palette and materials will be developed in consultation with the City of Norwood Payneham and St Peters in subsequent design phases, to ensure that the proposed plant and hard surface materiality meets Councils expectations from an operational and maintenance perspective, whilst providing a high qulaity outcome for the public realm.

Understorey Planting

Surface Materials

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Australia

Adelaide
HASSELL
Level 1
82 Waymouth Street
Adelaide SA
Australia 5000
T +61 8 8220 5000
E adelaide@hassellstudio.com

Brisbane
HASSELL
36 Warry Street
Fortitude Valley QLD
Australia 4006
T +61 7 3914 4000
E brisbane@hassellstudio.com

Melbourne
HASSELL
61 Little Collins Street
Melbourne VIC
Australia 3000
T +61 3 8102 3000
E melbourne@hassellstudio.com

Perth
HASSELL
Level 1
Commonwealth Bank Building
242 Murray Street
Perth WA
Australia 6000
T +61 8 6477 6000
E perth@hassellstudio.com

Sydney
HASSELL
Level 2
Pier 8/9, 23 Hickson Road
Sydney NSW
Australia 2000
T +61 2 9101 2000
E sydney@hassellstudio.com

China

Hong Kong
HASSELL
22F, 169 Electric Road
North Point Hong Kong
T +852 2552 9098
E hongkong@hassellstudio.com

Shanghai
HASSELL
12F base 45 Caoxi North Road
Xuhui District
Shanghai 200030 China
T +8621 5456 3666
E shanghai@hassellstudio.com

South East Asia

Singapore
HASSELL
33 Tras Street #02-01
078973 Singapore
T +65 6224 4688
E singapore@hassellstudio.com

United Kingdom

London
HASSELL
1 Curtain Place
London EC2A 3AN United Kingdom
T +44 20 7490 7669
E london@hassellstudio.com

United States of America

San Francisco
HASSELL
Level 7
25 Taylor Street
San Francisco CA 94102
United States of America
T +1 415 860 7067
E sanfrancisco@hassellstudio.com